2020 Annual Transportation Policy Institute

Day One

July 14-17, 2020

NGA
NATIONAL GOVERNORS ASSOCIATION

#WeTheStates

Introduction to the Transportation Policy Institute

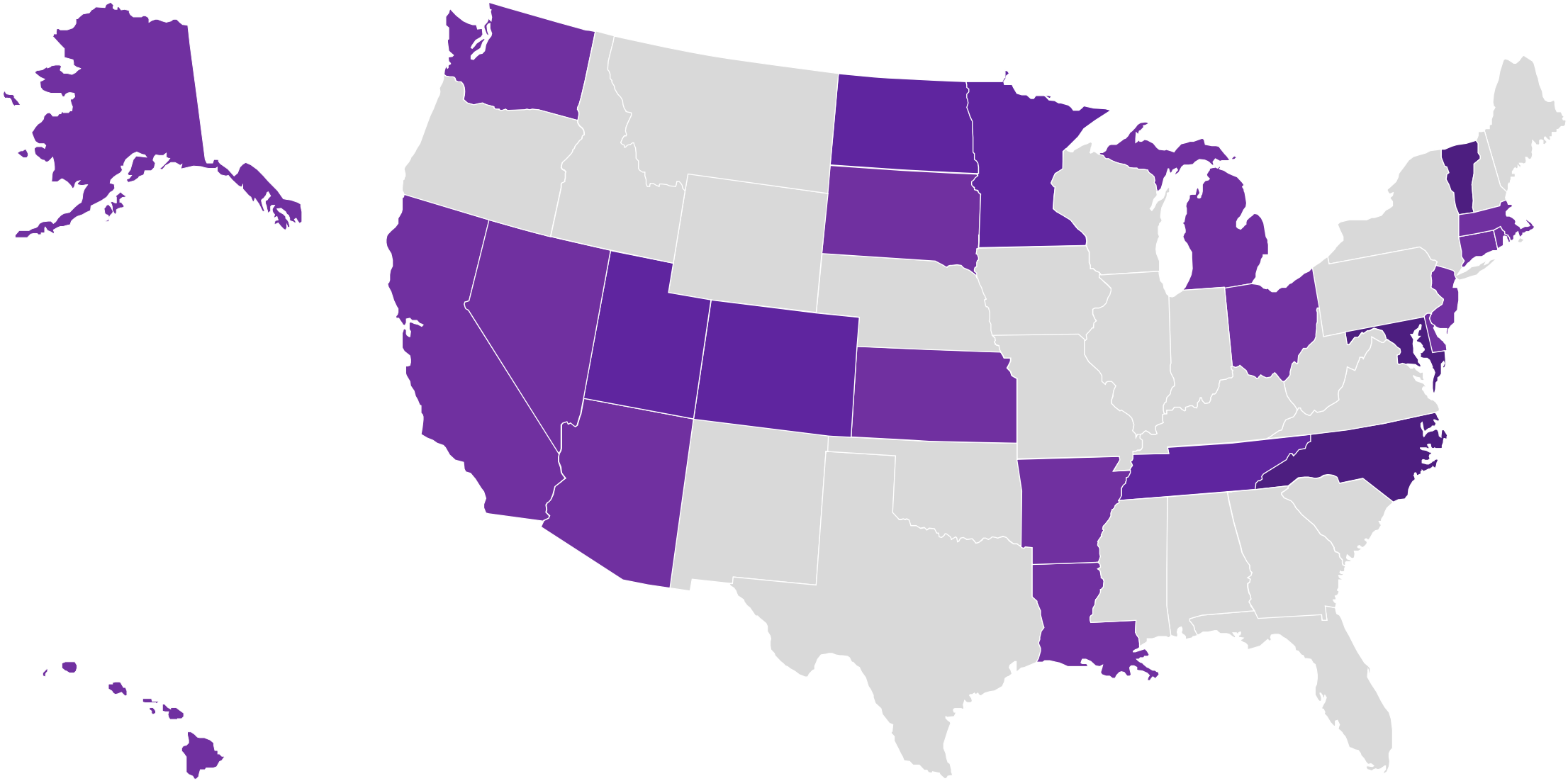
Speakers:

Dan Lauf, Interim Director
Energy, Infrastructure & Environment Division
National Governors Association Center for Best Practices

Jake Varn, Policy Analyst
National Governors Association Center for Best Practices

NGA
NATIONAL GOVERNORS ASSOCIATION

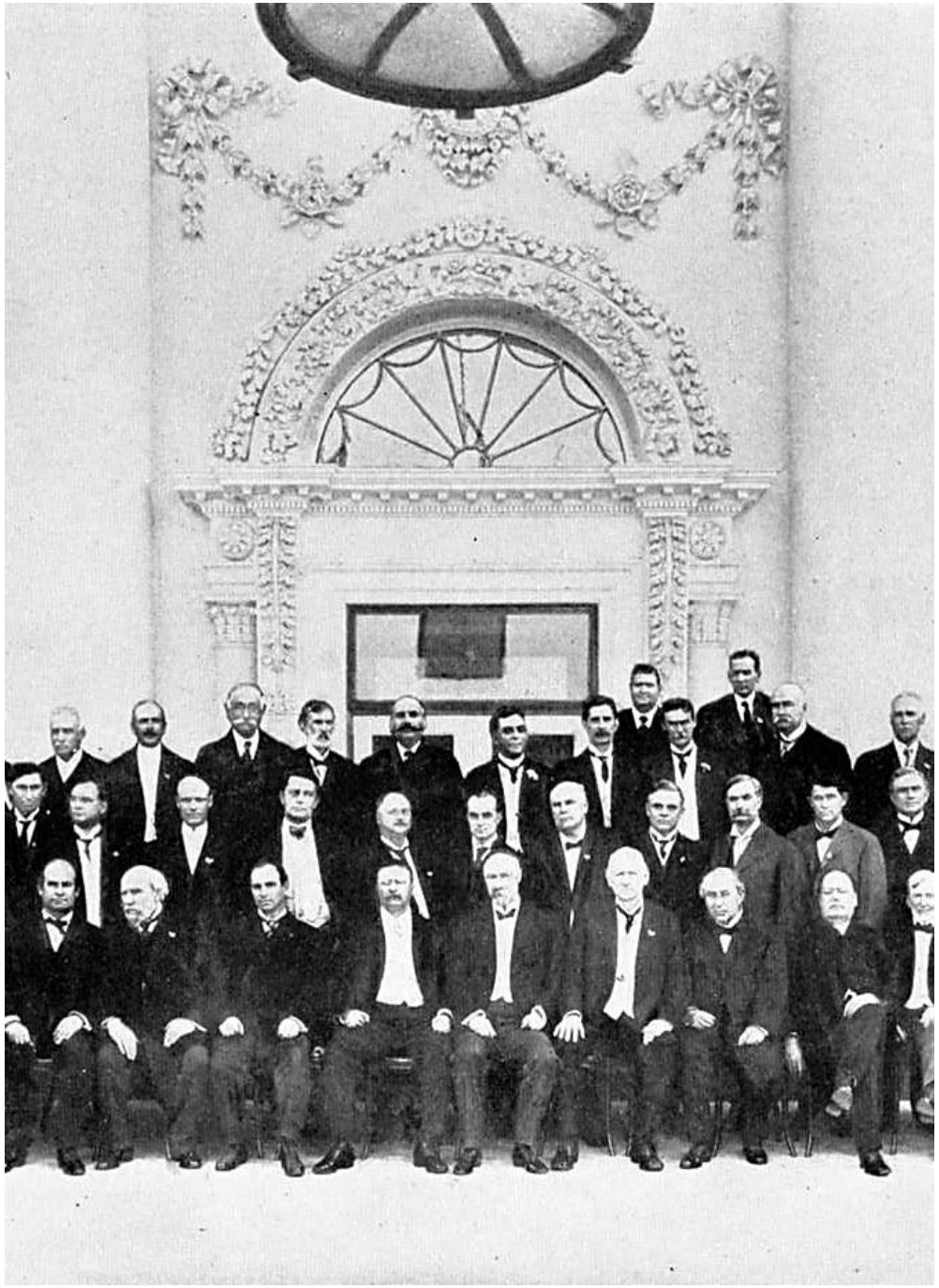
Geography of State Participants



What is NGA?

Founded in 1908, the National Governors Association is the nonpartisan organization of the nation's 55 governors. Through NGA, governors share best practices, address issues of national and state interest and share innovative solutions that improve state government and support the principles of federalism.

NGA
NATIONAL GOVERNORS ASSOCIATION



About NGA

Government Relations

- Collective voice of governors in DC
- Builds consensus on federal issues
- National policy focus

Center for Best Practices

- Comparative policy shop for state level efforts
- Provide governors and staff technical assistance and policy guidance

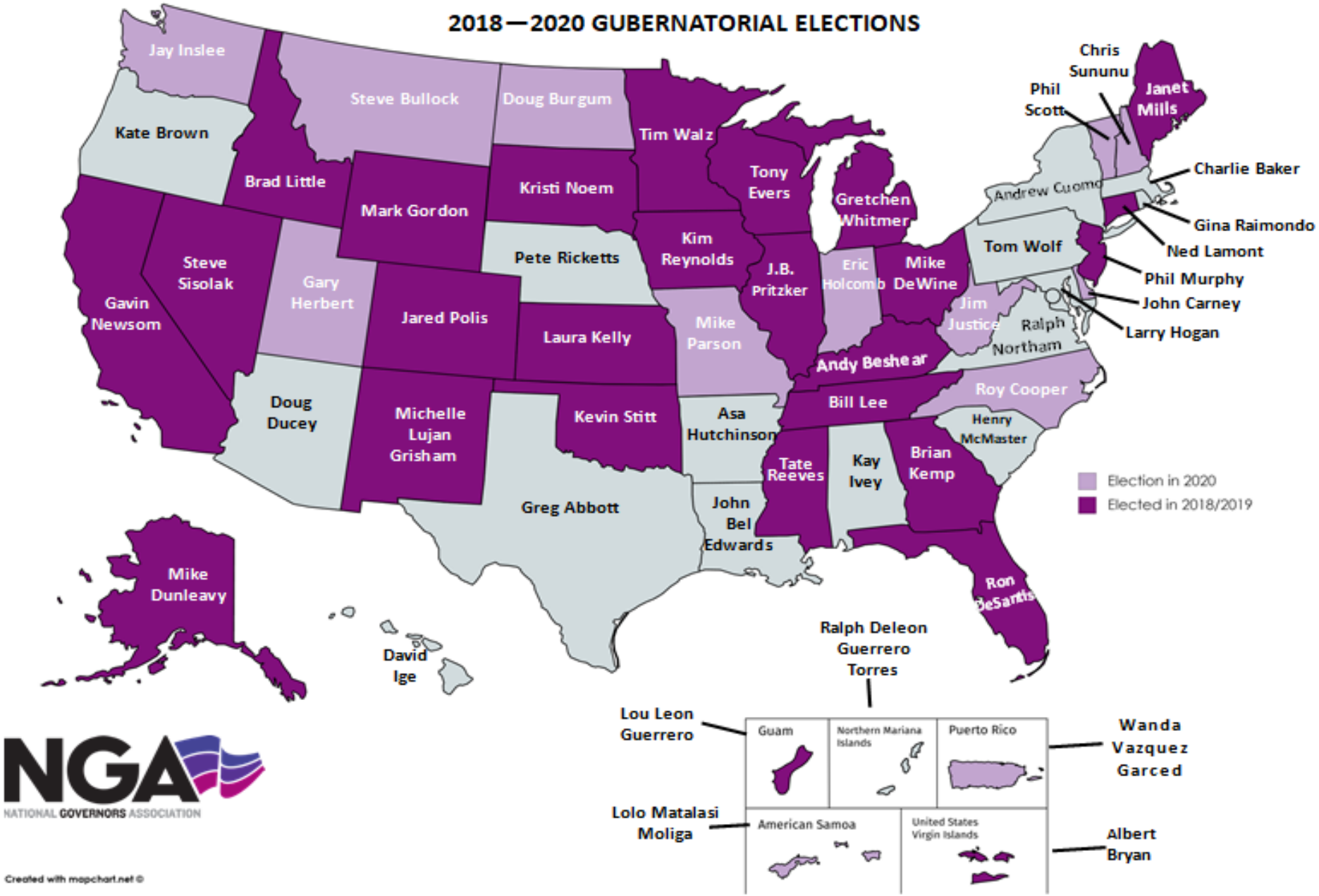
Consulting

- Internal management consultants
- Training and advice for governors, chiefs of staff, legal counsels, policy directors, schedulers, and spouses

