## CURRENT TRANSPORTATION TOPICS IN CONGRESS

<table>
<thead>
<tr>
<th>Reauthorization</th>
<th>COVID-19 response: revenue</th>
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<tbody>
<tr>
<td>Multi-year bill authorizing surface transportation programs and setting funding levels</td>
<td>To help state and local governments cope with revenue loss and costs of the pandemic</td>
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<tr>
<td>Also WRDA?</td>
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<table>
<thead>
<tr>
<th>Stimulus</th>
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<tr>
<td>Extra funds for infrastructure</td>
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### SURFACE REAUTHORIZATION STATUS

<table>
<thead>
<tr>
<th>Current bill</th>
<th>Senate proposal</th>
<th>House proposal</th>
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</thead>
<tbody>
<tr>
<td>FAST Act</td>
<td>ATIA (S 2302)</td>
<td>INVEST (now HR 2)</td>
</tr>
<tr>
<td>Expires Sept. 30, 2020</td>
<td>Passed EPW July 2019</td>
<td>To the floor net week?</td>
</tr>
<tr>
<td>All modes</td>
<td>Highway only, so far</td>
<td>All modes</td>
</tr>
<tr>
<td>5 years</td>
<td>5 years</td>
<td>5 years*</td>
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*FY 21 extension, FY 22-25 reauthorization
“INVEST” WOULD COMBINE:

- **Extension** of the FAST Act through FY 21, and -
  - Provides highway funding at current levels but with 100% federal share
  - Adds $14.7 billion extra, with eligibility for operating expenses

- **PLUS**

- **Reauthorization** for FY 22-25 - re-establish/remake programs, policies, funding levels for:
  - Surface programs: Highway, Transit, Safety, Motor Carrier
  - Hazardous Materials
  - Rail
“INVEST” - HIGHWAY

- Formula highway funds top FAST Act by ~31 percent ($56.8 billion per year 21-25)
- Throughout: emphasis on resilience, GHG reduction, etc.
- National Highway Freight Program – repeals 10% limit on intermodal/port project
- Authorizes Automated Vehicle research on improving safety and expanding accessibility
- Establishes a national VMT pilot program for passenger and CMVs in all 50 states
“INVEST” – FREIGHT RAIL

- Prohibits LNG transport by rail pending extensive safety evaluations
- CRISI funds top FAST Act by nearly 90 percent, with expanded eligibility
- Nearly doubles the highway-rail grade crossing program funding
- Requires studies on trains longer than 7,500 feet, and impacts of the precision scheduled railroading model
- $150 million to help certain borrowers pay the Credit Risk Premium in the RRIF program
“INVEST” - CMVs:

- Would suspend changes made to HOS rule
  - require FMCSA to review impacts of the current HOS rules
  - prohibit proposed expansion of on-duty time from taking effect until 60 days later
- Would create a task for to examine truck lease agreements, incl. impact on pay
- Increase funding for state truck safety oversight
“INVEST” - MULTIMODAL

- Establishes a multimodal freight research program to make freight movement greener, safer and more efficient
- Establishes a deadline for designating a final National Multimodal Freight Network
- Establishes a Joint Task Force with the IRS to study a fee on multimodal freight
“INVEST” - NEW DISCRETIONARY PROGRAMS

- “New” Projects of National and Regional Significance’ (revised INFRA, adds rail)
- Community transportation investment grants – highway and transit
- EV charging and hydrogen fueling infrastructure (on Alternative Fuel Corridors)

One-time only:
- Gridlock Reduction Grants (UZAs of one million or more)
- Parking for Commercial Vehicles
- Rebuild Rural Grants (FY 21 only) – includes off-system grants
THE COST OF “INVEST”

Not counting revenue changes due to COVID-19:

$75 billion (to keep HTF solvent through FY 25 at FAST Act levels)

$65 billion (to pay for increases proposed in INVEST)

$140 billion in additional revenue or transfers required if INVEST enacted
Due to coronavirus impacts on travel, etc. and the resulting loss of revenue, without new revenue or other funds, USDOT now projects:

- May 2021 – potential impacts to reimbursements to state DOTs
- July 2021 - significant impacts to reimbursements (balance down to zero)
Senate – may or may not write a “narrowly crafted” bill

House – passed “Heroes Act” May 15
# Comparing “CARES” and “Heroes”

<table>
<thead>
<tr>
<th></th>
<th>Enacted</th>
<th>Proposed</th>
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<tbody>
<tr>
<td><strong>CARES (HR 748) ~$2 T</strong></td>
<td></td>
<td><strong>Heroes (HR 6800) ~$3+ T</strong></td>
</tr>
<tr>
<td>State and local govs: general purpose incl. replace lost revenue*</td>
<td>0</td>
<td>$915 B</td>
</tr>
<tr>
<td>Roads/bridges</td>
<td>0</td>
<td>$15 B (STBG plus operations)</td>
</tr>
<tr>
<td>Transit</td>
<td>$25 B</td>
<td>$15.75 B</td>
</tr>
<tr>
<td>Airports</td>
<td>$10 B</td>
<td>Funds necessary for AATF solvency</td>
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*+$150B was included for state/local gov for costs resulting from the pandemic*
“HEROES” (AS PASSED HOUSE) – DETAIL:

$915 B for state and local governments would consist of:

- $540B for states, territories, etc.
- $187.5B directly to counties – allocated via population
- $131.25B for cities - allocated via HUD Community Development Fund formula
- $56.25B for local gov other than counties, in areas not covered by CDF – alloc. via population

House approps estimated total to Iowa: $5.8 billion
Funds for specific modes:

**Highways** - $15B (100% federal share) via STBG plus eligibility for operations, etc.

**Transit** –
- $11.75B (100% federal share) for UZAs over three million
- $4B for transit at 100% federal share – discretionary (NOFOs by mid-June?)

**Aviation** - automatic backfill of the AATF if it becomes insolvent

All modes: hazard pay for frontline workers