



NARC

Building Regional Communities

Transportation Committee

National Conference of Regions

February 13, 2018

Co-Chairs:

The Honorable Fred Strong, Councilman, Paso Robles, CA

Lyle Wray, Executive Director, Capitol Region COG, Hartford, CT

Mike Parks, Deputy Executive Director, Brazos Valley COG, Bryan, TX

Presented by:

Erich W. Zimmermann, NARC Transportation Director

Sarah Reed, NARC Program Assistant

Agenda

1. Introductions	The Honorable Fred Strong, Lyle Wray, Michael Parks, co-Chairs
2. Partner Perspectives, followed by question and answer period (30 minutes)	Brittney Kohler, Program Director, Transportation & Infrastructure, National League of Cities Kevan Stone, Associate Legislative Director for Transportation, National Association of Counties
3. Transportation Committee Updates (35 minutes)	Erich Zimmermann, Deputy Executive Director/Transportation Director, NARC, Washington, DC
4. Old/New Business (5 minutes)	Councilman Strong
5. Adjournment	

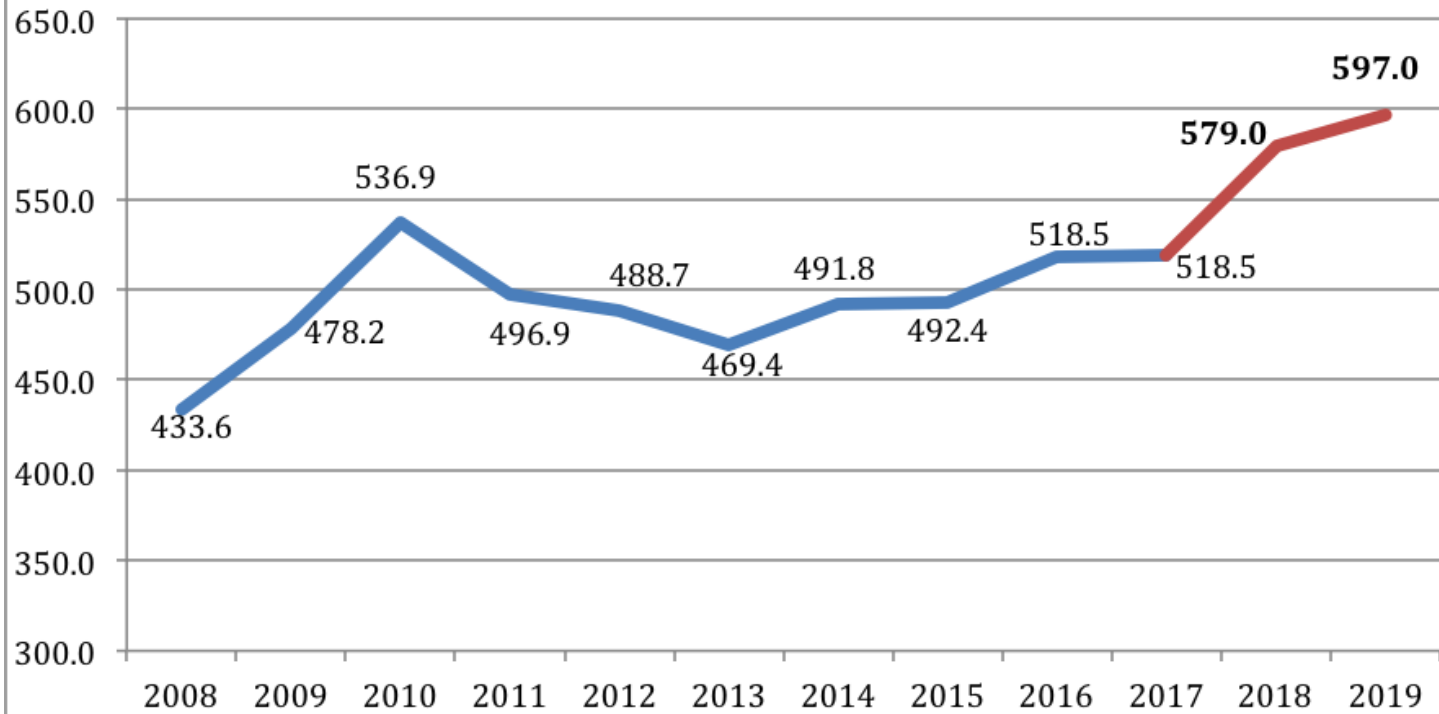


Speakers:

**Brittney Kohler, Program Director, Transportation &
Infrastructure
National League of Cities**

**Kevan Stone, Associate Legislative Director for
Transportation
National Association of Counties**

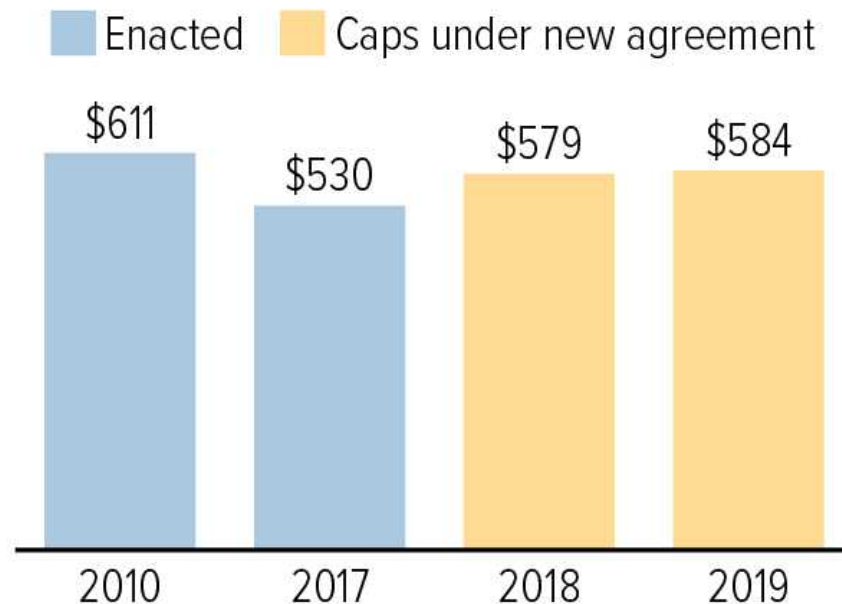
Non-Defense Discretionary Appropriations



Source: Transportation Weekly

Non-Defense Discretionary Funding Increases Under Bipartisan Deal Yet Remains Below 2010 Level