NGA
NATIONAL GOVERNORS ASSOCIATION

STATES AND TERRITORIES

2018—2020 GUBERNATORIAL ELECTIONS



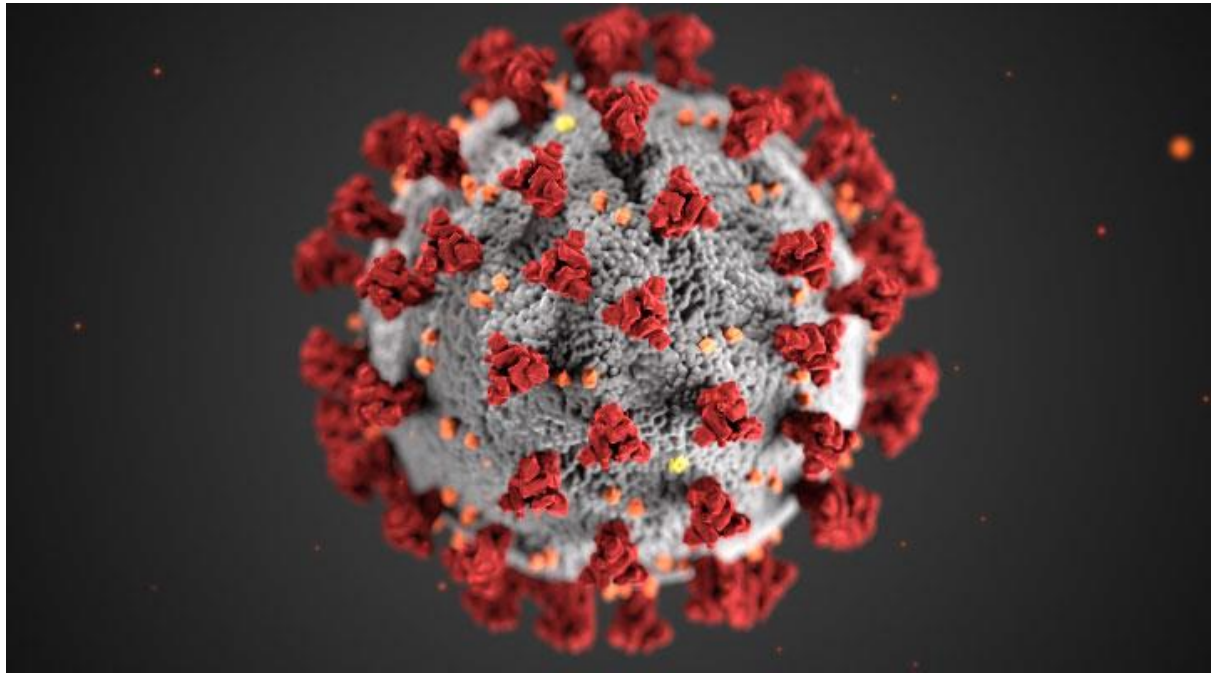
NGA
NATIONAL GOVERNORS ASSOCIATION

Created with mapchart.net ©

COVID-19 Infrastructure Resources

Governors' COVID-19 Resource Library Memos:

- Testing and PPE
- Essential Infrastructure
- Cybersecurity
- Concurrent Disasters
- Relief for Businesses
- Reopening and Long-Term Recovery
- Economic Recovery
- Continuity of Operations

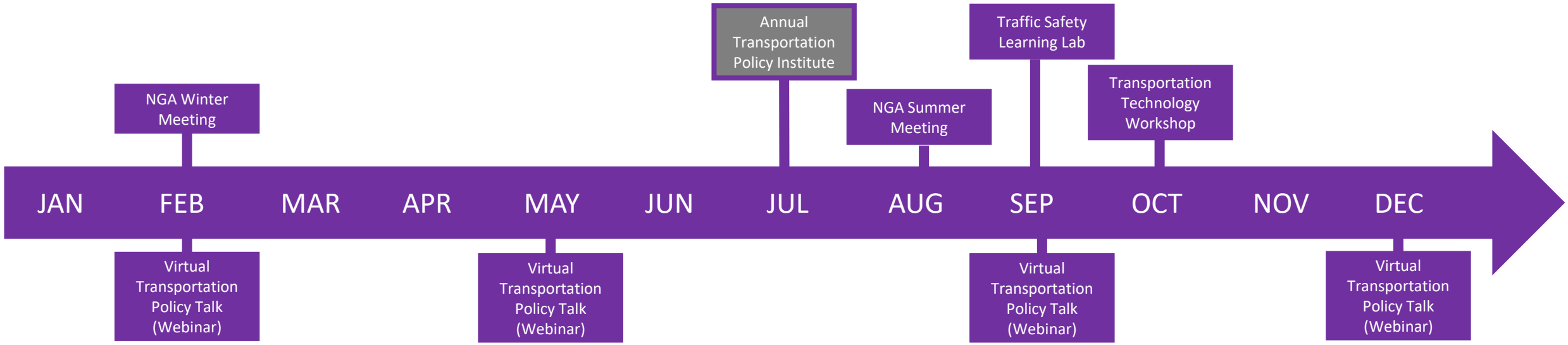


Webinar: Impacts of COVID-19 on Transportation and Revenue

More at: www.nga.org/coronavirus

2020 TIMELINE FOR NGA'S TRANSPORTATION POLICY LEARNING NETWORK

The National Governors Association's Center for Best Practices (NGA Center) launched a new **Transportation Learning Network** in the Fall of 2018, to help governors and their staff explore new approaches and share lessons learned in the rapidly evolving world of transportation policy. The activities of the Network will include an annual Transportation Policy Institute for governors' policy advisors, quarterly webinars, policy tools and guidance and in-depth technical assistance through workshops, retreats, learning labs and policy academies.



TRANSPORTATION TECHNOLOGY WORKSHOP

NGA will convene a Transportation Technology Workshop to explore how emerging technologies will advance alongside existing technologies and what policy and regulatory changes are needed for states.

ANNUAL TRANSPORTATION POLICY INSTITUTE

The Annual Transportation Policy Institute gathers states for peer-to-peer exchanges, strategy sessions and discussions with thought-and-technology leaders on a diverse set of transportation policy issues around electrification, automation and mobility as well as various regulatory, revenue, financing, safety and planning issues.

TRANSPORTATION ADVISORY COUNCIL

The NGA Center will convene a small group of subject matter experts to inform the work of the Transportation Learning Network, from various public, private, academic and civil society organizations

Transportation Policy Institute Agenda

Day 1 - Tuesday	
1:00 - 1:15 pm (ET)	Introduction
1:15 - 2:00 pm	State Roundtable and Policy Updates
2:00 - 3:00 pm	State Transit Strategies and Best Practices During COVID-19

Day 2 - Wednesday	
3:00 - 3:15 pm (ET)	Introduction
3:15 - 3:45 pm	Intersection of Public Health & Transportation
3:45 - 4:15 pm	Intersection of Education & Transportation
4:15 - 4:45 pm	Intersection of Broadband & Transportation
4:45 - 5:00 pm	Closing Discussion

Day 3 - Thursday	
1:00 - 2:00 pm (ET)	Avoiding the COVID-19 Impacts on Traffic Congestion
2:00 - 3:00 pm	Interagency Coordination to Support Transportation Electrification

Day 4 - Friday	
1:00 - 2:00 pm (ET)	Emergency Response, Mitigation, and Transportation Resilience
2:00 - 3:00 pm	Federal Developments / Opportunities for Funding and Financing
3:00 - 3:30 pm	Closing Discussion

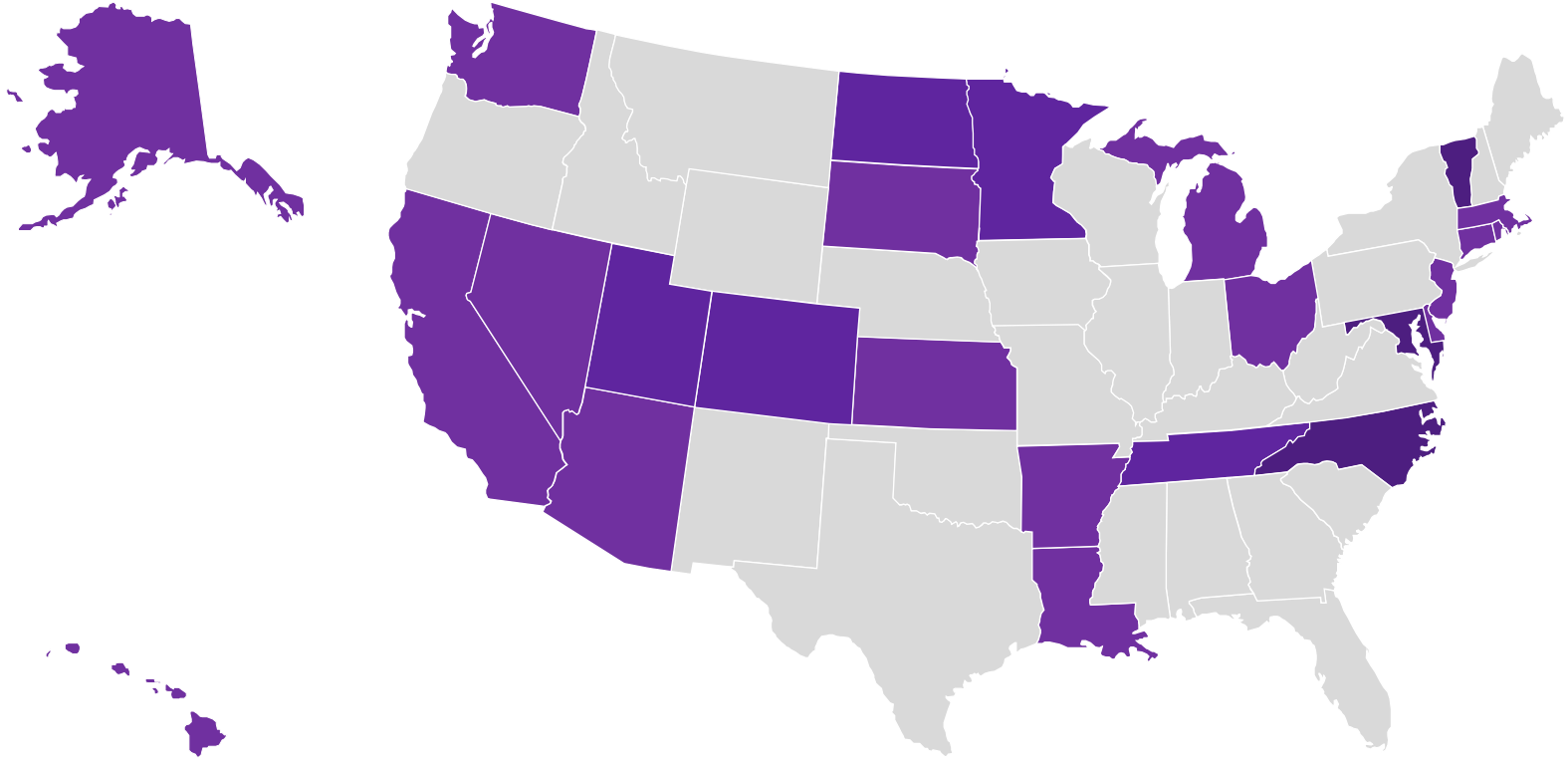
NGA
NATIONAL GOVERNORS ASSOCIATION

State Questions

1. What was one of your state's top transportation successes in the past year?

2. How is COVID-19 impacting your state's transportation priorities?

3. What is one transportation challenge you anticipate your state facing in 2021?



Transit Strategies and Best Practices During COVID-19

Moderator:

