

Federal Update and APTA's Surface Transportation Recommendations



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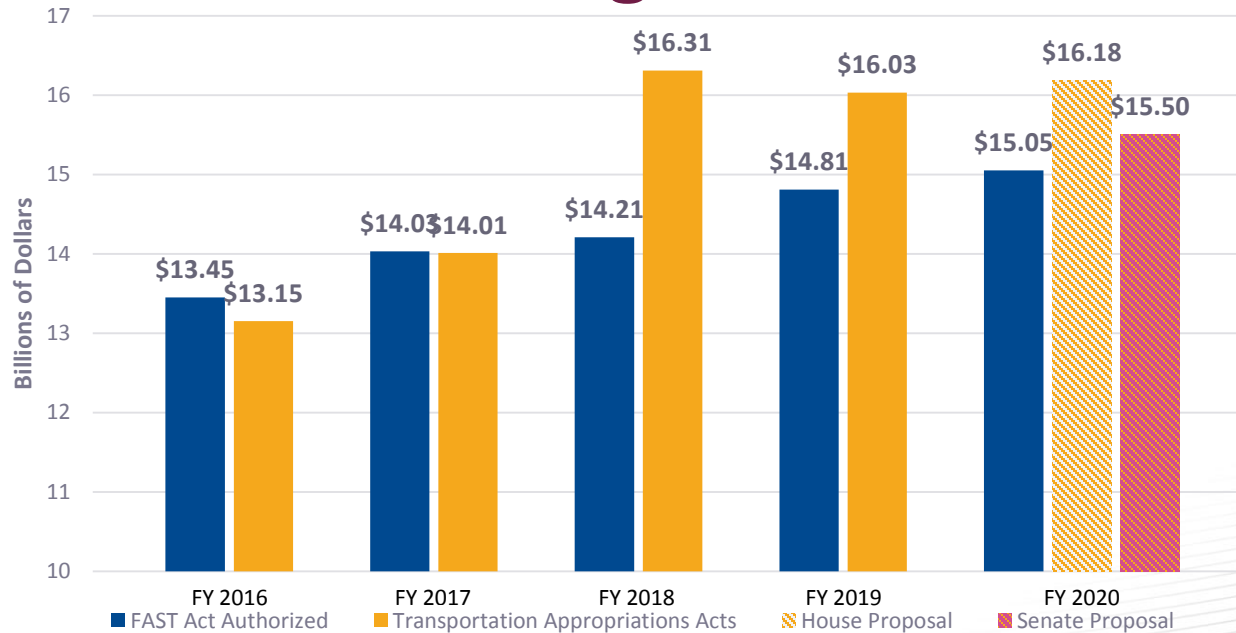
Continuing Resolution

- **Keeps U.S. Department of Transportation Open Through December 20**
- **Prevents 12% Cut to Public Transit Agencies for period of CR**
- **Includes provision to eliminate \$7.6 billion Highway Rescission**

Transportation (THUD) Appropriations Acts

Public Transit and Passenger Rail Funding

Funding Levels



FY 2020 Appropriations

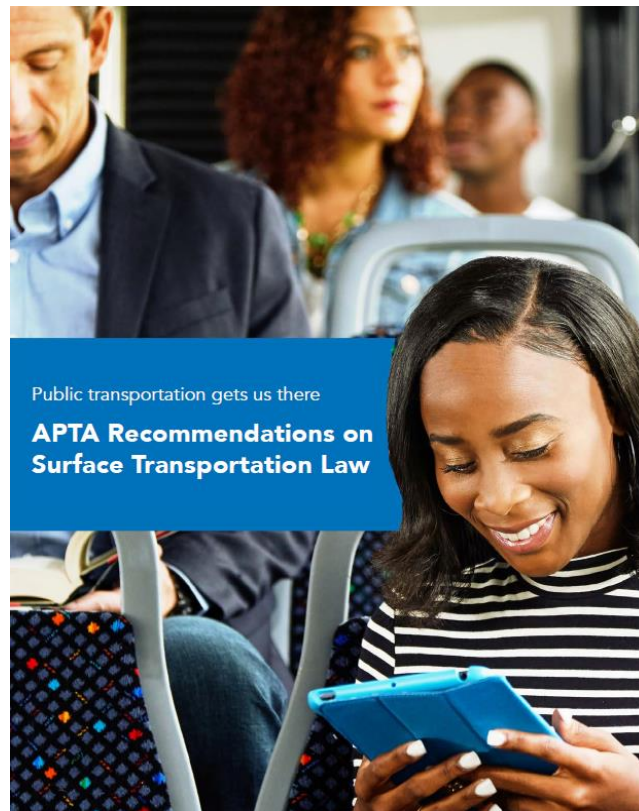
- **House Bill :** Continues historically high levels for transit (\$13.5 billion) and for passenger rail grants (\$2.7 billion) and prevents 12 percent cut to public transportation programs in FY 2020.
- **Senate Bill:** Reduces transit funding by \$457 million
- **On October 31,** an amendment passed on the Senate floor to block a 12 percent cut to every transit agency in the nation in FY 2020.

FAST Act Reauthorization

- **FAST Act expires on September 30, 2020.**
- **Senate Environment and Public Works Committee
Bipartisan 5-Year Reauthorization Bill**
*Provides \$287 Billion of Highway Contract Authority
Creates Climate Competitive and Formula Grants
for Resiliency, Charging, and Reducing Carbon Emissions*
- **Limited Action by Other Senate and House
Committees**

APTA's Top Three Priorities

- Address the Pending Shortfall in the Highway Trust Fund & Provide \$145 Billion for Public Transit over 6 years
- Restore 20 Percent Share for Bus Capital Grants
- Create a new Mobility Innovation and Technology Initiative



APTA's Passenger Rail Recommendations

- **Maintain a Rail Title in the Surface Transportation Authorization Act**
- **Create a Passenger Rail Trust Fund**
Funded with New Dedicated Revenues
- **Provide \$32 Billion for Passenger Rail Investment**
CRISI (with Specific Set-Asides for Commuter Rail)
Federal-State Partnership for a State of Good Repair
High-Performance Intercity Passenger Rail Grants