

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.



Coalition for
SMARTER TRANSPORTATION

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Agenda

- UBIT Update
- Statewide Policy Efforts
- Transportation Reauthorization Update
- COVID-19



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UBIT Update

- What is UBIT?
- End of year FY 2020 Appropriations/Policy Bill Eliminate UBIT
- Retro-Active
- Future of Transit Benefit



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Reality Check:

We have a dollars worth of need and a dime in our pocket

Our Transportation policy can no longer be an infrastructure only policy!

Transportation policy must include:

- Capital Development, Expansion, Maintenance, and Operations
- Utilization of Technology & Innovation to Improve Throughput of People & Product
 - Including use of Technology to Breakdown Silos -- MaaS
- Land-Use Policies
- Expanding Options in a way that makes sense
 - Focus on outcome & access not just blind expansion
- Increase Average Vehicle Occupancy



Types of Policies

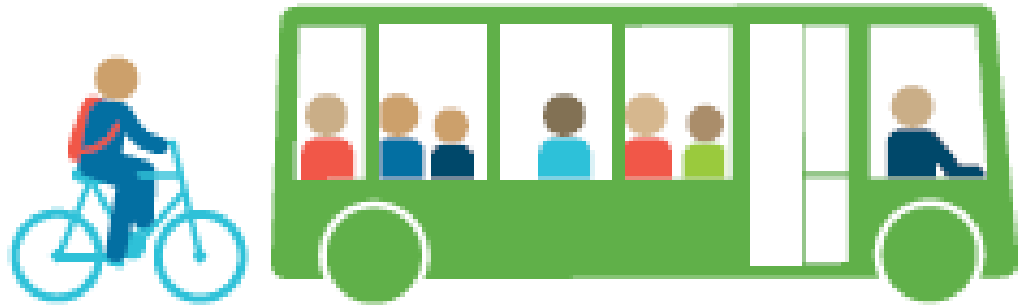
- Programs/Projects
- Ordinances/Requirements
- Development Rules
- User side sticks and carrots



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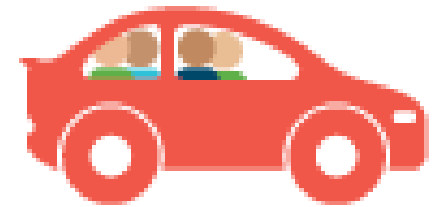
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Commute mode shift: An estimated **44,400 employees switched** from driving alone to an alternative commute mode (e.g., transit, vanpool, carpool, or bicycle) as a result of the Program.

Trips and miles of vehicle travel reduced: An estimated **4,291,300 vehicle trips** and **85,600,000 miles of vehicle travel** were reduced in response to the Program over the first 12 months of Program implementation.



WHY WE LOOK TO POLICIES

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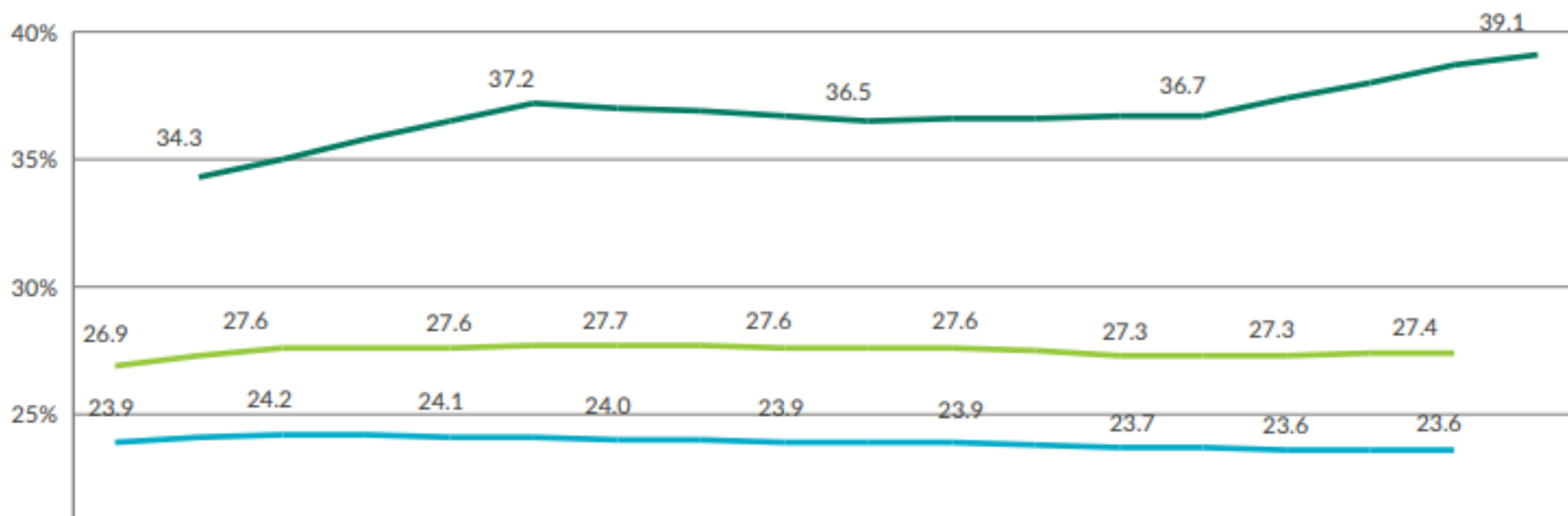
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For every dollar the state invests in CTR, employers commit roughly \$20 more to support their employees⁷.