Jake Varn
Policy Analyst, National Governors Association

NGA
NATIONAL GOVERNORS ASSOCIATION

Transit Strategies and Best Practices During COVID-19

Discussion Framework

1. Best practices for public health and maintaining essential service

2. Strategies to cushion financial impact of COVID-19 on transit systems

3. Best practices for planning for “return to work” and “reopening”

NGA
NATIONAL GOVERNORS ASSOCIATION

2020 Annual Transportation Policy Institute

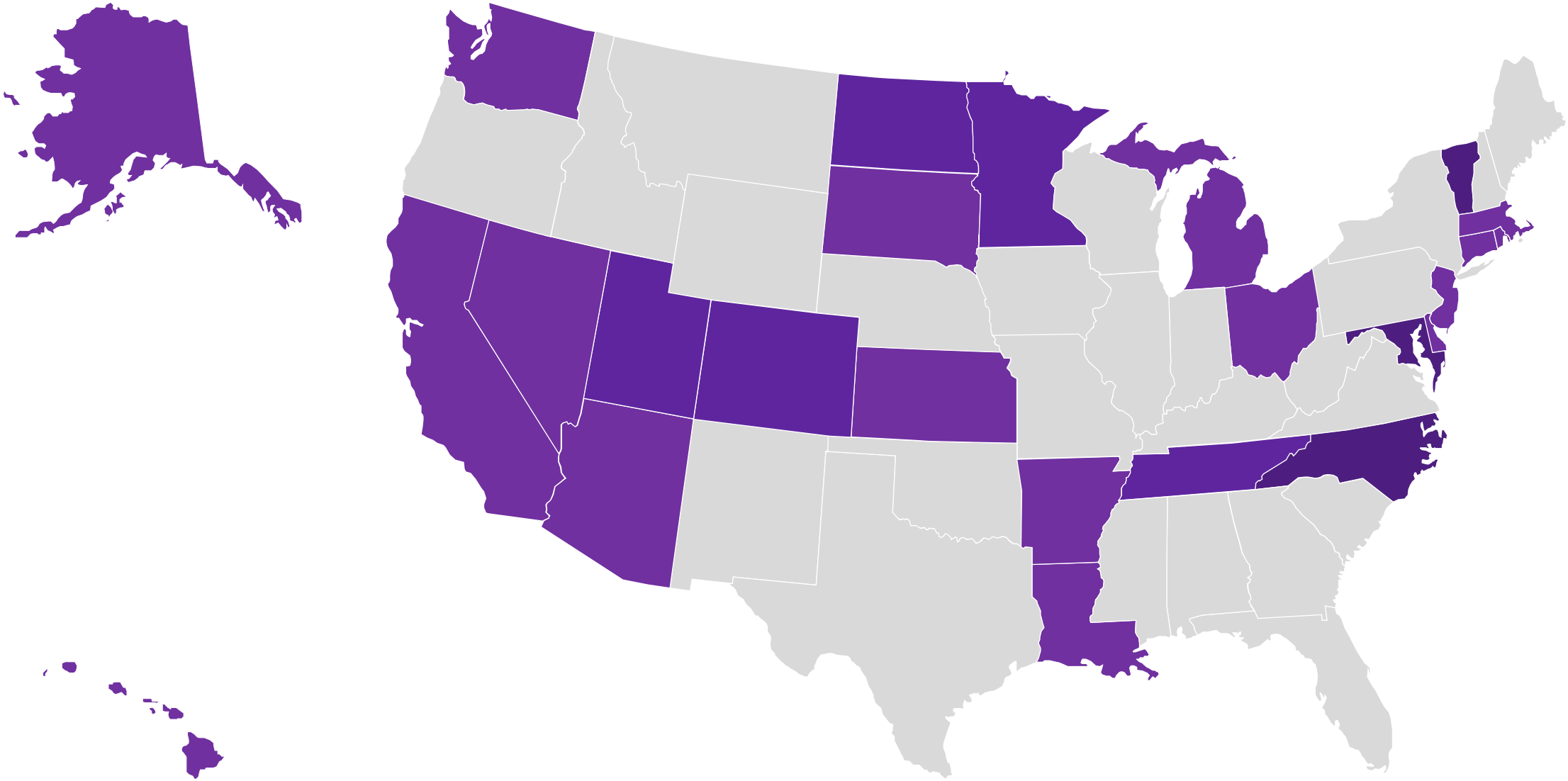
Day Two

July 14-17, 2020

NGA
NATIONAL GOVERNORS ASSOCIATION

#WeTheStates

Geography of State Participants



Transportation Policy Institute Agenda

Day 1 - Tuesday	
1:00 - 1:15 pm (ET)	Introduction
1:15 - 2:00 pm	State Roundtable and Policy Updates
2:00 - 3:00 pm	State Transit Strategies and Best Practices During COVID-19

Day 2 - Wednesday	
3:00 - 3:15 pm (ET)	Introduction
3:15 - 3:45 pm	Intersection of Public Health & Transportation
3:45 - 4:15 pm	Intersection of Education & Transportation
4:15 - 4:45 pm	Intersection of Broadband & Transportation
4:45 - 5:00 pm	Closing Discussion

Day 3 - Thursday	
1:00 - 2:00 pm (ET)	Avoiding the COVID-19 Impacts on Traffic Congestion
2:00 - 3:00 pm	Interagency Coordination to Support Transportation Electrification

Day 4 - Friday	
1:00 - 2:00 pm (ET)	Emergency Response, Mitigation, and Transportation Resilience
2:00 - 3:00 pm	Federal Developments / Opportunities for Funding and Financing
3:00 - 3:30 pm	Closing Discussion

NGA
NATIONAL GOVERNORS ASSOCIATION

Intersection of Public Health & Transportation

Speakers:

Leslie Meehan
Director of the Office of Primary Prevention, Tennessee Department of Health

Renee Autumn Ray
Strategy and Innovation Leader, Conduent Transportation

NGA
NATIONAL GOVERNORS ASSOCIATION

Partners: Transportation and Health

Leslie Meehan, MPA AICP

Director, Office of Primary Prevention

Tennessee Department Of Health

TN Department of Health

Dr. John Vick – TN Department of Health
Mike Thompson – TN Department of Health
Laura Sandt – UNC Highway Research Center, PI
NCHRP 20-112/Report 932
Research Roadmap for Transportation and Public Health

Acknowledgements

Health Matters

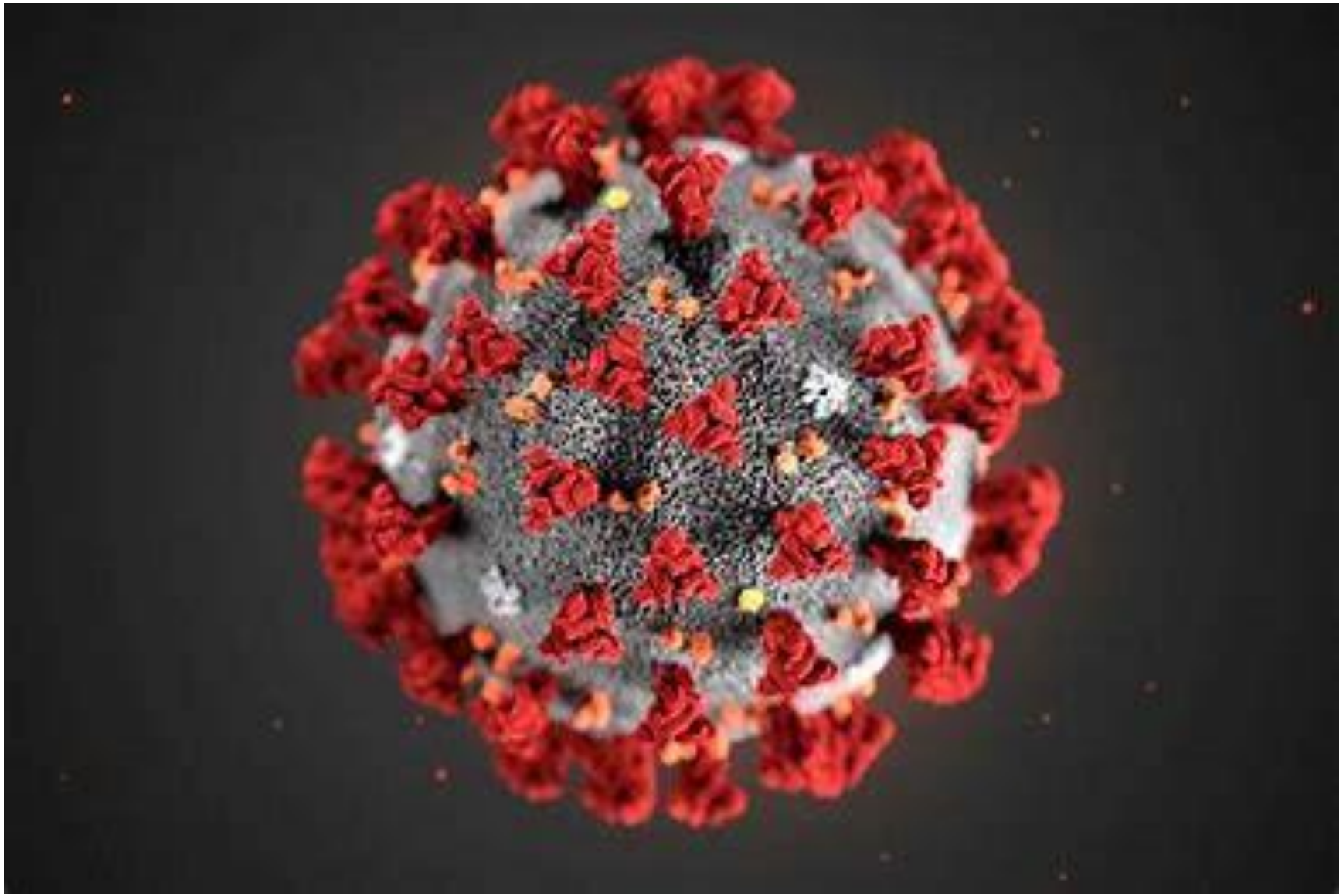
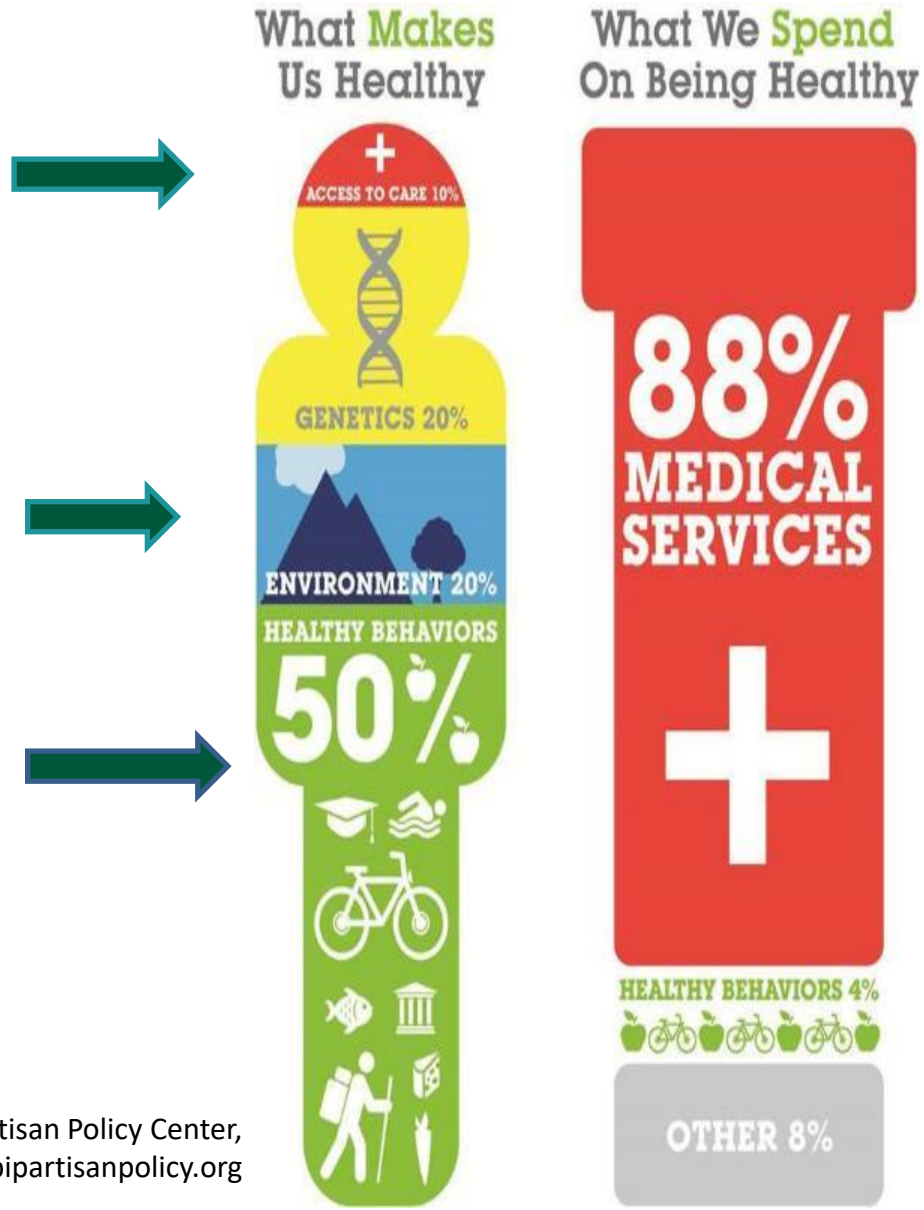


