

Transportation
for America

Principles for Reauthorization

Oregon Passenger Rail Summit

January 23, 2021

About Transportation for America

We are a non-profit alliance of elected, business and civic leaders from communities across the country.

We support moving people, safely and affordably, to jobs and services by multiple means of travel with minimal impact to communities and the environment.

We do this through advocacy, technical assistance, research and analysis.



Agenda

1. What are T4A's Principles?
 - a. Prioritize Maintenance
 - b. Design for Safety over Speed
 - c. Connect People to Jobs and Services
2. What is Transportation Reauthorization?
3. Progress on the Principles
 - a. Comparison of House and Senate approach & next steps
4. What can you do?

PRINCIPLE #1

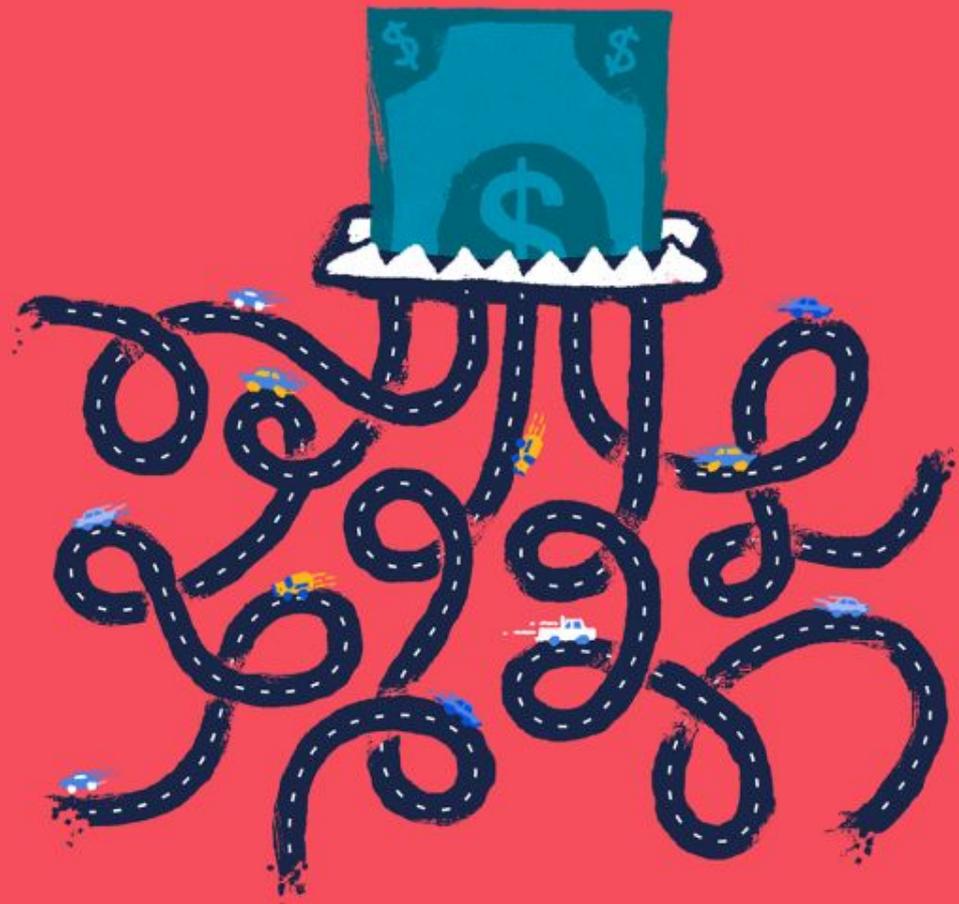
Prioritize maintenance

Cut the road, bridge, and transit maintenance backlog in half by dedicating formula highway funds to maintenance.

Did you know: States are permitted to neglect their basic maintenance needs in order to expand their roadway systems—and then rewarded with more funding.



