



Coalition for
SMARTER TRANSPORTATION

Website: www.smartertransportation.org
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FAST-Act Reauthorization

UPDATE

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.

Action to Date

Appropriators – Included a ‘fix’ to the rescission that is included in the FAST-ACT

Senate:

EPW – Passed Legislation in Committee

Commerce – No Action to Date

Banking- No Action to Date

Finance – No Action to Date

House:

T&I – Mark-up Wednesday (floor action at end of month)

Ways & Means – No Action to Date



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High Level Overview

FAST ACT Expires at end of FY 2020 (Sept 30th, 2020)

- COVID-19 has had a dramatic impact on the HTF and will continue to deplete it
- House bill written without input from Republicans
- Mark-up to be virtual



T&I Review

INVEST ACT would be **5-year, \$494 billion investment**

Highways Investments: \$319 Billion

- EPW bill would reauthorize \$287 billion in highway spending over five years
- FAST ACT provided \$225 billion in HTF contract authority over five years for the Federal-Aid Highway Program

Transit Investments: \$105 Billion

- Fast ACT \$61.1 billion

Pay for – TBD – (would need to double gas tax)



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Highway Review

- Focus on Resiliency, State of Good Repair, Climate Change, and Local Investment

NHPP

- No funding for capacity unless SOGR and Cost Benefit Analysis on Operation Improvements
- Requires States to spend 20 percent of their NHPP and Surface Transportation Program (STP) any area dollars on bridge repair and rehabilitation projects, supporting approximately \$28 billion in fix-it-first bridge investments in FY 2022-2025

Tolling Reform

- Reestablishes the requirement that FHWA enter into a toll agreement before allowing tolling on a Federal-aid highway.
- Establishes additional guardrails around tolling to ensure that any adverse impacts both on and off the facility are evaluated and addressed. Authorizes congestion pricing with the additional guardrails.

Performance Measures

- Creates new access performance measure
- Creates new climate change performance measure



Highway Review

Climate Program

- Includes a new apportioned program (\$8.35b for FY22-25) to support carbon pollution reduction. Gives States broad eligibility to invest in highway, transit, and rail projects, as well as support operating costs, and holds States accountable by measuring their annual progress. Provides benefits for States that make the most progress and requires low-performing States to invest 10 percent of their STP any area funds in additional projects to help reduce carbon pollution.

Resiliency Program

- Creates a new apportioned program (\$6.25b for FY22-25) to fund resilience and emergency evacuation needs. Requires States and metropolitan planning organizations (MPOs) to develop an infrastructure vulnerability assessment to guide investments under the program. Makes resilience a core part of the Federal-aid highway program

CMAQ

- Allows operating expenses beyond 3-year limit
- CMAQ grows at pace with other programs (\$3bill FY 22)



Highway Review

STP/TAP

- Increases local investment
- Creates set-aside for communities of all sizes
- Boosts TAP by 60%

Safety

- Does not allow States to set regressive safety targets
- Focus on rural roads and bike/ped-auto collisions

CMAQ

- Allows operating expenses beyond 3-year limit
- CMAQ grows at pace with other programs (\$3bill FY 22)



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Highway Review

- **Projects of National and Regional Significance.** Provides more than \$9 billion over the life of the bill for large highway, transit, and freight projects that cannot be funded through annual apportionments or other discretionary sources.
- **Community Transportation Investment Grants.** Provides \$600 million per year for local government applicants. Includes broad eligibility for highway and transit projects, with project evaluation done in a manner that will limit political decision-making.
- **Electric Vehicle Charging and Hydrogen Fueling Infrastructure Grants.** Provides \$350 million per year for grants for electric vehicle charging and hydrogen fueling infrastructure. Focuses funding on designated Alternative Fuel Corridors and projects that demonstrate the most effective emissions reductions.
- **Community Climate Innovation Grants.** Provides \$250 million per year to non-State applicants for highway, transit, and rail projects, provided they reduce GHGs.
- **Metro Performance Program.** Provides a total of \$750 million over the life of the bill for funding allocations directly to MPOs to carry out projects selected by the MPO. The Secretary selects applicants to be accepted into the program based on their technical capacity to manage Federal funds.

Highway Review

SINGLE-YEAR GRANTS

- **Gridlock Reduction Grants.** Provides \$250 million, of which half is set aside for freight grants. Grants will be awarded for reducing urban congestion in large metro areas, with an emphasis on operational, technological, and mode shift strategies.
- **Rebuild Rural Grants.** Provides \$250 million for rural communities to address needs on and off the Federal-aid system. Focuses funding on safety, state of good repair, and access to jobs and services.
- **Active Transportation Connectivity Grants.** Provides \$250 million for pedestrian and bicycle networks and spines and related planning, including complete streets planning.
- **Commercial Motor Vehicle Parking Grants.** Provides \$250 million to construct and improve truck parking facilities.

