

Transportation for America

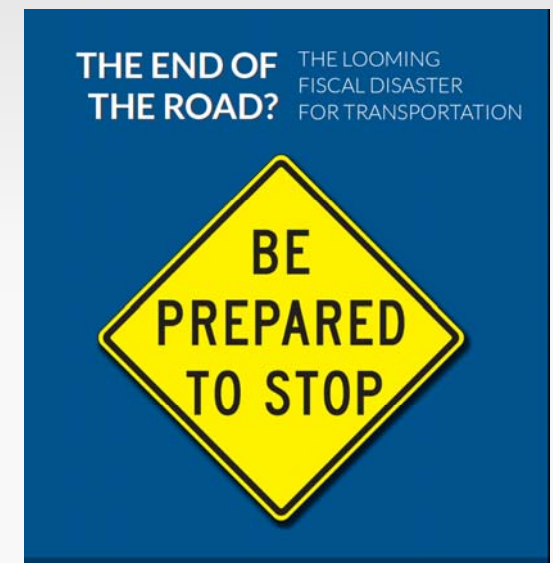
WILMAPCO's 2014 Our Town September 3, 2014

Beth Osborne, Senior Policy Advisor

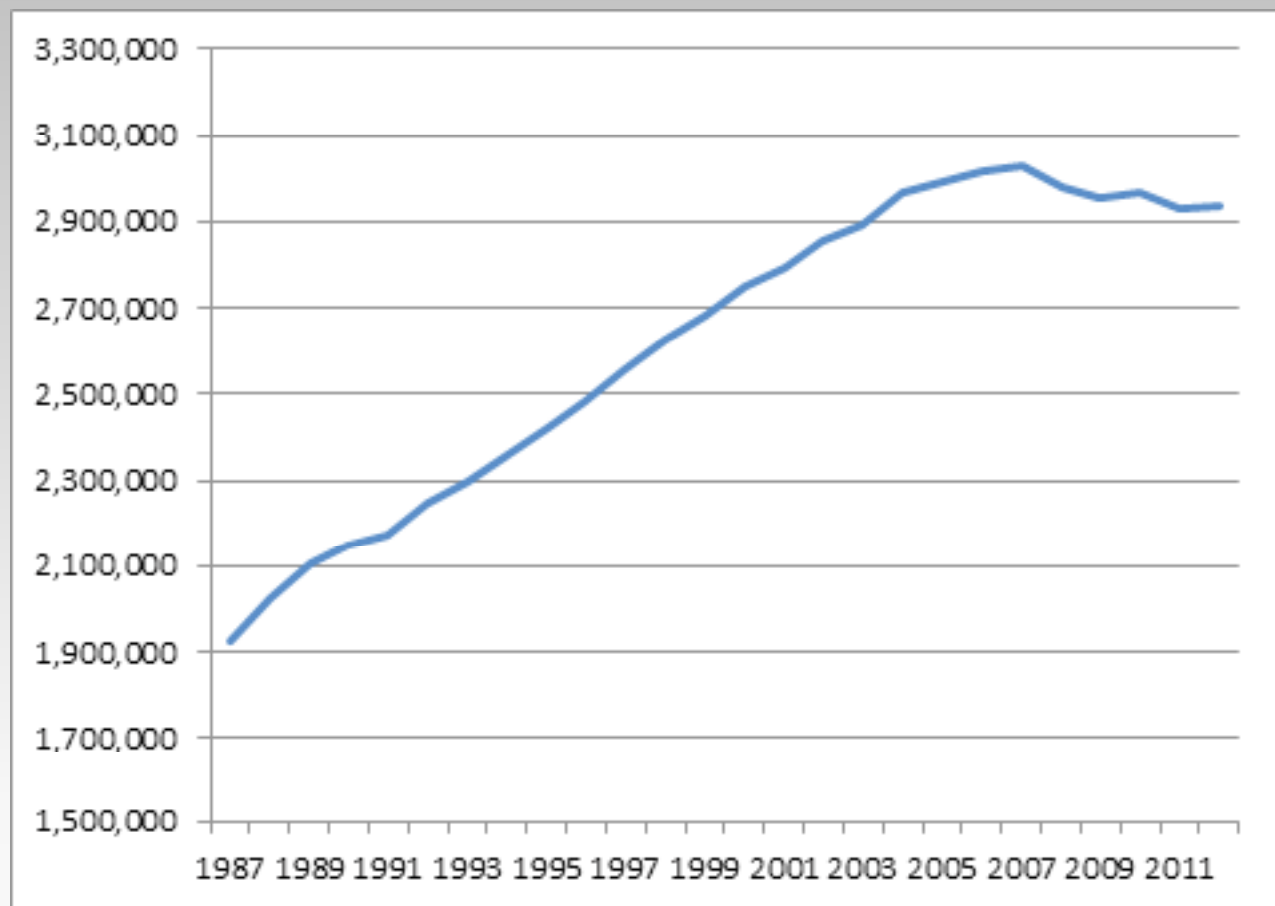
www.T4america.org
@t4america

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

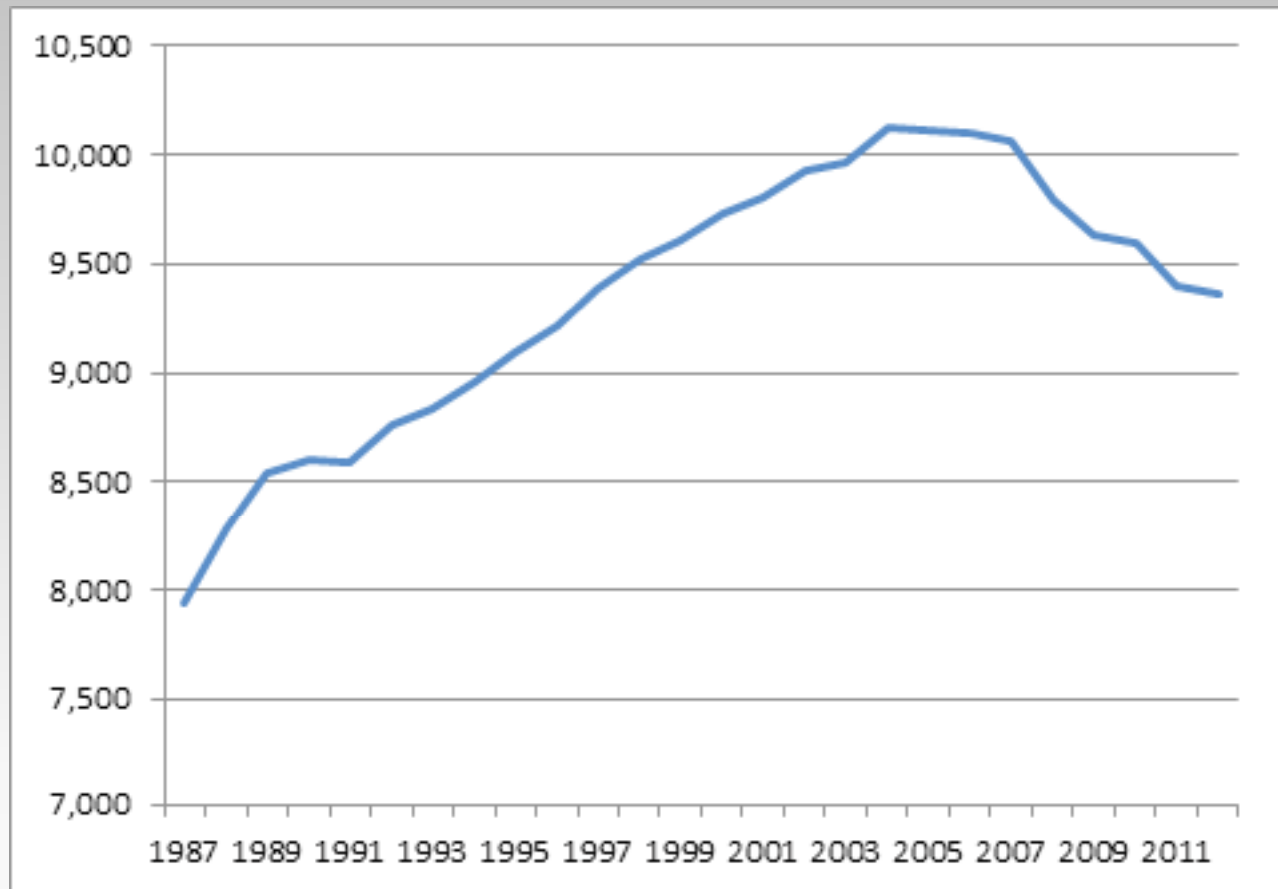


People are Driving Less



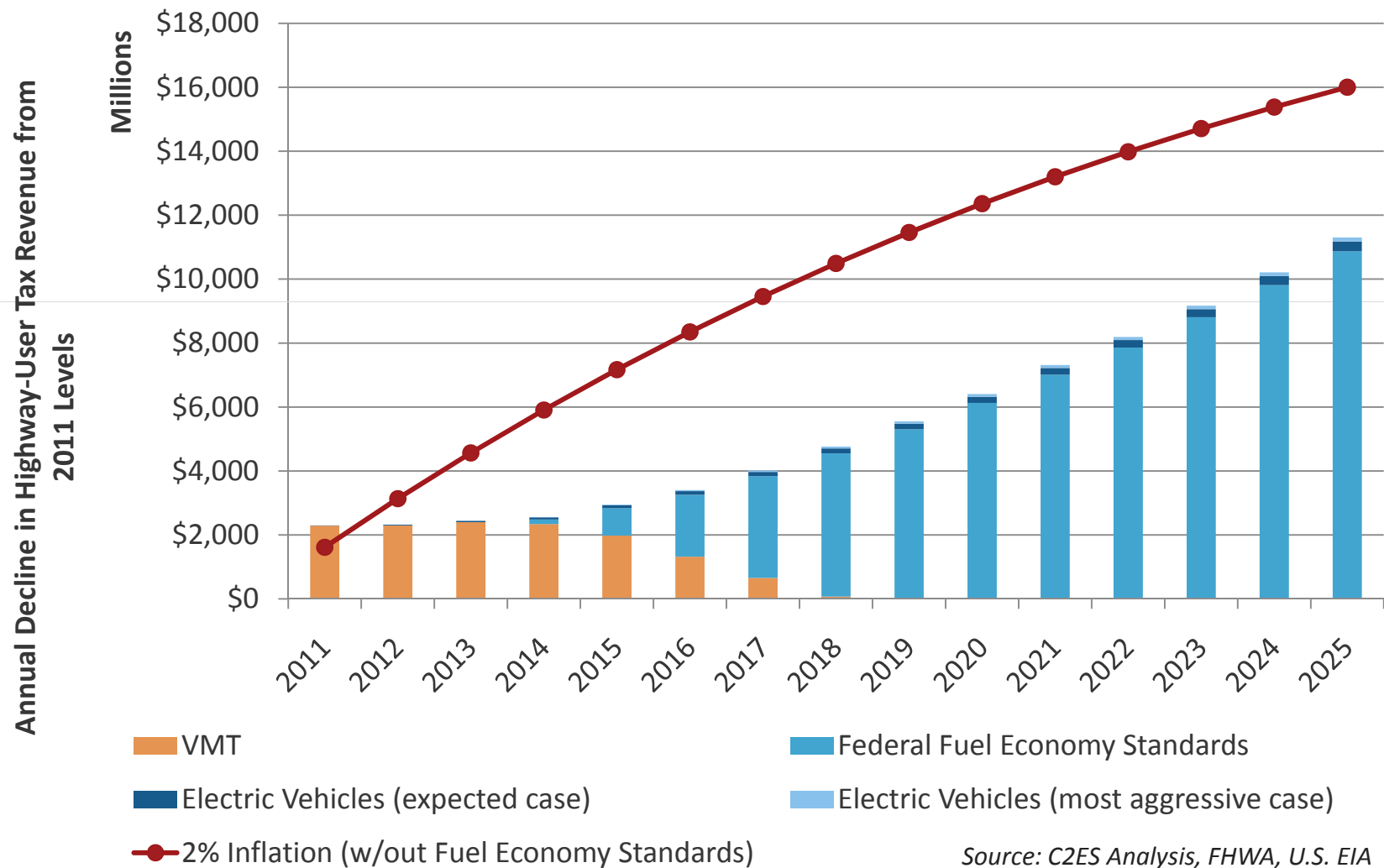
Source: FHWA

People are Driving Less



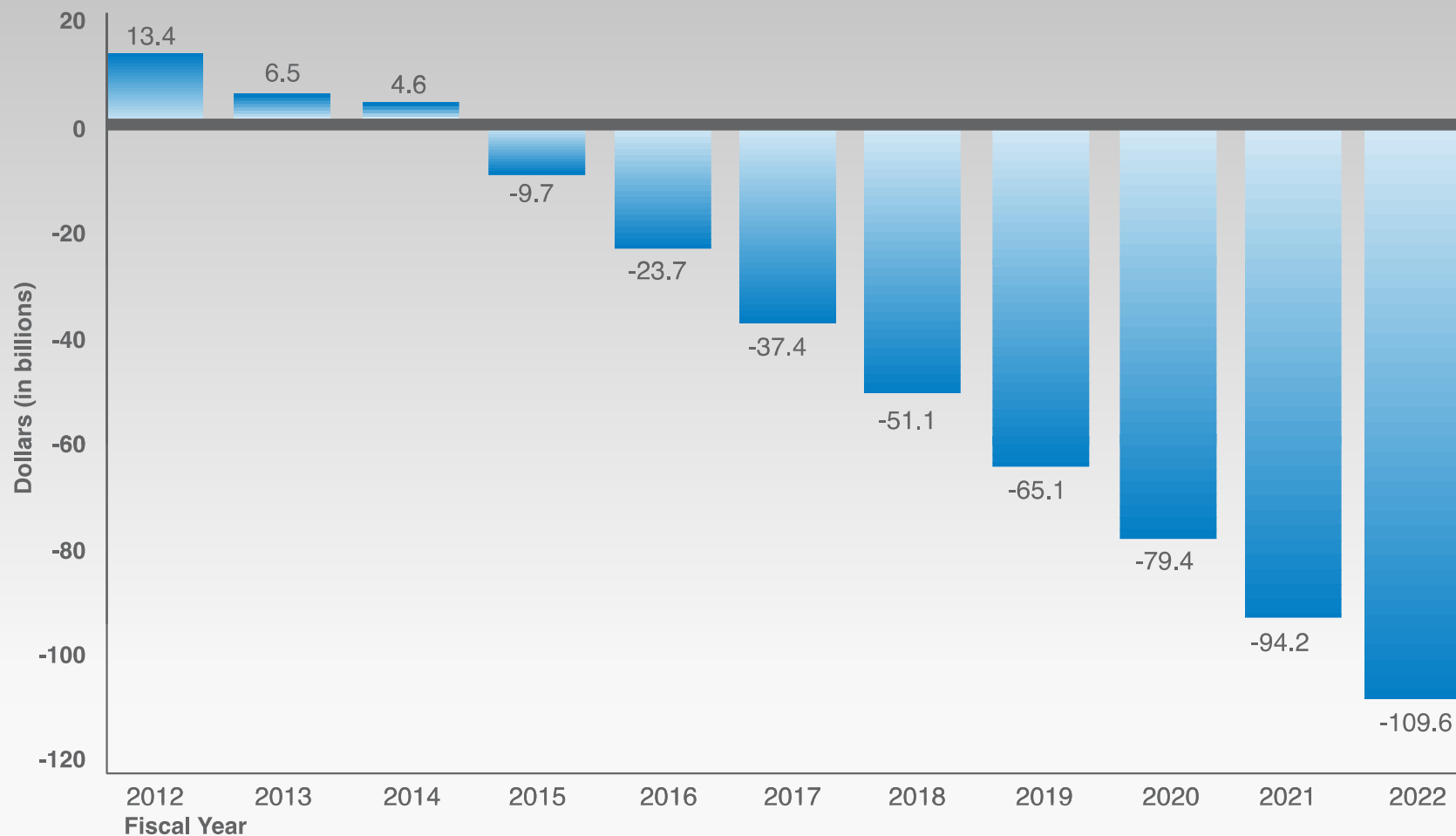
Source: FHWA and Census Bureau