In billions of 2018 dollars



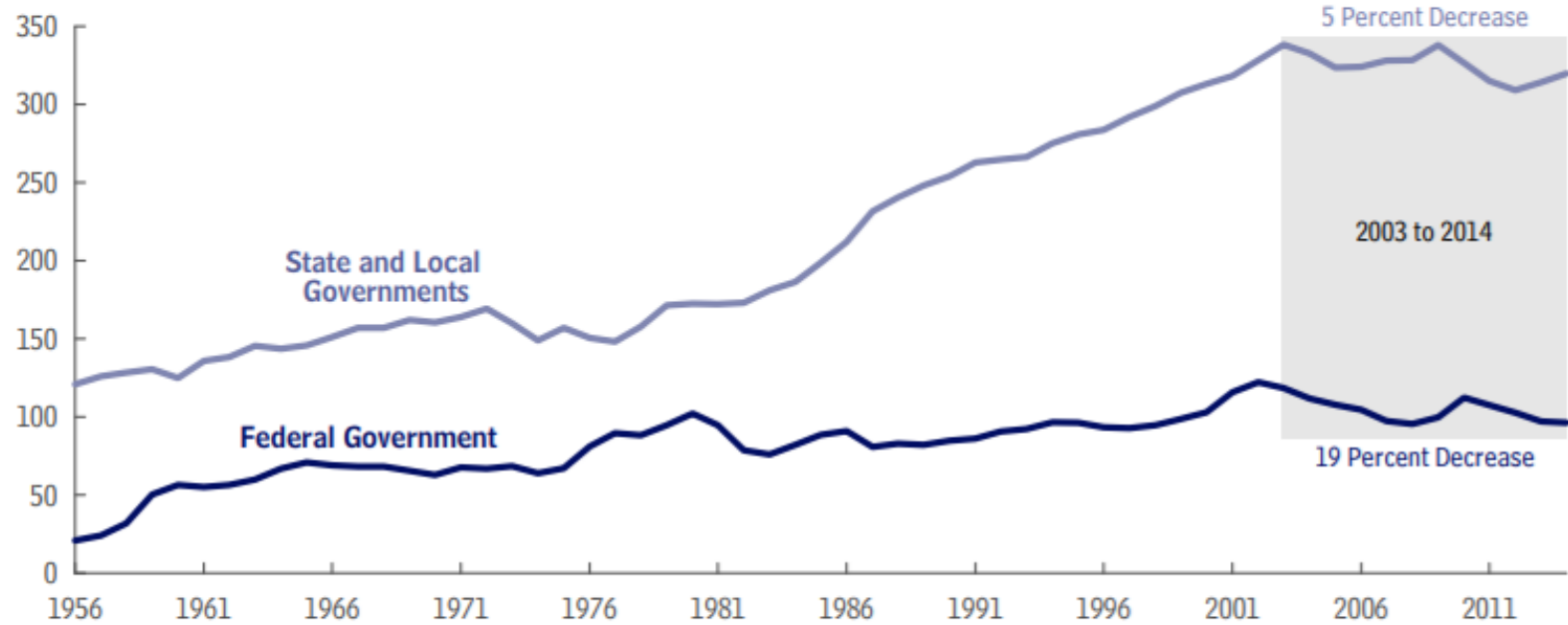
Note: All amounts exclude funding for disasters, emergencies, program integrity, and Overseas Contingency Operations (OCO).

Source: CBPP analysis of data from the Congressional Budget Office, Office of Management and Budget, and announced agreement for 2018 and 2019

Exhibit 7.

Public Spending on Transportation and Water Infrastructure, by Level of Government, 1956 to 2014

