T4America - Overview

➔ Membership organization with reach into 40 states
➔ Focuses on improving transportation connections within cities and towns, where our nation’s transportation program is the weakest.

➔ Priorities
  ➔ New Investment
  ➔ Reward Innovation
  ➔ Multimodal Program
  ➔ More Local Control over Funding
  ➔ Provide Access to Opportunity
People are Driving Less

Source: FHWA
People are Driving Less

Source: FHWA and Census Bureau
Inflation is Largest Source of Problem

Source: C2ES Analysis, FHWA, U.S. EIA
Highway Trust Fund is Broke

Source: GAO analysis of CBO data.
Report on Transportation Fiscal Cliff

The End of the Road? The Looming Fiscal Disaster for Transportation

Be Prepared to Stop
Table 1: Federal dollars as a percentage of state (capital) transportation budgets (2001-2012)

<table>
<thead>
<tr>
<th>State</th>
<th>Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>67.5%</td>
</tr>
<tr>
<td>Alaska</td>
<td>93.3%</td>
</tr>
<tr>
<td>Arizona</td>
<td>49.9%</td>
</tr>
<tr>
<td>Arkansas</td>
<td>63.0%</td>
</tr>
<tr>
<td>California</td>
<td>48.1%</td>
</tr>
<tr>
<td>Colorado</td>
<td>52.3%</td>
</tr>
<tr>
<td>Connecticut</td>
<td>71.3%</td>
</tr>
<tr>
<td>Delaware</td>
<td>42.5%</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>52.1%</td>
</tr>
<tr>
<td>Florida</td>
<td>39.3%</td>
</tr>
<tr>
<td>Georgia</td>
<td>60.4%</td>
</tr>
<tr>
<td>Hawaii</td>
<td>70.5%</td>
</tr>
<tr>
<td>Idaho</td>
<td>68.0%</td>
</tr>
<tr>
<td>Illinois</td>
<td>41.6%</td>
</tr>
<tr>
<td>Indiana</td>
<td>55.2%</td>
</tr>
<tr>
<td>Iowa</td>
<td>58.8%</td>
</tr>
<tr>
<td>Kansas</td>
<td>48.4%</td>
</tr>
<tr>
<td>Kentucky</td>
<td>44.7%</td>
</tr>
<tr>
<td>Louisiana</td>
<td>50.4%</td>
</tr>
<tr>
<td>Maine</td>
<td>56.4%</td>
</tr>
<tr>
<td>Maryland</td>
<td>49.4%</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>38.0%</td>
</tr>
<tr>
<td>Michigan</td>
<td>42.3%</td>
</tr>
<tr>
<td>Minnesota</td>
<td>60.9%</td>
</tr>
<tr>
<td>Mississippi</td>
<td>64.8%</td>
</tr>
<tr>
<td>Missouri</td>
<td>63.2%</td>
</tr>
<tr>
<td>Montana</td>
<td>88.0%</td>
</tr>
<tr>
<td>Nebraska</td>
<td>48.2%</td>
</tr>
<tr>
<td>Nevada</td>
<td>52.9%</td>
</tr>
<tr>
<td>New Hampshire</td>
<td>64.7%</td>
</tr>
<tr>
<td>New Jersey</td>
<td>35.0%</td>
</tr>
<tr>
<td>New Mexico</td>
<td>71.7%</td>
</tr>
<tr>
<td>New York</td>
<td>44.1%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>48.3%</td>
</tr>
<tr>
<td>North Dakota</td>
<td>77.9%</td>
</tr>
</tbody>
</table>

Notes: Compares federal highway funding provided to states with state capital outlays for highways, and federal transit capital funding provided to states and urbanized areas with transit capital expenditures.

Sources:
- Highway Revenue: FHWA, Highway Statistics Series 2001-2012, Table SF-1, "Revenue Used for Highways by States" and SF-2, "Disbursements by States for Highways"
More Funding: T4A Revenue Proposal

What we need

$30 BILLION

Annual investment needed to make the transportation fund solvent and effective

62¢

Daily cost per commuter. About as much as a cup of coffee and a doughnut per week.

How to raise it

The simplest way: Add 17 cents per gallon to the federal gas tax. Other possibilities (choose one):

- Replace the existing per-gallon tax with a sales tax of 11%; or
- Introduce a fee of $4 on each barrel of oil; or
- Add a sales tax of 5.5% to fuel purchases; or
- Index the gas tax to construction costs and raise one of the above taxes/fees a lesser amount.