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



Federal Percentage of State Programs

T4AMERICA

THE LOOMING FISCAL DISASTER FOR TRANSPORTATION – DATA

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

State	Federal Share	State	Federal Share
Alabama	67.5%	Ohio	59.0%
Alaska	93.3%	Oklahoma	61.6%
Arizona	49.9%	Oregon	54.5%
Arkansas	63.0%	Pennsylvania	47.4%
California	48.1%	Rhode Island	98.1%
Colorado	52.3%	South Carolina	79.5%
Connecticut	71.3%	South Dakota	72.0%
Delaware	42.5%	Tennessee	62.9%
District of Columbia	52.1%	Texas	43.8%
Florida	39.3%	Utah	34.6%
Georgia	60.4%	Vermont	84.2%
Hawaii	70.5%	Virginia	58.6%
Idaho	68.0%	Washington	36.2%
Illinois	41.6%	West Virginia	60.8%
Indiana	55.2%	Wisconsin	54.4%
Iowa	58.8%	Wyoming	72.7%
Kansas	48.4%		
Kentucky	44.7%		
Louisiana	50.4%		
Maine	56.4%		
Maryland	49.4%		
Massachusetts	38.0%		
Michigan	42.3%		
Minnesota	60.9%		
Mississippi	64.8%		
Missouri	63.2%		
Montana	88.0%		
Nebraska	48.2%		
Nevada	52.9%		
New Hampshire	64.7%		
New Jersey	35.0%		
New Mexico	71.7%		