Billions of 2014 Dollars

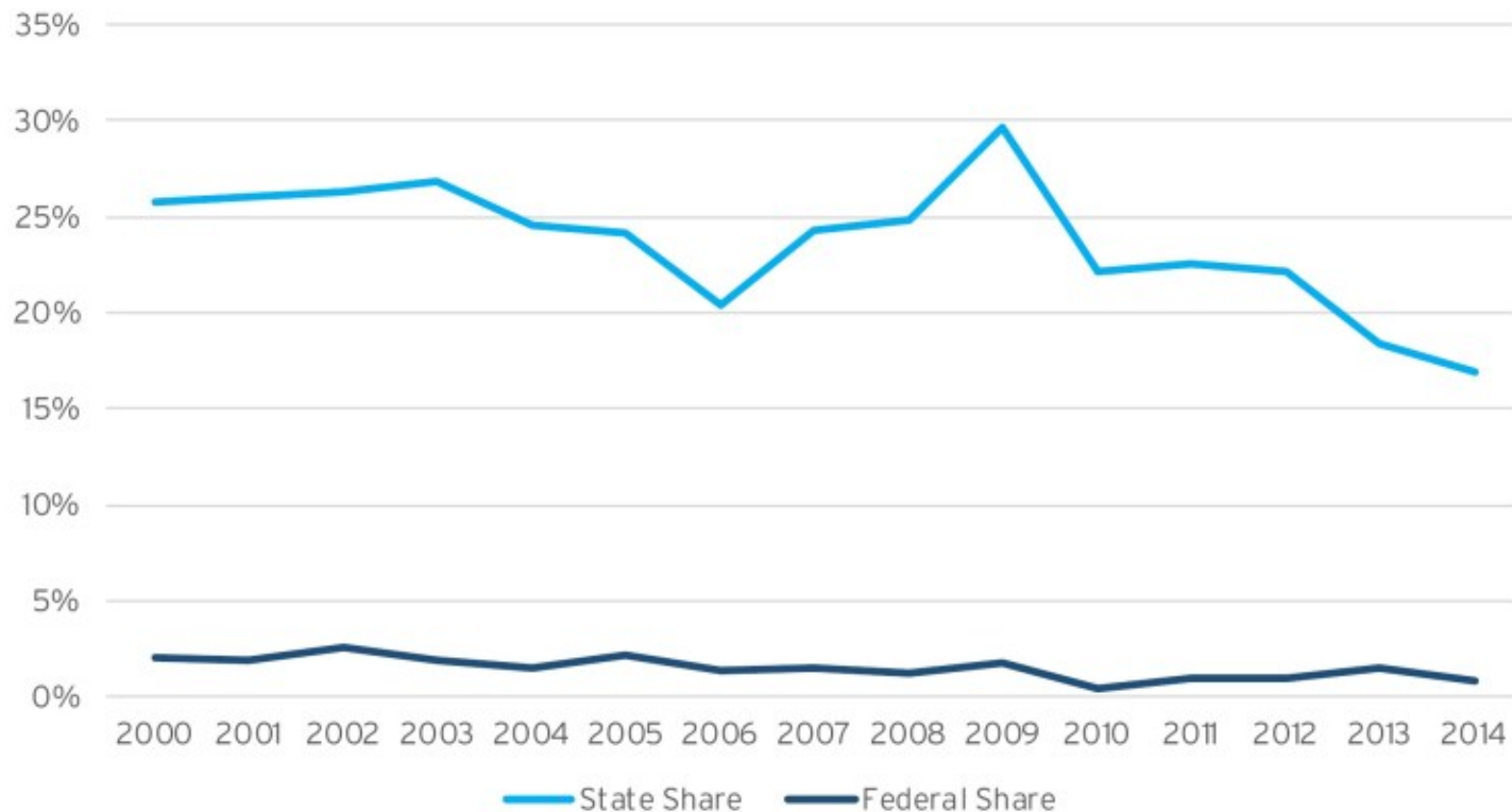


Source: Congressional Budget Office based on data from the Office of Management and Budget, the Census Bureau, and the Bureau of Economic Analysis.

Note: Dollar amounts are adjusted to remove the effects of inflation using price indexes for government spending that measure the prices of materials and other inputs used to build, operate, and maintain transportation and water infrastructure.