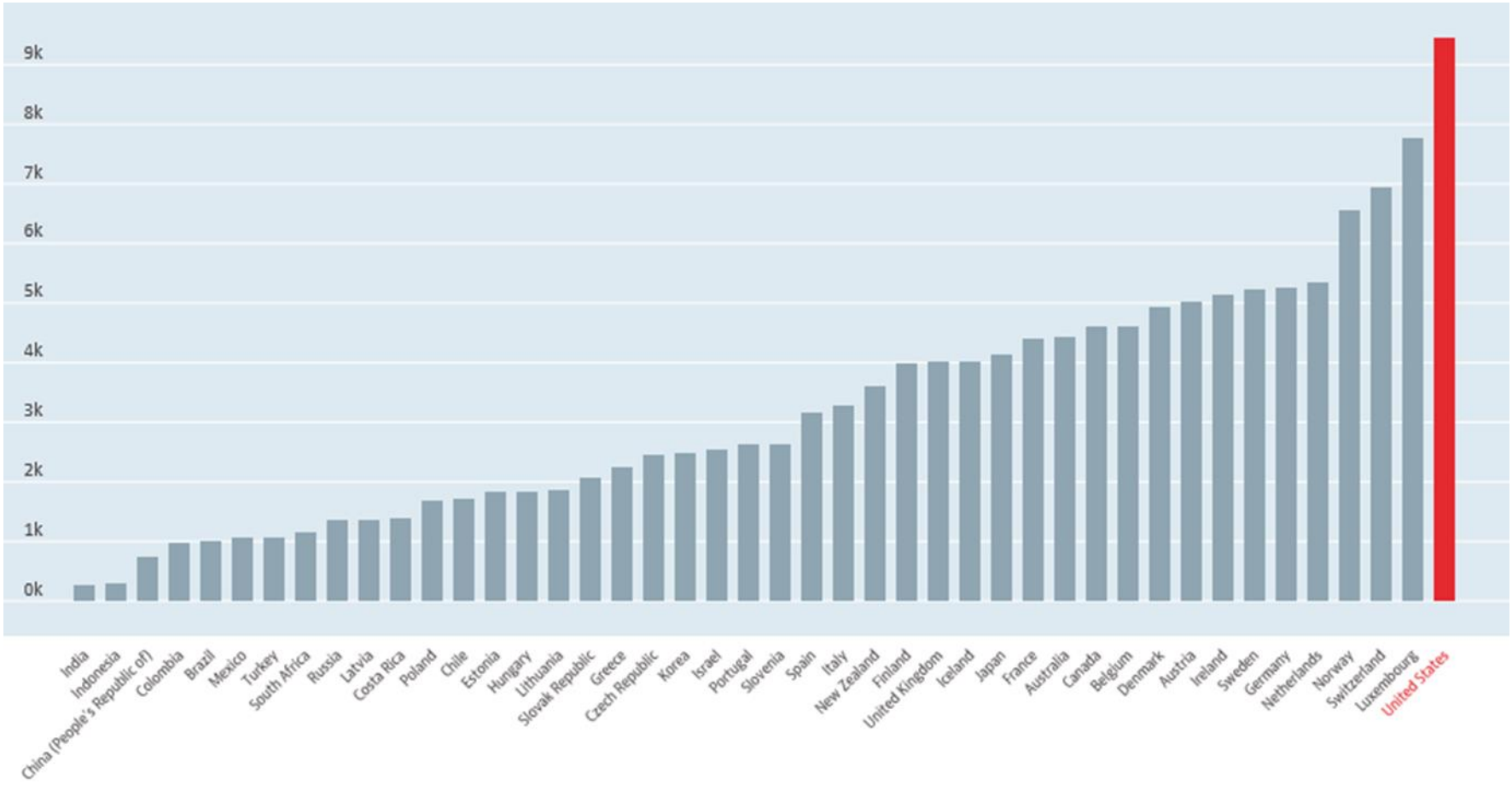
Photo: New Scientist

Allocating Resources



Source: Bipartisan Policy Center, https://bipartisanpolicy.org

Allocating Resources



Source: Health expenditure and financing: Health expenditure indicators OECD (2016), Health spending (indicator). doi: 10.1787/8643de7e-en

Allocating Resources

2019 Federal Expenditures

Health and Human Services - $101B

Transportation - $76B

Source: Office of Management and Budget


What are the ways that transportation impacts health, and is impacted by health?

Pathways to health

Improving access to opportunities and services

Providing opportunities for physical activity

Mitigating human exposure to environmental risks (air and noise pollution)

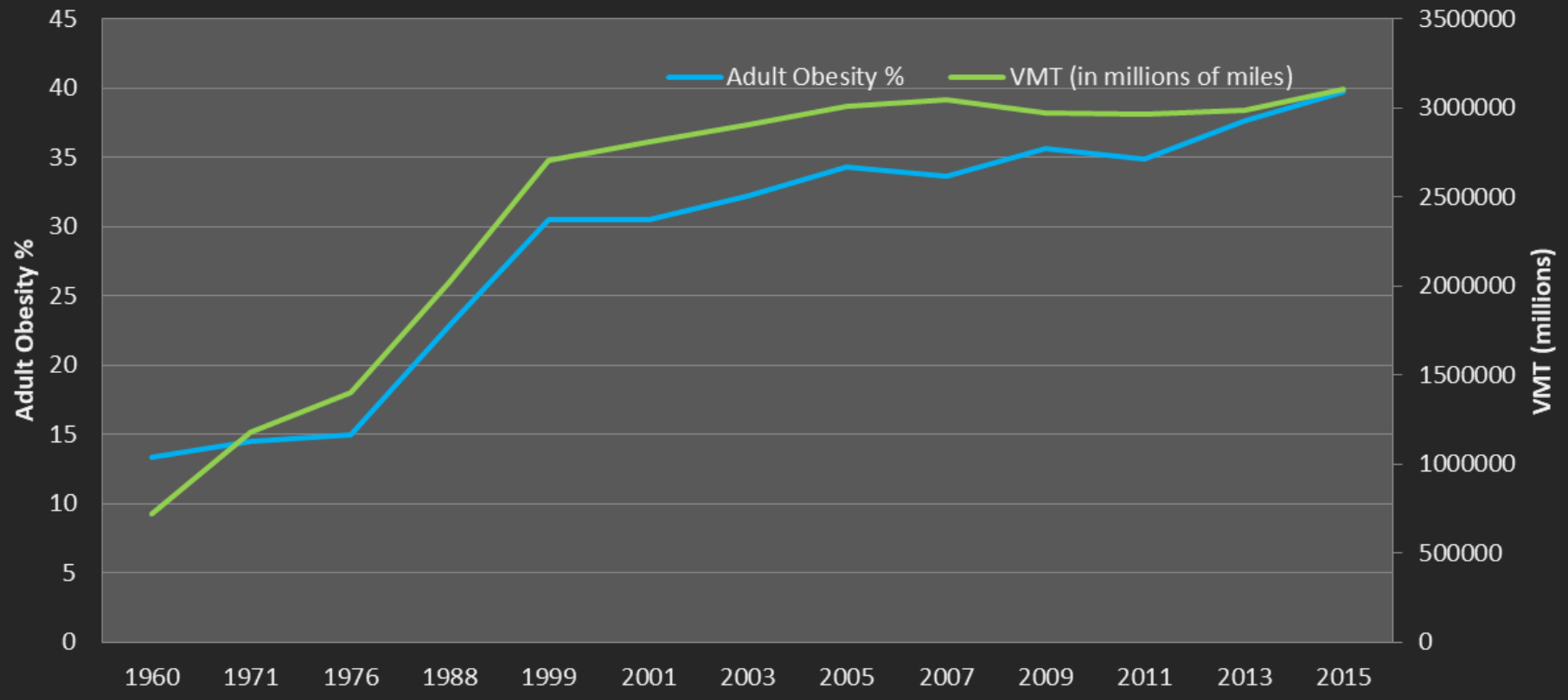
Preventing injuries and improving safety

Supporting resiliency to disaster and extreme weather events

Promoting community connectedness and vitality

Credit: Laura Sandt, PBIC, UNC

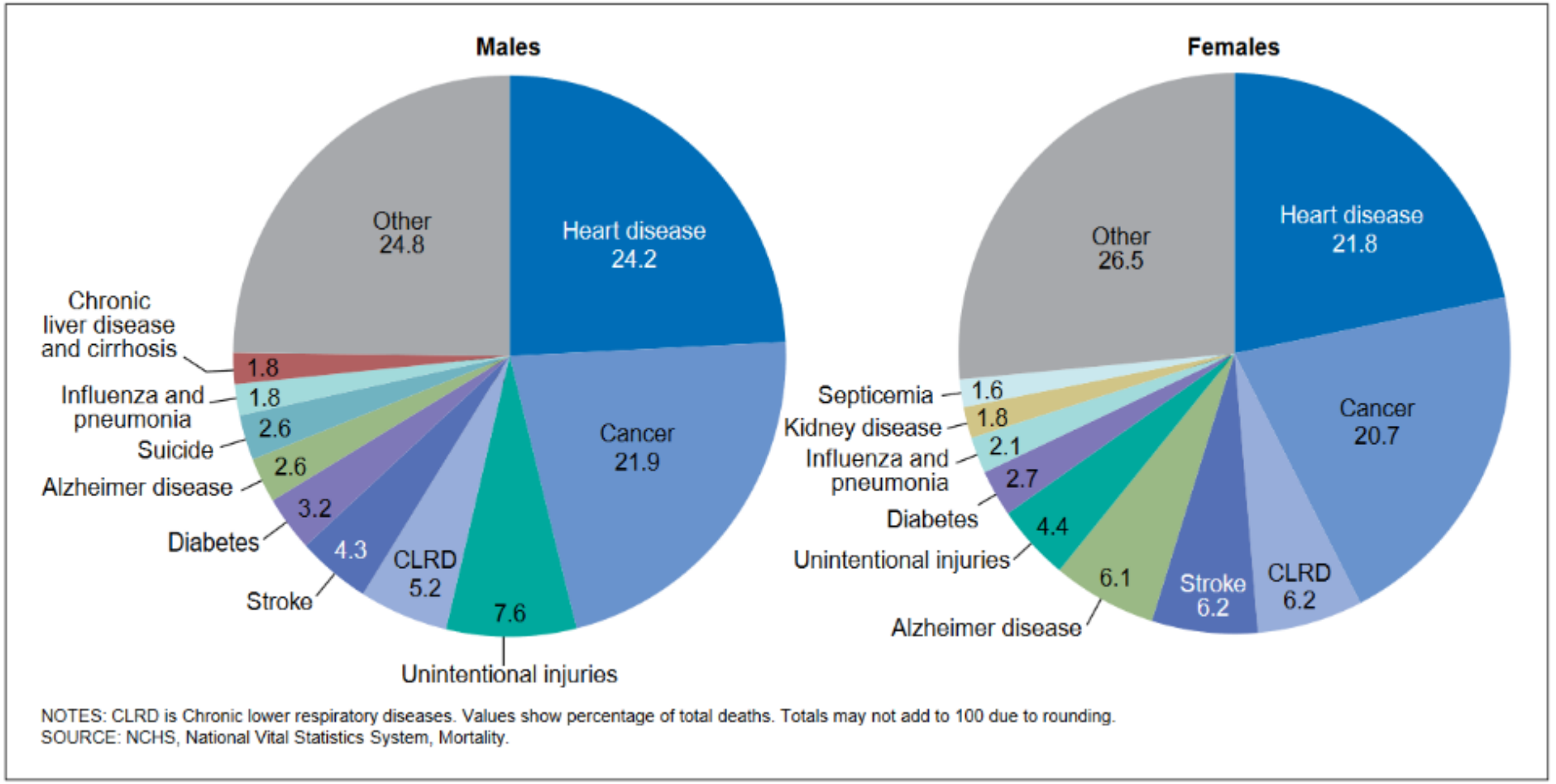
Obesity Prevalence and Vehicle Miles Travelled in the U.S. 1960-2016