New York	44.1%		
North Carolina	48.3%		
North Dakota	77.9%		

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 Receipts:

FHWA: Highway Statistics Series 2001-2012, Table SF-1, "Revenues Used for Highways by States" and SF-2, "Disbursements by States for Highways"

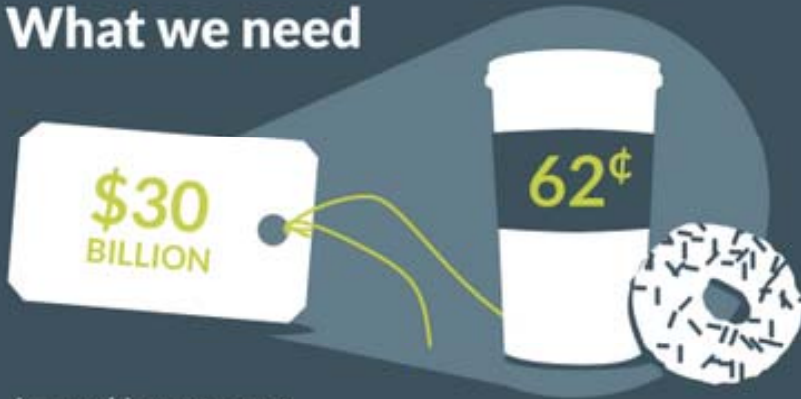
Transit Funds Applied:

FTA: "National Transit Database TS1.3 - Capital Funding Time-Series, 2001 to 2012."

More Funding: T4A Revenue Proposal

PAYING FOR PROGRESS

What we need



Annual investment needed to make the transportation fund solvent and effective

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.

Turn Program Over to States



I

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. SCHWEIKERT, 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 Committees 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.  **U.S.** \$4

TOP STORIES IN POLITICS AND POLICY 12

 Fed Cuts Bond Buys, Sees Growth Pickup

 2 of 12
GOP Says 67% Pay Health Premiums

Capital Journal Day
New Subur...