FIGURE 4

Intergovernmental transfers as a share of all local highway receipts; 2000-2014

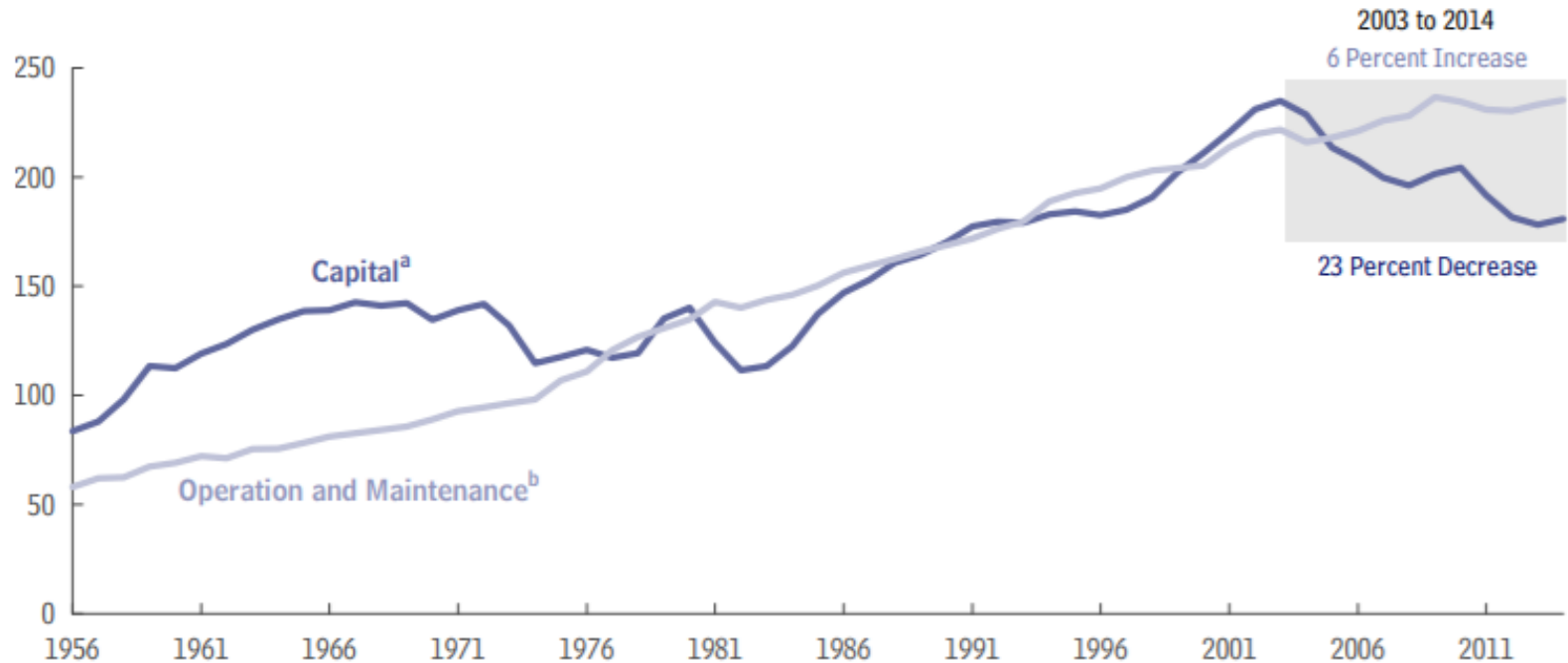


Source: Federal Highway Administration.

Exhibit 5.

Public Spending on Transportation and Water Infrastructure, by Category of Spending, 1956 to 2014