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PRINCIPLE #2

Design for safety over speed

A serious effort to reduce deaths on our roadways requires slower speeds on local and arterial roads. The federal program should require designs and approaches that put safety first.



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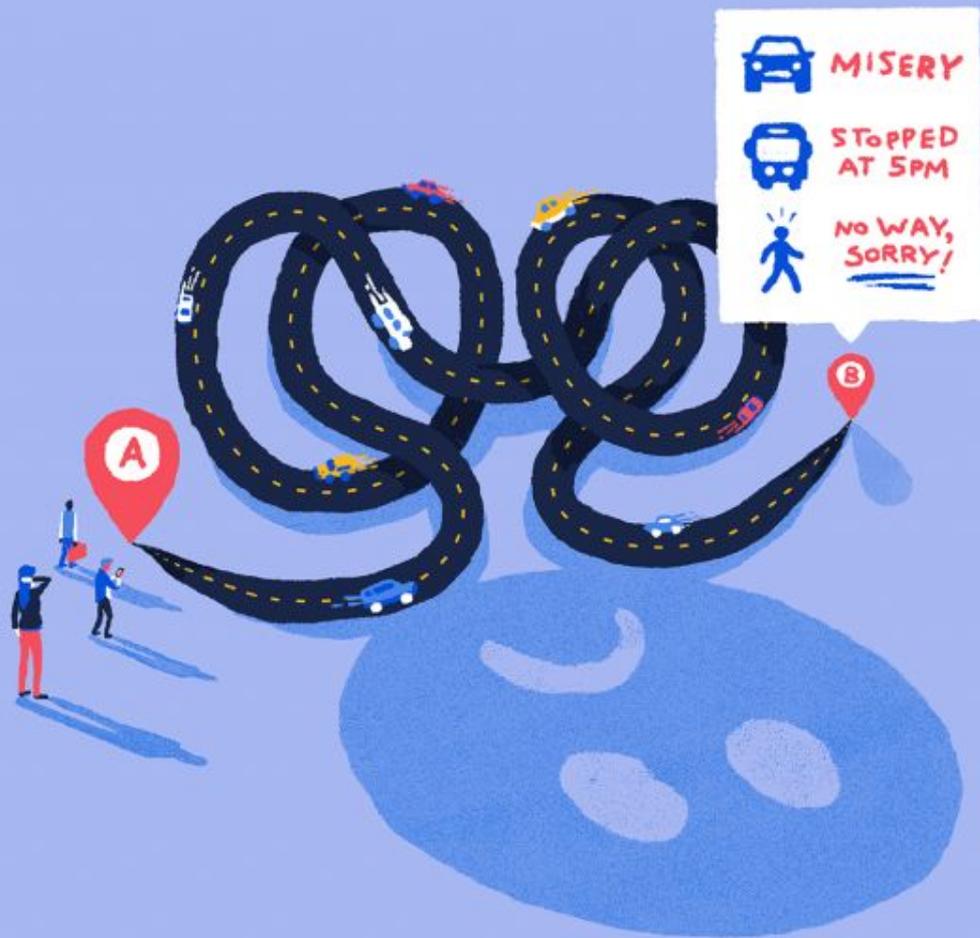
PRINCIPLE #3

Connect people to jobs and services

Don't focus on speed. Instead, determine how well the transportation system connects people to jobs and services, and prioritize the projects that will improve those connections.



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Transportation Authorization

- **What is an authorization?** Approval or renewal of policy and funding amounts, generally for five years.
- Current law (FAST Act) expires on September 30
- Senate
 - One Committee, Environment and Public Works, has approved its highways bill.
 - The Committees with jurisdiction over transit, passenger rail, and financing have not acted
- House
 - The House approved the INVEST Act, a 5-year bill authorizing highways, transit, and rail and making substantial reforms
- Next Steps
 - An extension of current law is most likely



Maintenance

Does it cut the maintenance backlog in half?