POLITICS AND POLICY

States Raise Gas Taxes to Pay for Infrastructure

As Congress Only Takes Short-Term Steps, Governors Seek More Funds for Roads

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By JOSH MITCHELL **CONNECT**

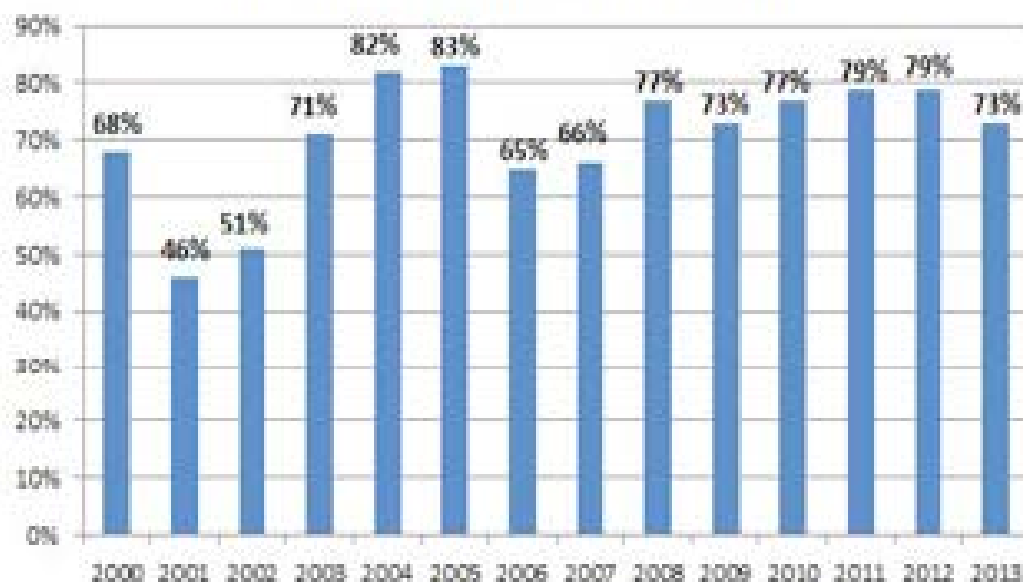
Updated April 4, 2014 7:32 p.m. ET



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

Target Funding for Better ROI

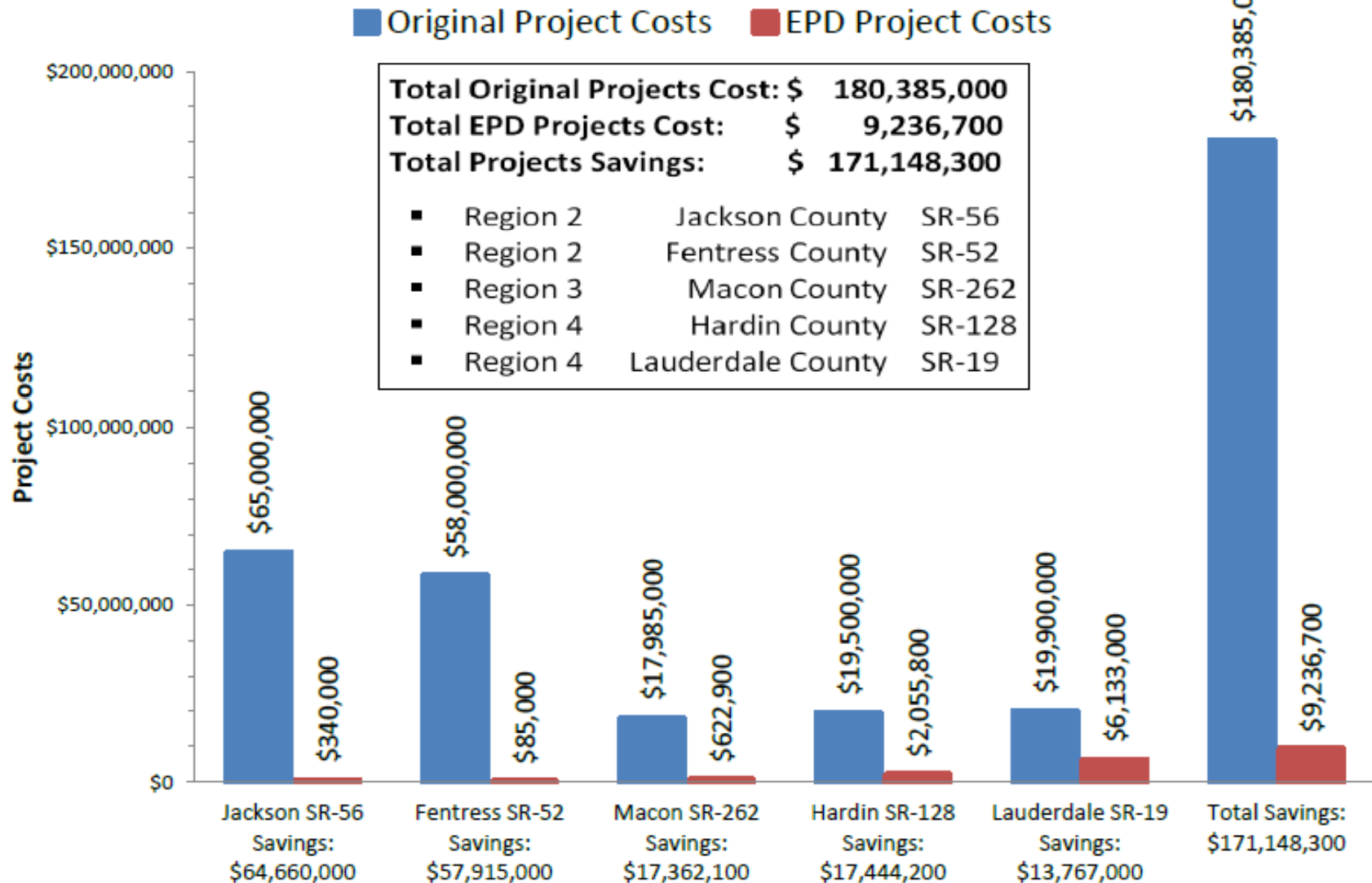
Employment Impacts per \$1 Billion in Infrastructure Spending

Category	Jobs (Direct and Indirect)*	Plus Induced Jobs	Difference from "New Road Construction"
New Road Construction	12,638	17,472	
Road Repair Work	14,790	20,317	+16%
Mass Transit	17,784	22,849	+31%

* 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



Innovation in Surface Transportation

tation to establish an innovation in surface transportation program, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. RODNEY DAVIS of Illinois introduced the following bill; which was referred to the Committee on _____