Commuters in the CTR program significantly increased their use of non-drive-alone modes while the average rate for commuters in the state and nation did not increase



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Programs/Projects

- Examples
 - Regional Innovation Grant Programs
 - Creation of regional incentive programs (see user side)
 - Funding for TMAs/Employer sponsored programs/projects
 - Tax incentives (employer side)
 - Telework
 - Private Investment

Ordinances/Requirements

- Examples
 - Washington State Commuter Trip Reduction Law
 - Transit Benefit Ordinances
 - Employer Options Requirements



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Development Rules

- Examples
 - San Fran TDM Ordinance
 - Parking Policies



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User-Side Sticks and Carrots

- Examples
 - Gamification of commuting (rewards programs)
 - Parking Cash-out
 - Pricing (Not Tolling)
 - Parking
 - Express Lanes
 - Tax Incentives



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Smart Action

- Mass. Transportation bill
 - \$25 million in funding for TMAs
 - Funding for innovative service delivery (microtransit, micro mobility, shuttles)
 - RideShare Ord. revamp
- Seattle/LA transit benefit ordinances
 - Boston in process
- Virginia State Transportation Bill
 - Smart Transportation Initiative/Funding
 - HOT lane funding – incentive programs
- Other action
 - 20 State Capitals in 2019/2020
 - Minnesota
 - Georgia
 - California

Federal Transportation Reauthorization

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

According to the Congressional Budget Office, annual HTF spending at current levels plus inflation is estimated to exceed receipts by \$16 billion in FY 2020, growing to \$23 billion by FY 2027

Absent legislation, in FY 2021, the HTF is expected to experience a significant cash shortfall leading to an estimated 40 percent drop in highway obligations from the year before, or from \$46.2 billion to \$27.7 billion



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 – Planning to Introduce Language
Spring

Ways & Means – No Action to Date



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EPW Review

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

- Note: this funding figure does not include funding for programs in other Committees' jurisdiction (Transit-Banking & Safety-Commerce).
- FAST ACT provided \$225 billion in HTF contract authority over five years for the Federal-Aid Highway Program

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



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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 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



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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.



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?

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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](#)

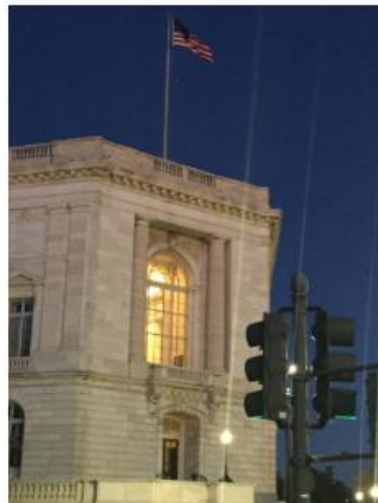


[CoaST FAST Act Reauth Resource Page](#)

FAST ACT RE-AUTHORIZATION RESOURCE CENTER

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News



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](#)

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

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 \(EPW\)](#)

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COVID-19

- Current Status of Stimulus
- Phase 4
- Long-term impact and need for community to come together

<http://www.smartertransportation.org/resources/telework-resources-page/>



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