



Coalition for
SMARTER TRANSPORTATION

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FAST-Act Reauthorization Senate EPW Review

COAST MEMBERS ONLY
REVIEW

What is 'Smarter Transportation'

Smarter Transportation incorporates two concepts:

We must be “smarter” about our transportation and infrastructure policies. We can no longer simply fix our transportation system with capital investment. We need to build, plan, and operate our transportation system more efficiently.

We need to better integrate technology into our highway & transit systems. We need to look at decades old policies and practices and reform them in order to incorporate and leverage new technologies.

In short – Smarter Transportation means that we need to push for policies, practices and programs that get the most ROI from our infrastructure investment.

Performance Is Smarter Transportation - Public investment should be focused on desired outcomes. Planning and funding decisions should be based around identifying and executing projects that will provide desired outcomes. Our surface transportation systems need a lot of help. Our major highways should be focused on performance gains of passenger through-put and freight through-put, rather than a continued push for vehicle through-put with one passenger per vehicle. We must also look at how we fund mobility options and ensure that investment decisions are made with a desired outcome in mind and reassess if such decisions are providing the desired outcomes.

Better Planning and Procurement Is Smarter Transportation - More investment needs to be made in the processes and bodies that plan our transportation system. We need to expect more from our transportation agencies, but we need to ensure that they have the necessary resources. Policy at all levels should encourage planning that focuses on outcomes and the most effective way to achieve those outcomes. In that same context, there is a smarter way to procure innovative services to address problems and partner with those entities that can provide outcomes that are desired.

Focusing on Moving People & Freight Rather than Vehicles Is Smarter Transportation - Cars are never late for a meeting or to pick up their kids. Trucks don't lose out on business because products aren't on the shelf in time, so why do we have transportation policies that focus on moving cars? Our policies should focus on moving people and goods in the most efficient way possible.

Investment in policies that drive behavioral change Is Smarter Transportation. Investing in projects and programs that incentivize a change in how people travel complements our investments in infrastructure and increases the value of such investment. These critical projects are low-cost ways to maximize our capital investment and should be a part of every transportation investment.

Increased Investment In Innovation Is Smarter Transportation - Technology is improving the way we do almost everything, yet in many ways, transportation agencies are yet to fully embrace innovation. Innovative technology & business practices need to be tested and deployed. A smarter transportation system includes focused investment and policies that encourage innovative solutions and business practices.

Increasing Investment In Research for Tomorrow's Technology Is Smarter Transportation - We must never stop innovating. Investment should be made so that the technology of tomorrow begins in the universities, labs, and garages of today.

High Level Overview

EPW bill would reauthorize \$287 billion in highway spending over 5 years

- Note: this funding figure does not include funding for programs in other Committees' jurisdiction (Transit-Banking & Safety-Commerce).

The five-year funding level is more than a 27% increase above the FAST Act

90% of the funding authorized distributed through core formula programs to State DOTs



Core Formula Authorizations

Funding for the Core Formula programs is:

- Divided amongst the programs in the same proportion as FAST Act
- Apportioned to States in the same proportion as the FAST Act

Core formula programs authorized at:

- FY 21 - \$47.85b
- FY 22 - \$48.82b
- FY 23- \$49.84b
- FY 24- \$50.91b
- FY 25- \$51.97b

(FY 20 FAST Act =43.3b)

Total core formula funds FY 21-FY25 = \$249.41 billion

Nationally Significant Freight and Highway Projects program, known as “INFRA”

- FY 21 - \$1.05b
- FY 22 - \$1.075b
- FY 23- \$1.1b
- FY 24- \$1.125b
- FY 25- \$1.15b

(FY 20 FAST Act =\$1b)



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Core Formula Programs

5-year authorization levels

- National Highway Performance Program: \$141.5 billion
- Surface Transportation Block Grant Program: \$62.3 billion
- Transportation Alternatives Program: \$6.24 billion
- National Highway Safety Improvement Program: \$13.65 billion
- CMAQ: \$14 billion
- Freight Program: 8.42 billion



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Funding for Newly Authorized Programs:

Bridge Investment Program

- FY 21 - \$600m
- FY 22 - \$640m
- FY 23- \$650m
- FY 24- \$675m
- FY 25- \$700m

In addition to the amounts above, the following are authorized to be appropriated in addition (this funding would be general funds and not guaranteed funding)

- FY 21 - \$600m
- FY 22 - \$640m
- FY 23- \$650m
- FY 24- \$675m
- FY 25- \$700m

Congestion Relief Program

- \$40 million/year

Charging & Fueling Infrastructure Grants

- FY 21 - \$100m
- FY 22 - \$100m
- FY 23- \$200m
- FY 24- \$300m
- FY 25- \$300m