Transportation for America Plan for America
113TH CONGRESS
1ST SESSION

H. R. 3486

To empower States with authority for most taxing and spending for highway programs and mass transit programs, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 14, 2013

Mr. Graves of Georgia (for himself, Mr. Duncan of South Carolina, Mr. Woodall, Mr. DeSantis, Mr. Huizenga of Michigan, Mr. Weber of Texas, Mr. Amash, Mr. Rokita, Mr. Westmoreland, Mr. Stutzman, Mr. Gohmert, Mr. Franks of Arizona, Mr. Jones, Mr. Hensarling, Mr. Mulvaney, Mr. Schweiker, Mr. Long, Mr. Broun of Georgia, Mr. Gingrey of Georgia, Mr. Brady of Texas, and Mr. Huelskamp) introduced the following bill, which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Ways and Means and the Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned
Raise Funding Locally

THE WALL STREET JOURNAL

POLITICS AND POLICY

States Raise Gas Taxes to Pay for Infrastructure
As Congress Only Takes Short-Term Steps, Governors Seek More Funds for Roads

By JOSH MITCHELL
Updated April 4, 2014 7:32 p.m. ET

Streetcars sit parked at Atlanta’s maintenance facility Wednesday. The city’s mayor is exploring a public-private partnership to build a light-rail line. Tami Chappell for The Wall Street Journal
Raise Funding Locally

Transit Measure Success Rate

73% Success Rate for Transit Measures 2000-2013
### Employment Impacts per $1 Billion in Infrastructure Spending

<table>
<thead>
<tr>
<th>Category</th>
<th>Jobs (Direct and Indirect)*</th>
<th>Plus Induced Jobs</th>
<th>Difference from “New Road Construction”</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Road Construction</td>
<td>12,638</td>
<td>17,472</td>
<td></td>
</tr>
<tr>
<td>Road Repair Work</td>
<td>14,790</td>
<td>20,317</td>
<td>+16%</td>
</tr>
<tr>
<td>Mass Transit</td>
<td>17,784</td>
<td>22,849</td>
<td>+31%</td>
</tr>
</tbody>
</table>

* Direct: people working on the project (person laying asphalt). Indirect: people making things for the project (person working at the asphalt plant). Induced: Direct and indirect employees spending their wages (Either one buying lunch).
ROI: Tennessee

**Expedited Project Delivery Savings**

- **Total Original Projects Cost:** $180,385,000
- **Total EPD Projects Cost:** $9,236,700
- **Total Projects Savings:** $171,148,300

- Region 2  Jackson County  SR-56
- Region 2  Fentress County  SR-52
- Region 3  Macon County  SR-262
- Region 4  Hardin County  SR-128
- Region 4  Lauderdale County  SR-19

**Project Costs**

- Jackson SR-56  Savings: $64,660,000
- Fentress SR-52  Savings: $57,915,000
- Macon SR-262  Savings: $17,362,100
- Hardin SR-128  Savings: $17,444,200
- Lauderdale SR-19  Savings: $13,767,000
- **Total Savings:** $171,148,300
A BILL

To amend title 23, United States Code, to direct the Secretary of Transportation to establish an innovation in surface transportation program, and for other purposes.

Be it enacted by the Senate and House of Representa-
TIGER Program

TIGER I-V (2009-2013 - 270 Projects - $3.5 B)

- **Transit**: 48 Projects, $867,494,719, 28% of TIGER Funding
- **Rail**: 49 Projects, $808,557,591, 22.9% of TIGER Funding
- **Port**: 31 Projects, $401,118,140, 11.4% of TIGER Funding
- **Bicycle & Pedestrian**: 12 Projects, $153,662,463, 4.4% of TIGER Funding
- **Road**: 98 Projects, $1,145,523,089, 32.6% of TIGER Funding
- **Rural**: 100 Projects, $648,695,789
- **Urban**: 170 Projects, $2,878,215,610
TIFIA Loan Program

(TIFIA) Transportation Infrastructure Finance and Innovation Act

- Eligible projects: transit, highways, intercity rail, and multimodal facilities
- Up to 33% of eligible costs, with new Secretarial authority to raise 49%
- Project must have a dedicated repayment source (toll, sales tax, etc.)
- Delayed repayment up to 5 years following substantial completion

Current Interest Rate 3.41%
Reauthorization of MAP-21

GROW AMERICA Act
- 4-year bill
- $20 billion more funding per year paid for with corporate tax reform
- Creates multimodal freight program
- Rewards innovation through competition

Senate Bill
- 6-year bill
- “Pay for” is not yet designated
- Creates highway freight program
National Perspective

• Nearly 57% of U.S. households are childless
• In 1994, 70% of 18-year-olds had their driver’s license. Today, 54% do.
• Since 1995, transit ridership is up 37.2%, outpacing population growth (20.3%).
• Divide between transit and cars is breaking down due to technology.
• Every 10% increase in traffic delay per person is associated with a 3.4% increase in per capita GDP
• 5-10% reduction in traffic speeds increases property values 18-20%.
• Homes in walkable areas have 12% higher value, commercial properties see 5-8% increase in value.
• Areas with transportation choice have higher levels of economic mobility.
• Livable communities generate 10 times more tax revenue per acre than conventional suburban development.
• Retail customers who arrive by foot or bike shop most often and spend the most.
Transportation for America

Beth Osborne
Senior Policy Advisor
beth.osborne@t4america.org
202-955-5543 x 203
202-302-0240 cell