Obesity Data Source: https://www.cdc.gov/nchs/data/hestat/obesity_adult_13_14/obesity_adult_13_14.htm

VMT Data Source: https://www.fhwa.dot.gov/policyinformation/statistics/2016/vmt421c.cfm

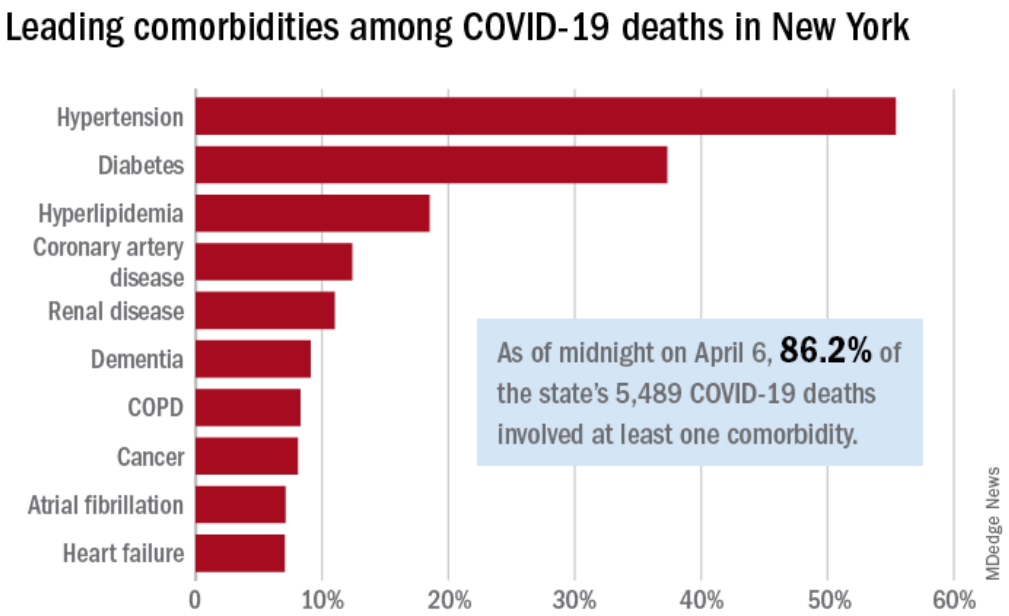
Heart disease remains the top killer of Americans



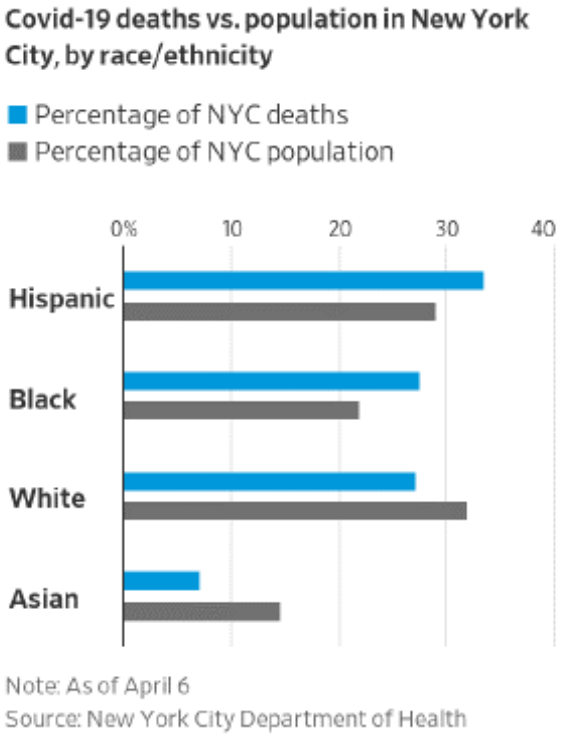
NOTES: CLRD is Chronic lower respiratory diseases. Values show percentage of total deaths. Totals may not add to 100 due to rounding.
SOURCE: NCHS, National Vital Statistics System, Mortality.

Figure 1. Percent distribution of the 10 leading causes of death, by sex: United States, 2017

Heart Disease and COVID-19 Fatalities



Note: Data reported on a daily basis by hospitals, nursing homes, and other health care facilities.
Source: New York State Department of Health



Note: As of April 6
Source: New York City Department of Health

Credit: Laura Sandt, PBIC, UNC

Mobility & Accessibility & Health

Sidewalks
Bike Lanes

→ Expand structured opportunities for exercise

→ Increase physical activity

→ Decrease obesity

→ Healthy population

Active Transportation

Capovelo.com

Chronic Disease

People who drive to work are fatter and less healthy

Study: Commuting by public transportation instead of by car increased energy expenditures equivalent to the loss of one pound of body fat per six weeks.
(Morabia et al., 2010)

Study: In Charlotte, NC, commuting by light rail is associated with an average −1.18 reduction in Body Mass Index and an 81% reduced odds of becoming obese over time.
(MacDonald et al., 2010)

Chronic Disease

Physical Activity + Street Design

The presence of sidewalks increases physical activity and pedestrian safety.
(Florida Department of Transportation, 2009; Federal Highway Administration, 1987)

People who live in neighborhoods with sidewalks are 47% more likely to be active at least 30 minutes a day.
(Sallis et al., 2009)

Street furniture, active uses, and windows along building facades increase pedestrian activity.
(Ewing et al., 2016)

Building protected bike lanes increases physical activity, ridership, and safety.
(NACTO, 2016; Parker et al., 2013; Monsere et al., 2014)

Crashes: Public Health Priority

Photo: WSMV.com

Crashes: Public Health Priority

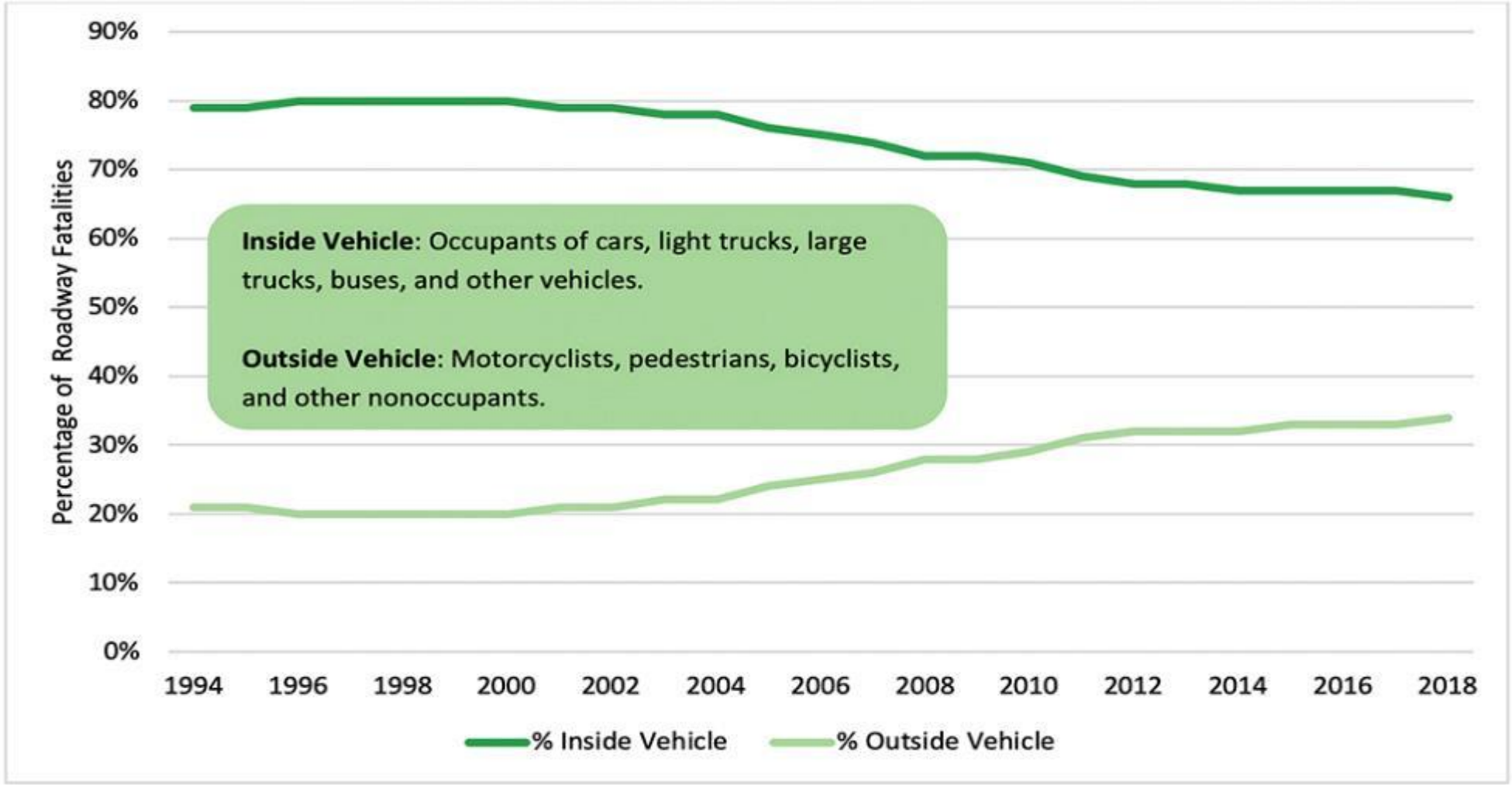


Photo: LehighValleyLive.com

Source: Pedestrian and Bicycle Information Center (PBIC) with data from Fatality Analysis Reporting System (FARS)

Congestion: Public Health Priority

Vanderbilt.edu

Commute Time

Long commutes are harmful to your physical and mental health

(Hoehner et al., 2012; Hilbrecht et al., 2014)

Longer commutes are associated with:

- ✓ Reduced physical activity
- ✓ Increased body mass index
- ✓ Higher blood pressure
- ✓ Lower levels of life satisfaction
- ✓ Increased sense of pressure
- ✓ Divorce rates