Formula Safety Incentive Program

- \$500 million/year

Fatality Reduction Performance Program

- \$100 million/year

Formula Carbon Reduction Incentive Program

- \$600 million/year



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Funding for Pilot Programs

Wildlife Crossing Pilot Program

- FY 21 - \$55m
- FY 22 - \$60m
- FY 23- \$45m
- FY 24- \$45m
- FY 25- \$45m

Prioritization Process Pilot Program

- \$10m/year

Disaster Relief Mobilization Pilot Program

- \$1m/year

Community Connectivity Pilot Program

Planning Grants

- FY 21 - \$20m
- FY 22 - \$15m
- FY 23- \$10m
- FY 24- \$2.5m
- FY 25- \$2.5m

Capital Construction Grants

- \$14m/year

Open Challenge and Research Initiative Pilot

- \$15m/year
- \$110m/year



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Congestion Relief Program



- \$40 million/year discretionary program
- Open to metro areas of 1,000,000 or more
 - States
 - City
 - Municipalities
- Goals:
 - Improve intermodal integration, Reducing SOV during peak periods, Pricing
- Eligible projects
 - Deployment and operation of integrated congestion management systems
 - Deployment and operation of a system that implements or enforces HOT lanes, cordon pricing, parking pricing, congestion pricing
 - Incentive programs that encourage carpool/vanpool
 - Deployment and operation of mobility services including account based financial systems, commuter buses, vanpools, express operations, paratransit and microtransit

HOV-Tolling

- Adds provision that requires future priced facilities on the Interstate system to require HOV-3 for a free or reduce cost



Carbon Emission Reduction Program

- \$600 million/year
- Allocated based upon same proportion that is used to divide core highway programs (NHPP).
- States must spend at least 50% of the apportioned funds on eligible activities
- States may develop a carbon emission reduction plan, if a plan is developed and implemented that Federal share is 100% and the eligibility of the other 50% of the funds can be expanded to what is eligible under the STBGP (***)still no SOV construction).
- States are required to coordinate with MPOs on projects and allocate funds in urban areas based on population
- 65% of the funds are to be obligated in urban areas



Carbon Emission Reduction Program

Eligible projects:

- Establish or operate a traffic monitoring, management, and control facility or program
- Projects that improve traffic flow, including projects to improve signalization, construct high occupancy vehicle lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement intelligent transportation system strategies
- Projects or programs that shifts traffic demand to nonpeak hours or other transportation modes, increases vehicle occupancy rates, or otherwise reduces demand for roads through such means as telecommuting, ridesharing, carsharing, alternative work hours, and pricing;
- Transit Projects
- Purchase of diesel retrofits
- Bike/ped projects
- Port emission reduction projects
- Making street lights energy efficient
- No new SOV capacity



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Carbon Emission Incentive Program

- \$100m/year for areas that reduce emissions, slow the growth, or demonstrate effective planning
- Min \$5million/Max \$30million per State/metro area
- States/Metro areas eligible to apply
- Funds can be used for carbon emission reductions or general operation/maintenance



Transportation Alternatives Program

- Increases the Transportation Alternatives Program (TAP) set-aside and sub-allocation amounts and provides small communities greater access to TAP funding
- TAP = \$6.24billion (~50% increase)
- Allows States to allocation 100% if TAP funds to local governments
- Local set-aside increased to 57.5% (up from 50%)



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CMAQ

Adds flexibility to CMAQ by allowing States to spend up to 10 percent of CMAQ funds on certain lock and dam modernization or rehabilitation projects and certain marine highway corridor, connector, or crossings projects.

Also clarifies that certain CMAQ-eligible operating costs are not subject to a time limitation or phase-out requirement, (Urban areas of 200,000 or less) and expands operating assistance eligibility to transit systems outside of large urbanized areas.



COMMUTE Act

Requires the Secretary to carry out a pilot program to provide data on the level of transportation access the public has to important destinations, such as daily workplaces, health care and child care facilities, education and training, grocery stores, ADA accessible sidewalks, and safe bicycling corridors, as identified by each pilot program participant to improve their transportation planning.



Communities Connectivity Program

Establishes a pilot program through which eligible entities may apply for planning funds to study the feasibility and impacts of removing transportation facilities that create barriers to mobility, access, or economic development, and for construction funds to carry out a project to remove an eligible facility and replace it with a new facility. This bill provides a total of \$120 million in dedicated funding for the pilot program out of the Highway Trust Fund for fiscal years 2021 through 2025.