Speed

Does it address speed as a major cause of roadway crashes?



Access

Is it organized around connecting people to jobs and services?



Maintenance: ✓

- **Our principle:** Cut the maintenance backlog in half by dedicating highway dollars to maintenance first
- A bipartisan amendment (Garcia/Gallagher) strengthened the bill
- 20 percent of the two biggest sources of state DOT highway funds are dedicated to bridge repair.
- States will have to demonstrate three things before they can add new capacity with funds from the National Highway Performance Program
 - Demonstrate they are making “progress” on repair
 - Consider operational improvements and transit and show that expanding roadway capacity is more cost-effective than either
 - Demonstrate that the expansion project would meet performance targets

Safety: ✓

- **Our principle:** Design for safety over speed
- The bill sets money and standards to help states design Complete Streets
- Takes away the ability of state DOTs to set negative annual targets for safety
- Dedicates more funding to protect the most vulnerable users and make communities more welcoming to pedestrians and bicyclists.
 - States with the highest levels of pedestrian and bicyclist fatalities required to set aside funds to address those safety needs
 - Funding for Transportation Alternatives Program (TAP) increased by 60 percent from \$850 million per year to an estimated \$1.5 billion per year
 - Preventing states from transferring any of those TAP funds to other programs unless they make funds available to local governments who could identify no suitable projects.
- Requires FHWA to update its Manual on Uniform Traffic Control Devices to set speed limits with a consideration of the community surrounding the corridor, the number of bicyclists and pedestrians, and crash statistics

Access: ✓

- **Our principle:** Measuring transportation success by how many jobs and services people can access
- The bill requires funding recipients to measure how well their system connects people to the things they need, regardless of mode
 - Penalty if they fail to use federal funding to improve access
- **Community Transportation Investment Program:**
 - \$600 million per year for competitive grants to localities and agencies for projects which improve safety, state of good repair, access to jobs and services, and the environment by reducing GHG emissions.
 - The maximum grant amount is \$25 million
 - 25 percent of funds are for projects in rural communities



Transportation & Climate Legislative Scorecard

Third Way and Transportation for America have put out a bold federal policy agenda that would make our transportation network cleaner, safer, and more equitable for all users. As Congress considers the upcoming surface reauthorization, here's how the two chambers' proposals stack up:

Does the Bill...

	Senate EPW Package	House Dem Package
Make public transport a priority?		
Electrify transit bus systems?	N/A	✓
Provide transit more money, including for operations?	N/A	✓
Improve the Capital Investment Grant (CIG) program?	N/A	✓
Promote Transit Oriented Development (TOD)?	N/A	✓

Make the current roadway system more efficient?

Design streets to make them safe for biking and walking?	✗	✓
Prioritize maintenance over expansion?	✗	—
Ensure new vehicle technologies don't lead to emissions increases?	✗	✗
Use pricing to reduce emissions and congestion?	✗	✓

Measure the outcomes that support today's goals, including climate and access?

Set performance measures for reduced GHG and VMT per capita?	✗	—
Measure how well the transportation system connects people to destinations?	—	✓
Implement a Buy Clean standard for federally funded projects?	✗	✗

Promote intercity passenger rail?

Provide stable funding?	N/A	✓
Create regional intercity rail commissions?	N/A	—

KEY: ✓ YES ✗ NO — PARTIALLY N/A NOT IN COMMITTEE'S JURISDICTION

INVEST in America Act Goes Big on Climate

- Climate is embedded throughout
- Measuring outcomes like GHG emissions and access to jobs and services.
- Making significant progress towards electrifying our vehicle and transit fleets
- Supporting investments in low emissions transportation modes, including:
 - Supporting transit with more money and better policy; and
 - Supporting biking and walking with a comprehensive approach to improving safety.
- Smart New Programs
 - Carbon Pollution Reduction Program, Community Transportation Investment Grants

Thank you

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