Transit Title

Focus on High Frequency Bus Service

- Modifies the urban and bus formulas to incentivize frequent rail and bus service – eliminate existing incentive tier
- Provides \$100 million in annual grants to tackle larger city street congestion that slows down buses through support of items like bus only lanes and priority signaling. The program is structured to require a partnership between transit agencies and local/State roadway agencies.
- Increases bus funding by 150 percent to reverse the MAP-21 bus cuts.
- Narrows the competitive bus grants to focus on bus facilities and fleet expansions.
- Increases zero emission bus competitive grants fivefold.
- Creates a new state of good repair formula subgrant to push additional formula dollars to transit agencies with the oldest buses.

Transit Title

Limits Innovation – Protects Workforce

- Limits ability of agencies to use FTA funds for MoD or A/V
- Requires agencies that utilize those services to develop jobs report/workforce plan
- Does allow agencies to use Federal funds for MaaS, but language is restrictive and confusing

Research

- Increases funding for UTCs
- Increases, renames, and reforms ATCMTD program
- Creates small open-ended research program
- Establishes a new Highly Automated Vehicle and Mobility Innovation Clearinghouse to study the societal impacts of automated vehicles and Mobility on Demand.
- Authorizes automated vehicle research on improving safety for all road users and expanding accessibility in an equitable manner.
- Authorizes new FTA research to enhance transit worker safety and expand Mobility on Demand

Vehicle-Miles Traveled (VMT) Pilots

- Nearly doubles funding for VMT pilots across the country, encouraging States to begin implementing successful VMT programs.
- Establishes a national VMT pilot program, including both passenger and commercial vehicles in all 50 States, to invest in developing a sustainable funding mechanism for the surface transportation system.

Summary

Loves:

Funding

Focus on Smart Highway Policy

Local formula/grant programs

Tweaks:

Expand-Extend gridlock

Greater clarity on eligibility

Summary

Desired Changes

- Lack on innovation in transit title
- Eliminating Incentive Tier

Questions to be asked

- Will House bill become bi-partisan?
- Will House bill include pay-fors later this month
- Will a bill get passed this year?



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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.

CoaST Priorities

- Establish Congestion Relief Program – Provide local & regional bodies with funding to fight congestion
- More closely tie new dollars to performance
- Integrate technology and innovation into highway and transit programs – recognizing that not all technology is good for the public and that not all innovation comes from apps
- Continue to support and enhance the role of regional planning bodies by providing them with the financial tools to become successful



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What is Smarter Transportation?

Tweets by @SmarterTranspo1

CoaST
@SmarterTranspo1
Yikes!! fidelity.com/news/article/f...

Nov 26, 2019

CoaST Retweeted

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We must be "smarter" about our transportation and infrastructure policies. We can no longer depend on capital investment alone to fix our transportation system. At all levels of government, we need smarter transportation policies that not only look to increase infrastructure investment but also pave the way to a better performing transportation system. We can no longer afford to only pay for infrastructure, we must enact policies that invest in programs and projects that improve the effectiveness and/or efficiency of our transportation system.

1 CoaST Principles

FAST Act Reauth Center



CoaST FAST Act Reauth Resource Page

FAST ACT RE-AUTHORIZATION RESOURCE CENTER

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News



Type and hit enter ...



Recent Posts

Councilor Edwards to Offer Transit Benefit Ordinance in Boston

CoaST State Policy Discussion (Members Only) Dec 16 2:00pm EST

CoaST Reauthorization Update – December 9th 2:00 PM EDT

FY 2020 Appropriations Stop-Gap Includes Rescission Fix

FTA Mobility For All Webinar – Dec 3rd 3:00pm

Archives

November 2019

August 2019

July 2019

June 2019

April 2019

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 \(Provided by EPW Committee\)](#)
- [CoaST Webinar on America’s Transportation Infrastructure Act of 2019 – Aug 2019](#)
 - [Webinar Slides](#)

CoaST Reauthorization Policies Positions

- [CoaST Policy Principles](#)

CoaST Summaries

Funding Levels

Core Highway Programs & Policy

New Policies & Programs

[Changes to Definitions \(EPW\)](#)

[Changes to the National Highway Performance Program \(EPW\)](#)

[Changes to Emergency Relief program \(EPW\)](#)

[Federal Share of Resiliency Project \(EPW\)](#)

[Changes to Railway Crossings Program \(EPW\)](#)

Tax issues

- Repealing UBTI for transit benefits
- Restoring Deductibility for transit benefits
- Expanding transit benefits



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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!



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
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