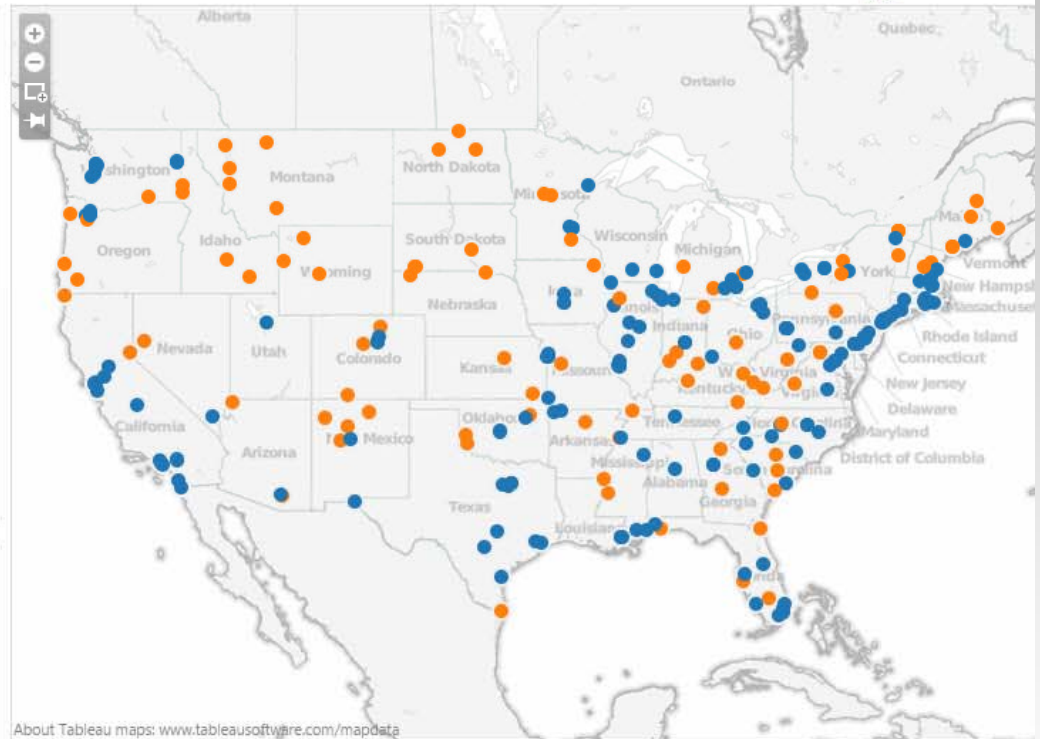
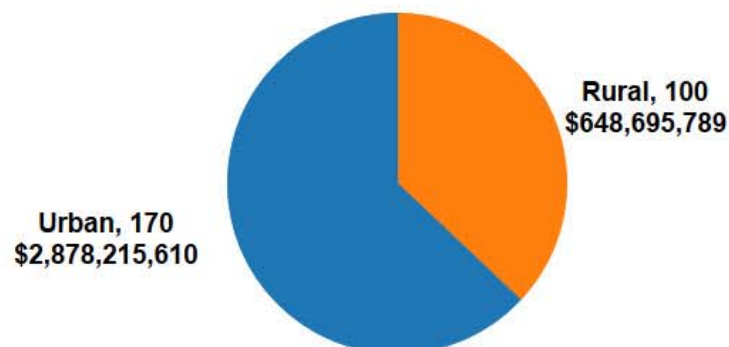
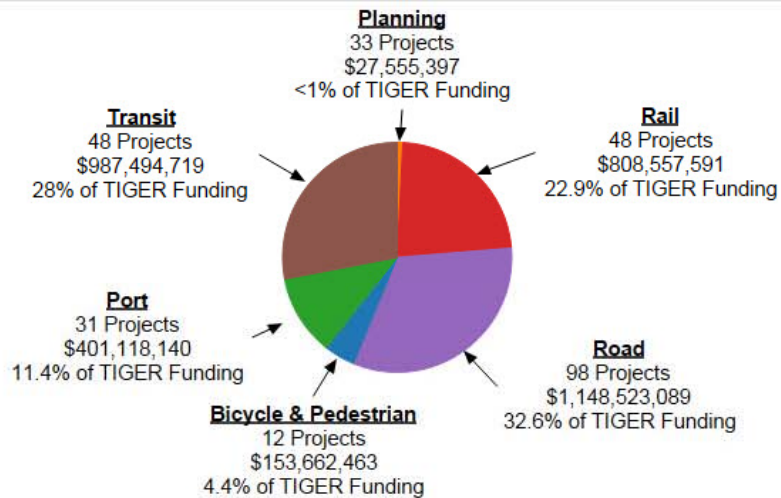
A BILL

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.

1 *Be it enacted by the Senate and House of Representa-*

TIGER Program

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



TIFIA Loan Program

Master Tobacco Settlement Funds
(Staten Island Ferry Project, NY)

Property Tax Increment and
Passenger Charges
(Transbay Terminal, CA)

Toll Revenues
(US 36 Managed Lanes, CO)

Sales, Property, and Hotel Taxes
(Denver Union Station, CO)

Car Rental Charges
(Miami Intermodal Center, FL)

(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.

Transportation and Economics

- 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

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