Infectious Disease

Photo: City Limits

Infectious Disease

Photo:whyy.org

Photo:sciencenewsforstudents.com

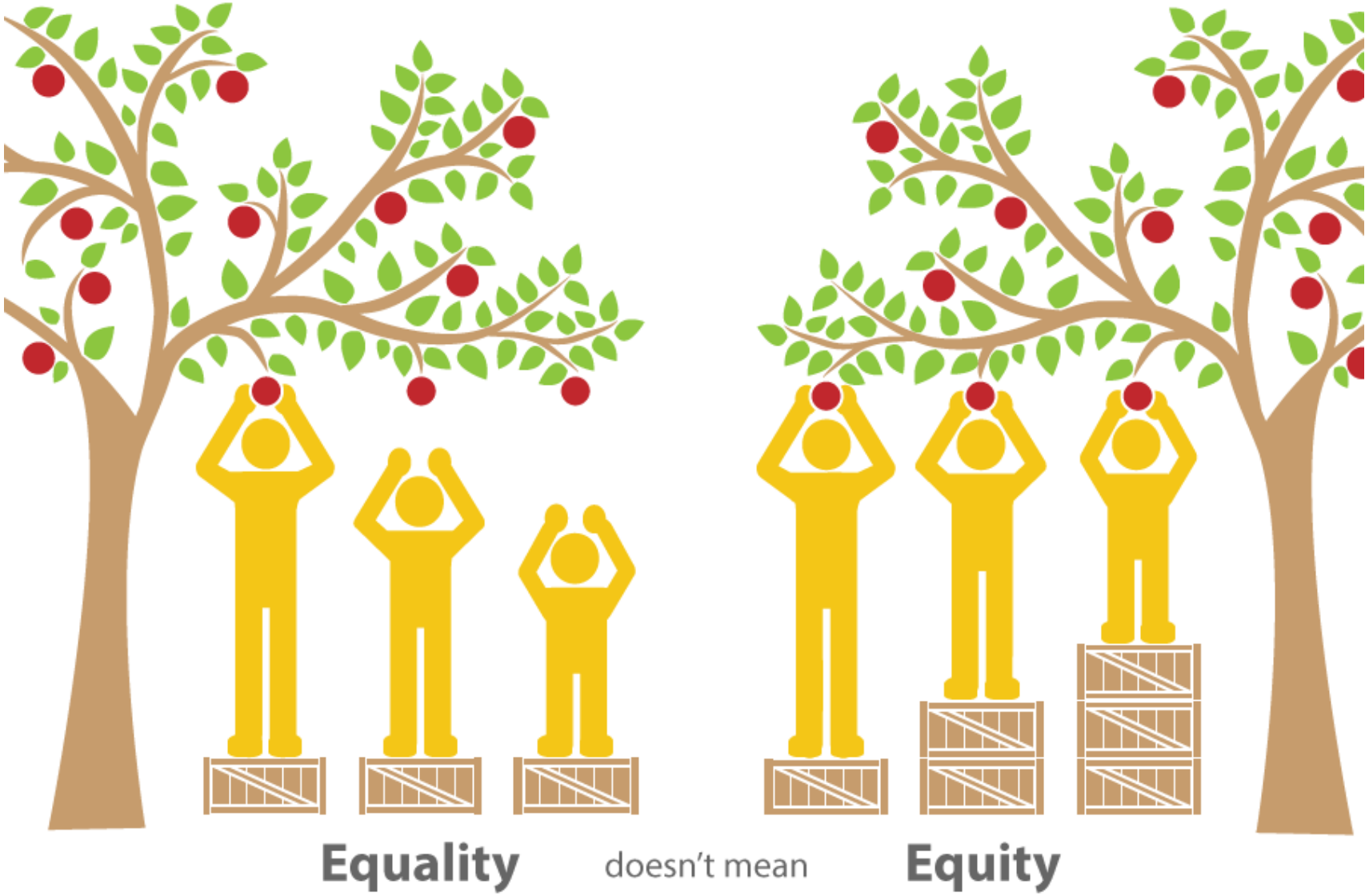
Driving Alone: Equity Implications

1/3 of Americans do not drive

“Drive” IMBD

“The Fast and Furious” Vanity Fair

Equity



Triple Pandemic:

Coronavirus

Economy

Inequity

Transportation and Inequity

- Structural racism within transportation systems has contributed to large disparities in transportation access and safety:
  - Redlining practices and legacies
  - Zoning and land use
  - Highway placement
  - Traffic enforcement/policing
  - Transportation planning/engagement practices
  - Allocation of transportation resources

Credit: Laura Sandt, PBIC, UNC

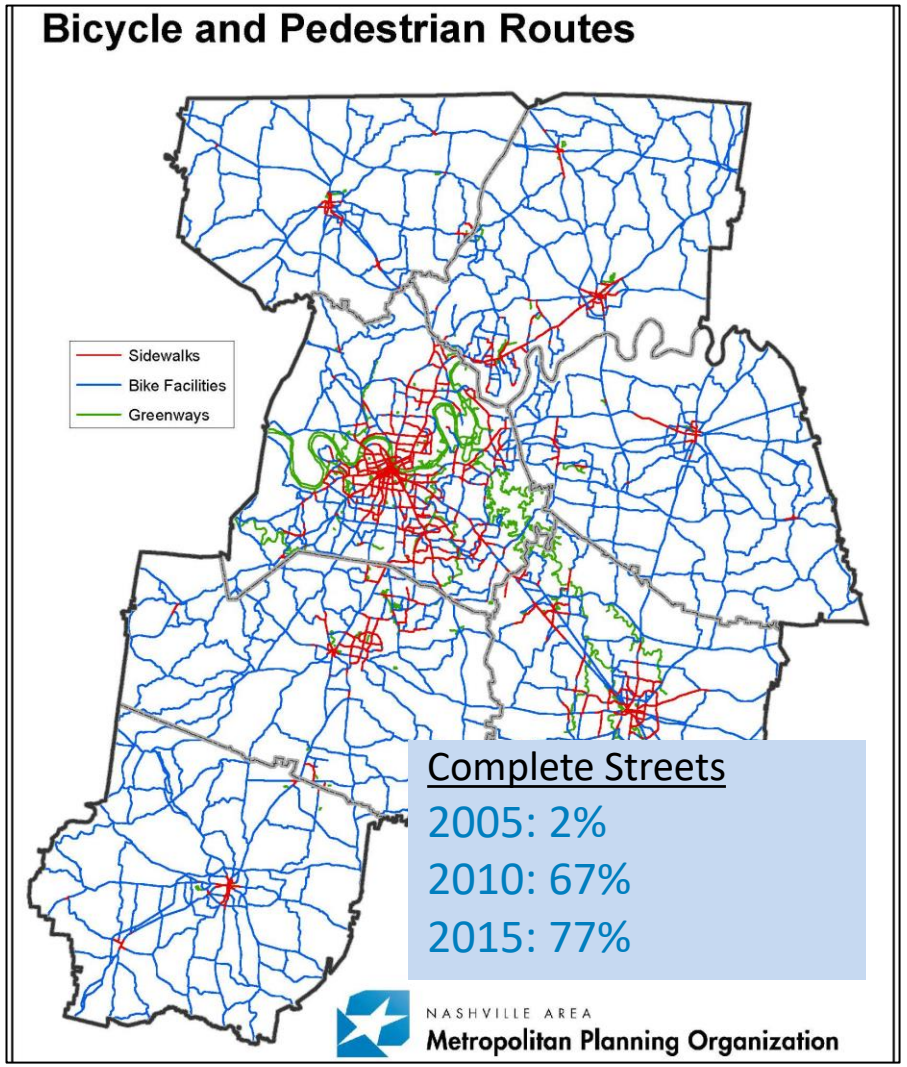
Realities are different….

How can Transportation and Health Partner?

Transportation: Addressing Health

Nashville Area MPO:

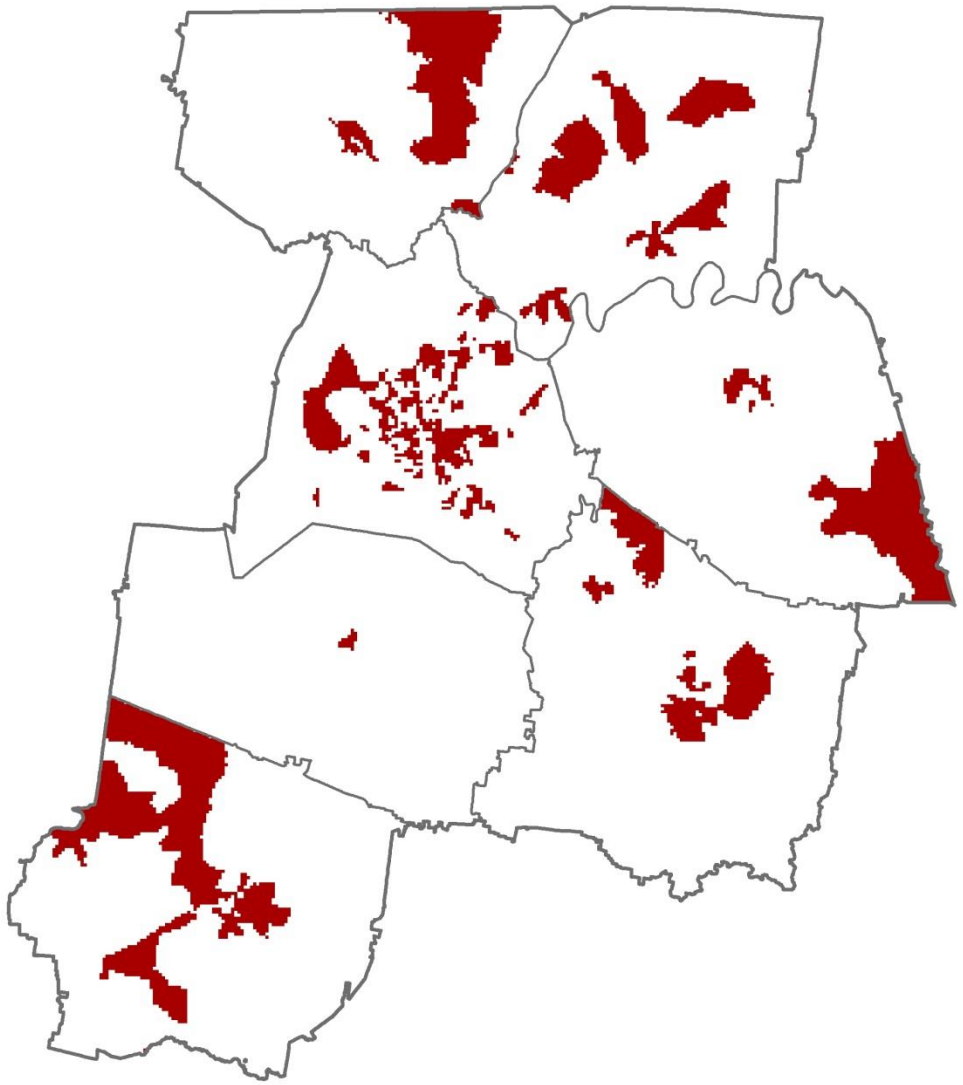
- Policy to support health
- Project Prioritization
- Funding for Active Transportation
- Health-focused Household Travel Survey
- Integrated Transport and Health Impact Model
- Scenario Planning
- Economic Impact Modeling
- Health Impact Assessments



Data Collection

Transportation, Physical Activity and Health Data Collection and Analysis

Project Prioritization

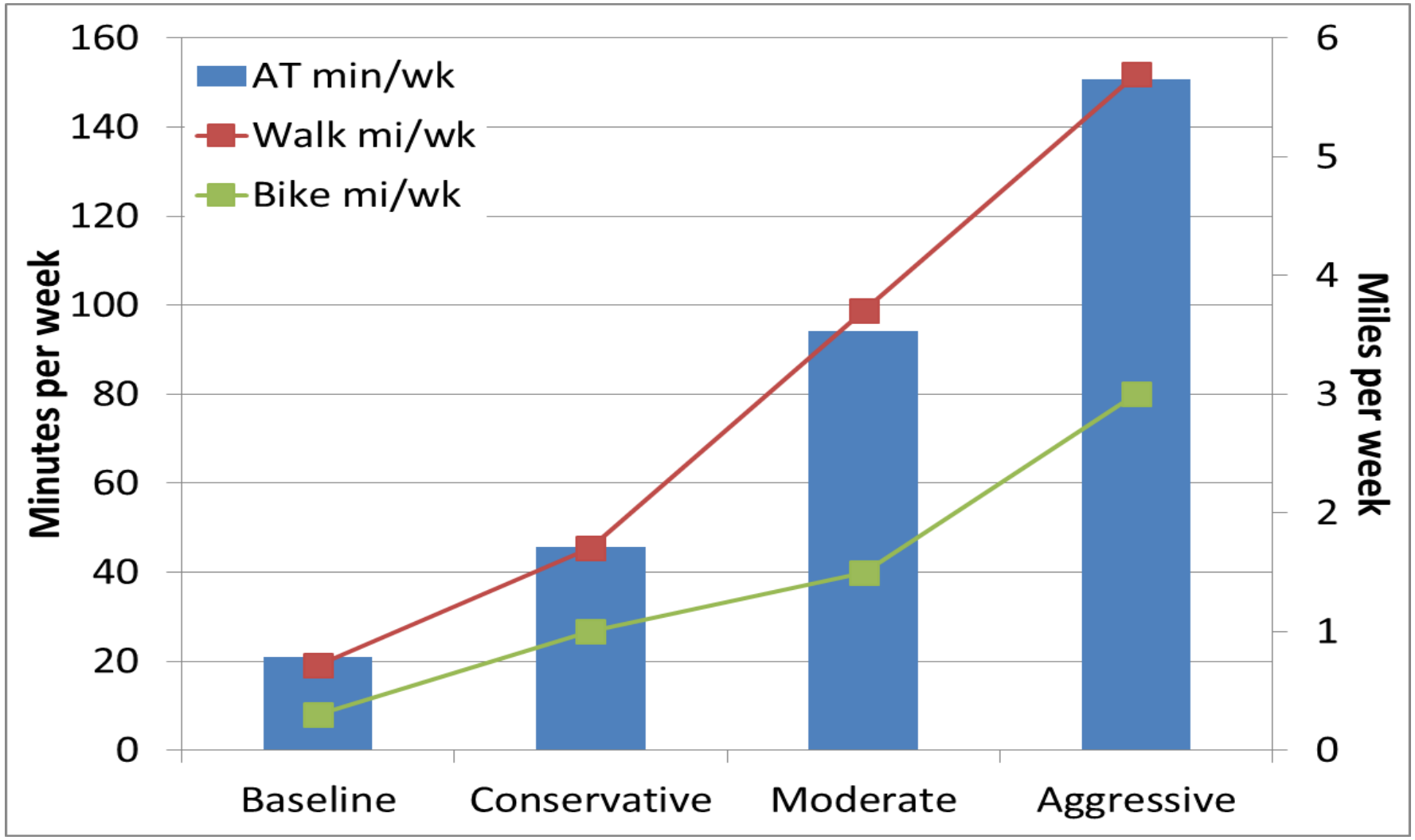


Health Priority Areas

3 out of 4:

- Poverty
- Unemployment
- Carless Household
- Aging (over age 65)

Models


160
140
120
100
80
60
40
20
0
Minutes per week
AT min/wk
Walk mi/wk
Bike mi/wk
6
5
4
3
2
1
0
Miles per week
Baseline
Conservative
Moderate
Aggressive

Research

Tennessee Departments of Health and Transportation currently studying:

- Pediatric Asthma rates in children who live near high-volume roadways
- Cancer mortality rates in patients who live furthest from a direct route to a cancer treatment facility

Communication and Education

Communications Guidebook NCHRP 25-25 Task 105

	Communication Techniques	Policy Planning	Long Range Planning	Programming	Corridor Planning	Project Development	Implementation and Operations	Monitoring and Performance Management	Collaboration Attributes®			
									Shared Interests	Level of commitment	Participant Stability / Continuity	Decision-making influence
INFORM/EDUCATE/ COMMUNICATE	Conferences	◑	◑		◑	◑	◑		*			
	Communication with elected officials	●	◑	◑	◑	◑			*			■
	Expert interviews	◑	◑		◑	◑		◑	*			
	Interdisciplinary networking events	◑	◑		◑	◑			■		*	
	Knowledge transfer / research	●	◑		◑	◑		●	■	*		
	Surveys		◑		◑	◑		◑	*			
	Training / Cross-Training	◑	◑		◑	◑			■	■		
	Transportation and health tools/data (e.g. THT, H+T Index, THRIVE, Sustainable Communities Index, etc.)	◑	●	◑	●	●		◑	■	■		

Inform. Coordinate. Collaborate.

Research Roadmap NCHRP Report 932

Project scope

- Objectives:
  - Develop **a holistic and strategic research roadmap**
  - Identify evidence to support **practical and useful information**, and implementable tools, **for state DOTs** and partners

- Research products:

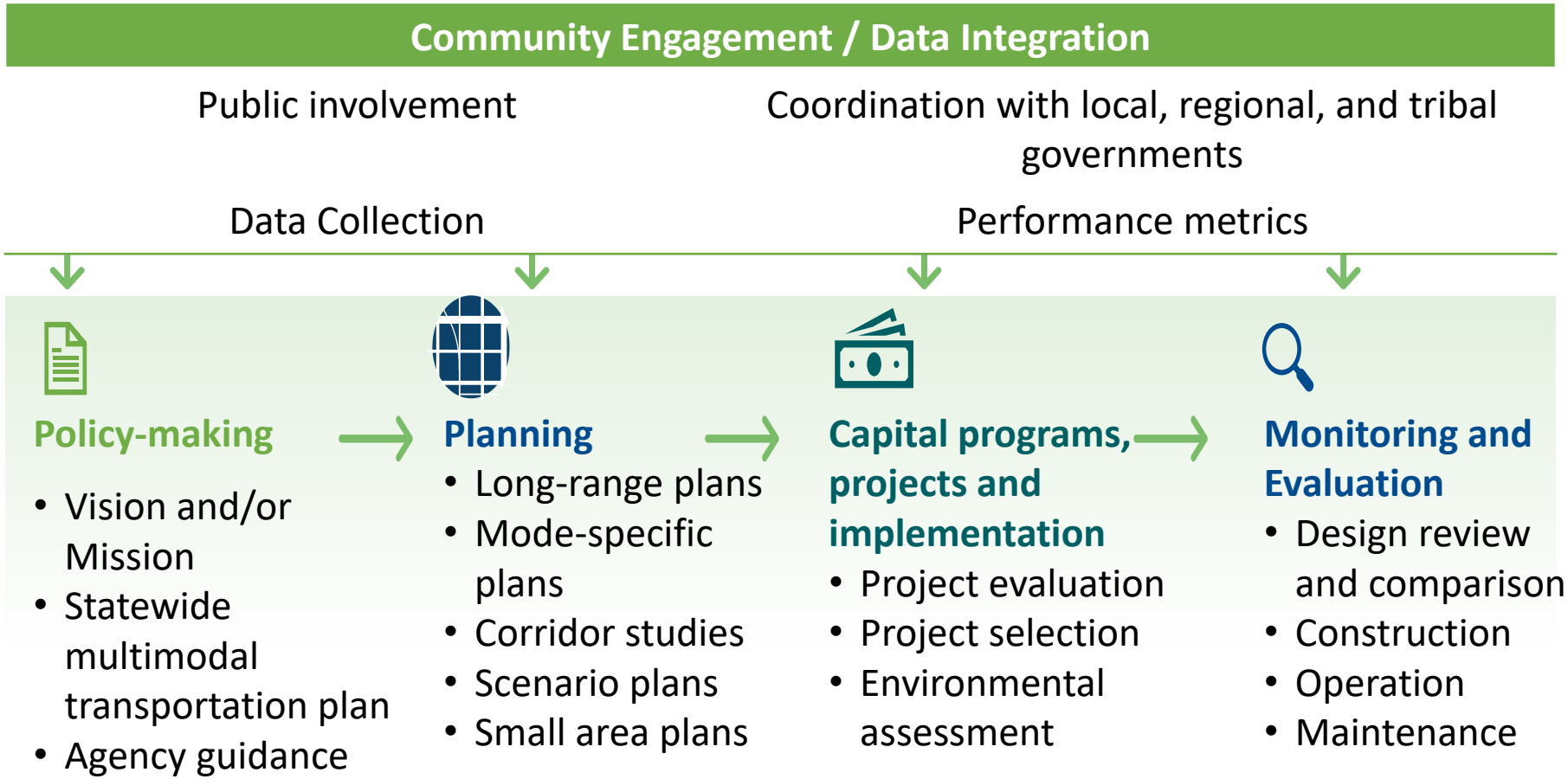
  10-year strategic roadmap:

1. Synthesis of Best Practices for Including Health Outcomes in Transportation Project Prioritization
2. Data Sources for Establishing Health Outcome Performance Measures for Transportation Projects
3. Practices and Recommendations in Reporting and Integrating Pedestrian and Bicycle Non-Fatal Injury Data Systems*
4. A Guidebook for Considering the Public Health Impacts of Public Transportation Decisions
5. Effect of Demographic Change on Travel Behavior and Health
6. Evaluating and Integrating Emerging Data Sources to Support Transportation and Health Planning and Operations

*Selected for funding in NCHRP FY2021 program

Research roadmap

Framed around key transportation agency processes and practices



Credit: Laura Sandt, PBIC, UNC

DOTs: Institutionalizing Health

- Executive or legislative policy approaches
- Intra-department (MOUs)
- Data sharing
- Decision-making tools
- Health performance targets
- Datacollection including

Credit: Laura Sandt, PBIC, UNC

Get Involved

TRB – AME 70 Committee on Transportation and Public Health

Mid-Year Meeting July 29th 11-1pm EDT

All people deserve safe ways to access their communities.

THANK YOU

TN Department of Health

Contact: Leslie Meehan
Office of Primary Prevention
leslie.meehan@tn.gov

CONDUENT
Transportation

Intersection of Public Health and Transportation

National Governors Association
Governors' Advisors Transportation Policy Institute
July 15, 2020
Renee Autumn Ray
LinkedIn.com/in/reneeautumnray

COVID-19 Accelerated Pace of Change

- Traditional revenue sources declining
- Increased demand for healthcare and transportation services
  - People will outlive their ability to drive up to 10 years
- Systemic changes to policy, funding, infrastructure
  - 2018, 73% added capacity, 20% repair, 3% design


U.S.News NEWS

Reports: Battered by COVID-19, States Face Cuts to Key Services

As many states enter new fiscal years, experts warn of cuts to services like education and income support programs.

By **Elliott Davis**, Contributor July 7, 2020


WSJ

U.S. ECONOMY

Recession Forces Spending Cuts on States, Cities Hit by Coronavirus

Education takes the brunt of reductions; governments have cut 1.5 million jobs since March, with more expected

Health in All Policies

- Project prioritization or administrative changes
- Safety improvements for walking and biking
  - Nashville went from 2% to 77%
- Technology and innovation
  - HAWK signals
  - Diverging diamond interchanges

Leverage HHS, VA Funds

- Align regulations across rural transit, human services, and Medicaid transportation
- Use HHS funds as FTA match for 5310, 5311, 5311 (c) (1) (b)
- Pilot and expand food delivery in agency vehicles

Intersection of Education & Transportation

Speaker:

Jake Varn
Policy Analyst, National Governors Association

NGA
NATIONAL GOVERNORS ASSOCIATION

Intersection of Education & Transportation

Overlaps

- State-Owned Fleets
- Safe-Routes to School
- Transportation Demand Management
- Land-Use Planning
- COVID Impacts and Travel Behaviors

NGA
NATIONAL GOVERNORS ASSOCIATION

Intersection of Education & Transportation

State-Owned Fleets and Electrification

- 15 states recently signed an MOU accelerate Truck and Bus Electrification

- Today, there are nearly 500,000 school buses in America
  - As of 2018, less than 1% are currently EVs

- Current Electric Bus models promise life cost savings of $170,000 in reduced fuel and maintenance costs

NGA
NATIONAL GOVERNORS ASSOCIATION

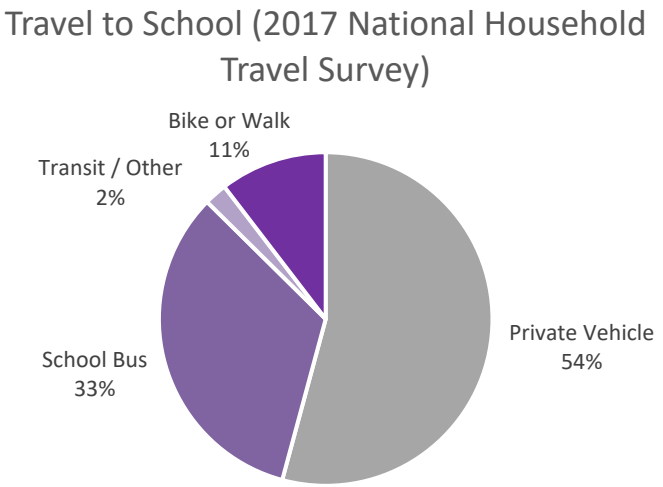
Intersection of Education & Transportation

Safe-Routes to School / Transportation Demand Management (TDM)

- Traffic Management
  - ~14% of car trips during morning rush hour are for school travel

- Protected Bicycle Lanes and Pedestrian Paths
  - Students biking and walking to school has dropped from 48% in 1969 to 10% in 2017.

Resources:
- Safe Routes to School Partnership
- U.S. DOT SRTS program
- District DOT: goDCgo
- Arlington Public School: ASP Go! (TDM)



NGA NATIONAL GOVERNORS ASSOCIATION

Intersection of Education & Transportation

Land-Use Planning

- In 1969, 41% of students lived within 1 mile of school, as of 2009, that number has dropped to 31%.