Bridge Program

Establishes a new competitive grant program to assist State, local, and tribal entities to rehabilitate or replace structurally deficient bridges. Authorizes \$3.3 billion in dedicated funding from the Highway Trust Fund for fiscal years 2021 through 2025 and an additional \$3.3 billion authorized for appropriations for fiscal years 2021 through 2025.



Safety Incentive Money

Provides supplemental formula and competitive grant funds to States and urbanized areas to expand and incentivize investments in transportation safety projects. Requires areas with high rates of fatalities for nonmotorized road users to focus investments on improvements to bicyclist and pedestrian safety. Authorizes \$500 million and \$100 million per year from the Highway Trust Fund for formula and competitive grants, respectively, for fiscal years 2021 through 2025.



Alternative Fuel

Establishes a competitive grant program to strategically deploy alternative fuel vehicle charging and fueling infrastructure along designated alternative fuel corridors that will be accessible to all drivers of electric, hydrogen, and natural gas vehicles. This bill provides the following amounts from the Highway Trust Fund: \$100 million for each of fiscal years 2021 and 2022; \$200 million for fiscal year 2023; and \$300 million for each of fiscal years 2024 and 2025.



PROTECT - Resiliency

Establishes a supplemental formula and competitive grant program to help States improve the resiliency of transportation infrastructure. This bill provides \$786 million and \$200 million from the Highway Trust Fund for formula and competitive grants, respectively, for each of fiscal years 2021 through 2025.



Research

Establishes an open challenge and research proposal pilot program that provides grants for proposals to research needs or challenges identified or determined as important by the Secretary (\$15m/year)

Modifies the Advanced Transportation Technologies and Innovative Mobility Deployment program includes intermodal connectivity, microtransit, and multimodal payment systems.

Authorizes a new Center of Excellence on New Mobility and Automated Vehicles to research the impact of automated vehicles and new mobility, such as docked and dockless bicycles and electric scooters.

Increases UTC program



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Transportation Reauthorization

Establishment of a Urban Congestion Reduction Program

- \$1.5 billion formula program (in addition to CMAQ)
- Would go to municipal governments
- \$500 million discretionary program

Require Pricing Projects to incentivize occupancy, time of day, and route incentives

Focus formula programs on performance

Add resiliency and GHG into formula and planning

Congestion Mitigation During Construction

Integrate TDM into Planning Process



Senate

Senate Environment & Public Works Committee

- [S. 1992 – ‘America’s Transportation Infrastructure Act of 2019’](#)
- [S. 1992 Section by Section \(Provided by EPW Committee\)](#)
- [S. 1992 Summary \(Provided by EPW Committee\)](#)

House

CoaST Reauthorization Policies Positions

- [CoaST Policy Principles](#)

CoaST Summaries

Funding Levels

Core Highway Programs & Policy

[Senate Core Funding Authorizations \(EPW\)](#)

[Funding Authorizations for New Highway Programs \(EPW\)](#)

[Funding Authorizations for Research Programs \(EPW\)](#)

CoaST is focusing on three key tasks:

Education – We want to be the resource for information on transportation policy for those who are new to the field and experts who have been in transportation for decades. We will produce, pass along, and promote resources and materials that will be useful to all audiences.

Outreach/Communication – There is a lot of information out there, but CoaST targets policy makers and key decision makers through our communication portals to make sure that ‘we aren’t talking to ourselves’. CoaST portal for new voices, and where the media and others can come to find experts.

Advocacy – We will be the voice of change and will advocate for a better, SMARTER transportation system! We will do this at the Federal, State, and local levels.

We are focusing on data-driven and data-backed policies and information!



AMTRAK				
Number Train	To	Status	Track	
3887	ROSELAND STATION	DANEZ	LAST CALL	SW
3883	N.E. CORRIDOR	TRENTON	BOARDING	1
2173	ACELA EXPRESS	WASHINGTON	STANDBY	
3969	N.E. CORRIDOR	TRENTON	ON TIME	
3283	NO. JERSEY COAST	BAY HEAD	ON TIME	
6293	MONTCLAIR BOONBON	ROSELAND STATION	ON TIME	
3885	N.E. CORRIDOR	TRENTON	ON TIME	W
3285	NO. JERSEY COAST	LONG BRANCH	ON TIME	





CoaST is:

- Cross modal and Policy-focused – Looking to move the needle
- It is meant to be collaborative with other organizations, not duplicative.
- Connecting experts in policy fields to state, Federal and local leaders looking to advance smarter transportation policies
- Looking at statewide policies that work, like the Washington State Commute Trip Reduction legislation and advancing them across the nation.
- Providing technical assistance and advocating for Transit Benefit Ordinances
- Advancing smarter transportation policies as a part of the upcoming transportation reauthorization.

CoaST is about Making Change in Transportation Not Just Reporting It