Billions of 2014 Dollars

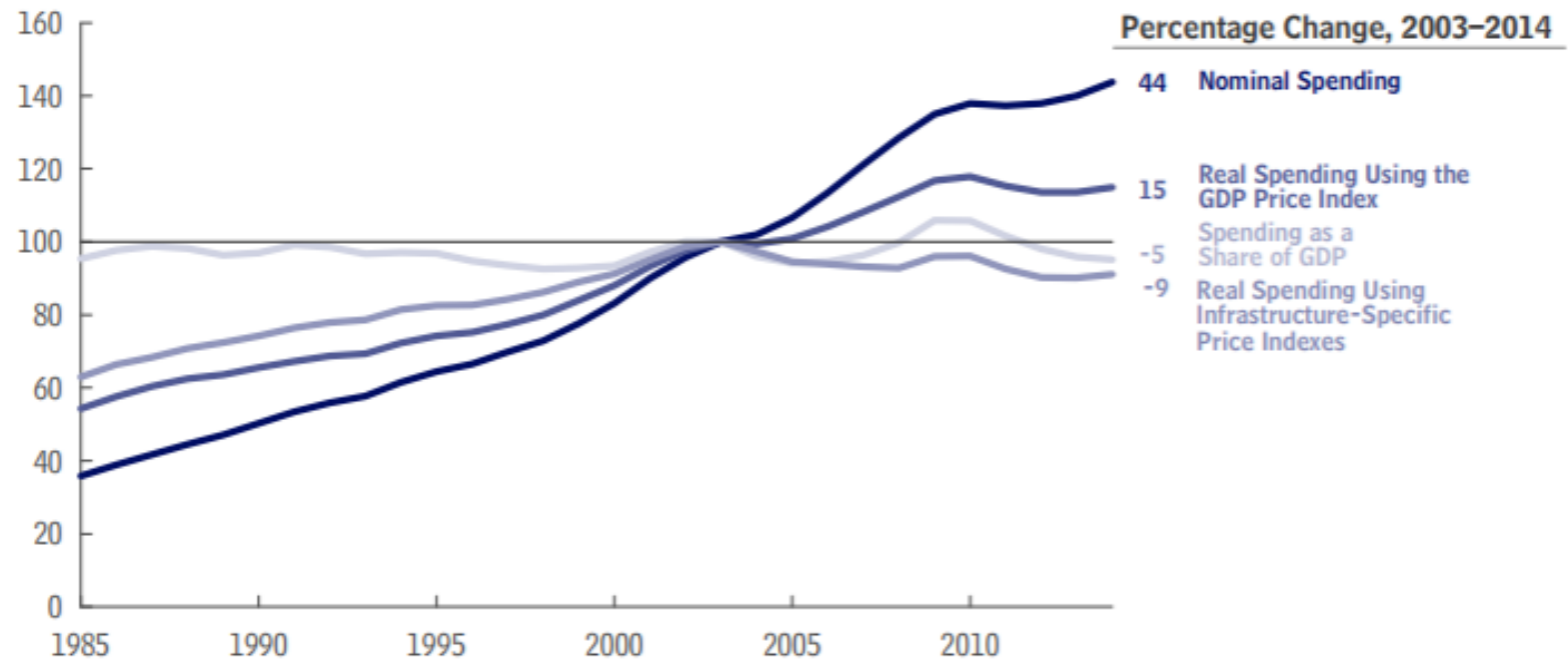


Source: Congressional Budget Office based on data from the Office of Management and Budget, the Census Bureau, and the Bureau of Economic Analysis.

- Dollar amounts are adjusted to remove the effects of inflation using price indexes for government spending that measure the prices of materials and other inputs used to build transportation and water infrastructure.
- Dollar amounts are adjusted to remove the effects of inflation using price indexes for government spending that measure the prices of goods and services consumed by governments, including materials and other inputs used to operate and maintain transportation and water infrastructure.

Various Measures of Public Spending on Transportation and Water Infrastructure, 1985 to 2014

Index, 2003 = 100



Source: Congressional Budget Office.

Note: GDP = gross domestic product.

	FY17	FY18	FY19
Current law defense cap	551	549	562
Cancel defense sequester		54	54
<u>Security priorities</u>		<u>26</u>	<u>31</u>
New defense cap	551	629	647
<i>OCO/emergency</i>	83	71	69
Defense discretionary total	634	700	716
Current law nondefense cap	519	516	529
Cancel nondefense sequester		37	37
<u>Domestic priorities</u>		<u>26</u>	<u>31</u>
New nondefense cap	519	579	597
<i>OCO</i>	21	12	8
Nondefense discretionary total	539	591	605

Source: Transportation Weekly

Of that amount, approximately **\$20B is targeted to infrastructure** (surface transportation, rural water, wastewater, drinking water, rural broadband, energy infrastructure) over the two years. The bump up for infrastructure is not in the statutory text, but is addressed in an accompanying memo which does not specify which programs should be funded. It will be up to the various appropriation subcommittees to allocate the additional budget authority as they finalize the FY'18 funding bill.

- Infrastructure Package
- McCarthy Proposal
- Policy Changes