- Of the nation's 50+ million K-12 students, over 6.4 million attend a public school within 800 feet of a major roadway

Source: Kingsley, Samantha L et al. "Proximity of US schools to major roadways: a nationwide assessment." Journal of exposure science & environmental epidemiology vol. 24,3 (2014): 253-9. doi:10.1038/jes.2014.5

NGA
NATIONAL GOVERNORS ASSOCIATION

Intersection of Education & Transportation

COVID Impacts and Travel Behaviors

- Student transportation in state reopening plans
  - In-person class schedules
  - Bus retrofits
  - Driver safety and student screening
  - Cost implications and redesigned routes
    - School walking zones

- State School Reopening Plans for School Buses: www.the74million.org/article/roadmap-to-reopening-school-buses/
- https://www.edweek.org/ew/articles/2020/07/08/solving-the-student-transportation-conundrum.html

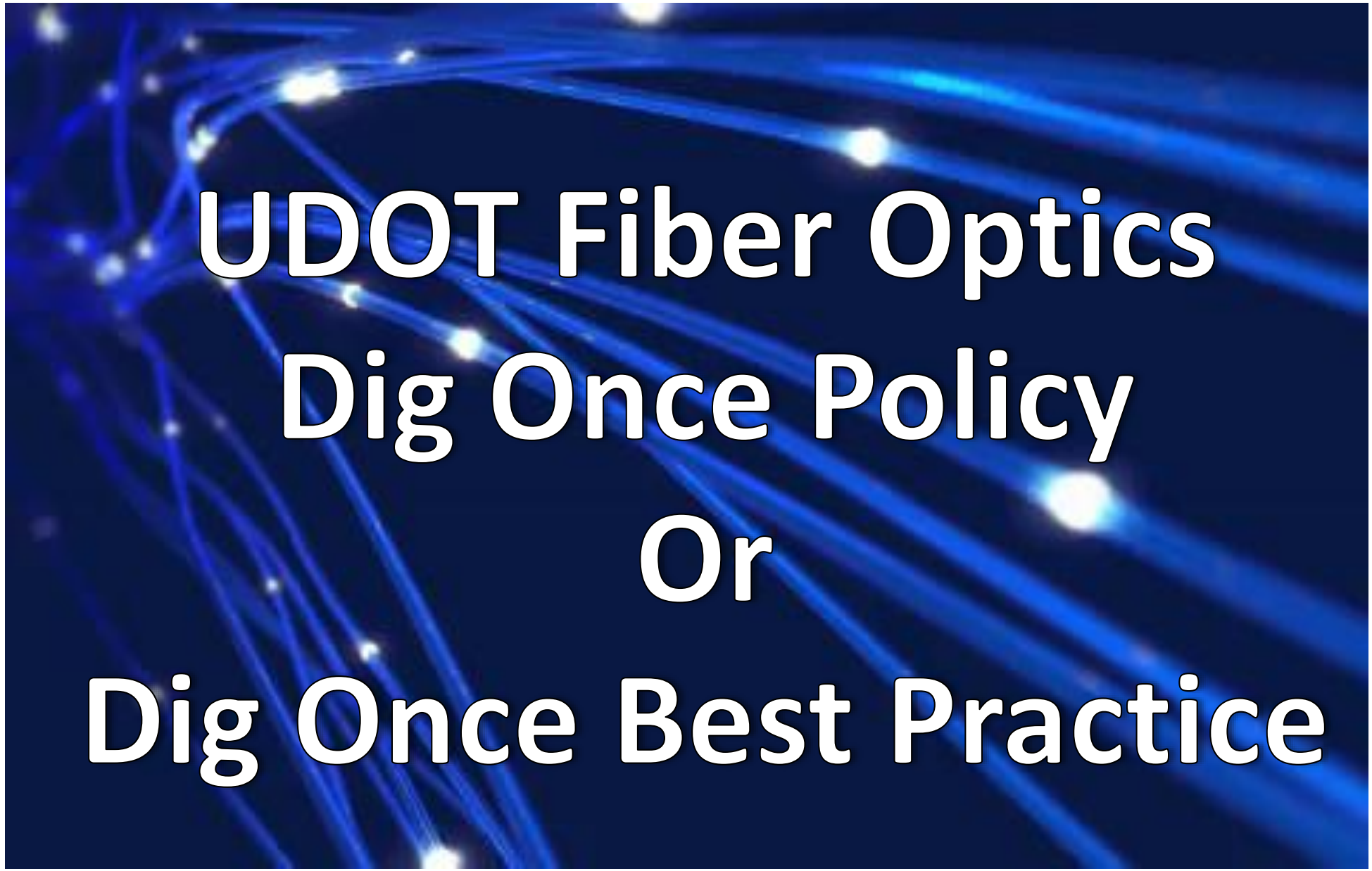
NGA
NATIONAL GOVERNORS ASSOCIATION

Intersection of Broadband & Transportation

Speaker:

Lynne Yocom
Fiber Optics Manager, Utah Department of Transportation

NGA
NATIONAL GOVERNORS ASSOCIATION



Lynne Yocom UDOT Fiber Optics Manager

Keeping Utah Moving

UDOT Best Practice

- UDOT does not have a Dig Once Policy.
  - Why Not
    - Barrier to Innovation
    - Coordination Issues
    - Costs
- UDOT does support Dig Once Best Practice and Public Private Partnering
  - Supports installing conduit and fiber optics in road projects where it makes sense.
  - Supports planning and assisting with fiber and conduit with municipalities, counties and other public/private stakeholders.
  - Supports transparency with right of way access for fiber and conduit and other broadband devices.

Extent of the UDOT Network

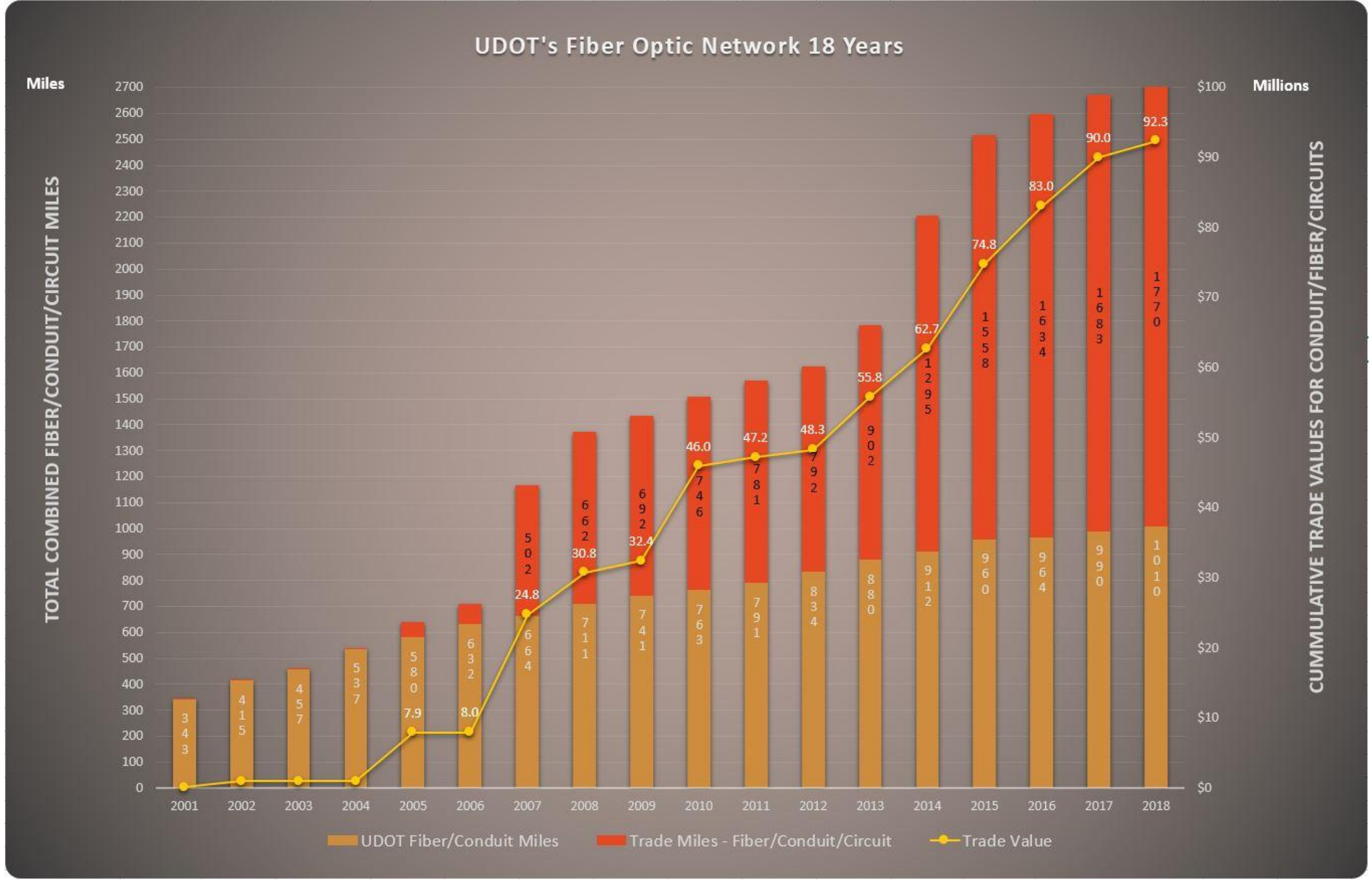
2,780 miles of fiber optics.

- 1010 miles UDOT
- PPP (Public, Private, Partnership) fiber 1,770 miles
  - St. George connection is with a pipeline for 300 miles not a road. South Central Fiber Circuits 312 miles connect Cedar City, Bryce Canyon, Kanab, Parowan and Beaver.

Utah Interstate Miles 978

- Interstate Fiber Miles 495 fiber miles 51%
- I-15 400 miles with 313 fiber miles 78%
- I-215 29 miles with 29 fiber miles 100%
- I-80 197 miles with 97 fiber miles 50%
- I-84 120 miles with 26 fiber miles 31%
- I-70 232 miles with 30 fiber miles 13%

Note - Percentages calculated are for road miles and do not include the rural fiber circuit trades of 612 miles.


UDOT's Fiber Optic Network 18 Years
Miles
Millions
TOTAL COMBINED FIBER/CONDUIT/CIRCUIT MILES
CUMMULATIVE TRADE VALUES FOR CONDUIT/FIBER/CIRCUITS
2700
2600
2500
2400
2300
2200
2100
2000
1900
1800
1700
1600
1500
1400
1300
1200
1100
1000
900
800
700
600
500
400
300
200
100
0
$100
$90
$80
$70
$60
$50
$40
$30
$20
$10
$0
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
343
415
457
537
580
632
502
662
692
746
781
792
902
1295
1558
1634
1683
1770
343
415
457
537
580
632
664
711
741
763
791
834
880
912
960
964
990
1010
7.9
8.0
24.8
30.8
32.4
46.0
47.2
48.3
55.8
62.7
74.8
83.0
90.0
92.3
UDOT Fiber/Conduit Miles
Trade Miles - Fiber/Conduit/Circuit
Trade Value

18 Years

State Laws and Rules

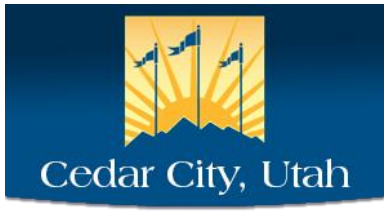
- Utah Code 72-7-108
- Rule R907-64
- Rule R907-65

Federal Laws

- United States Code – USC - TITLE 23—HIGHWAYS - CHAPTER 5- RESEARCH, TECHNOLOGY, AND EDUCATION - §514. Goals and purposes - (b) Purposes 4) to promote the innovative use of private resources in support of intelligent transportation system development;

- The 1998 FHWA policy change allowing states to accommodate longitudinal access of utilities within interstate rights-of- way;
- The 1996 Telecommunications Act authorizing states to enter into agreements with telecom companies;
- **Rural Interstate Corridor Communications Study Report to States 2009**

Cities - Counties - Special Services



Trade Partners

UDOT Keeping Utah Moving

Telecoms

Trade Partners

State Agencies

UTA

DTS

UTAH AGRC

UCA
UTAH COMMUNICATIONS AUTHORITY

uen

THE UNIVERSITY OF UTAH

Utah Governor's Office of Economic Development
BUSINESS • TOURISM • FILM

Trade Partners

UDOT
Keeping Utah Moving

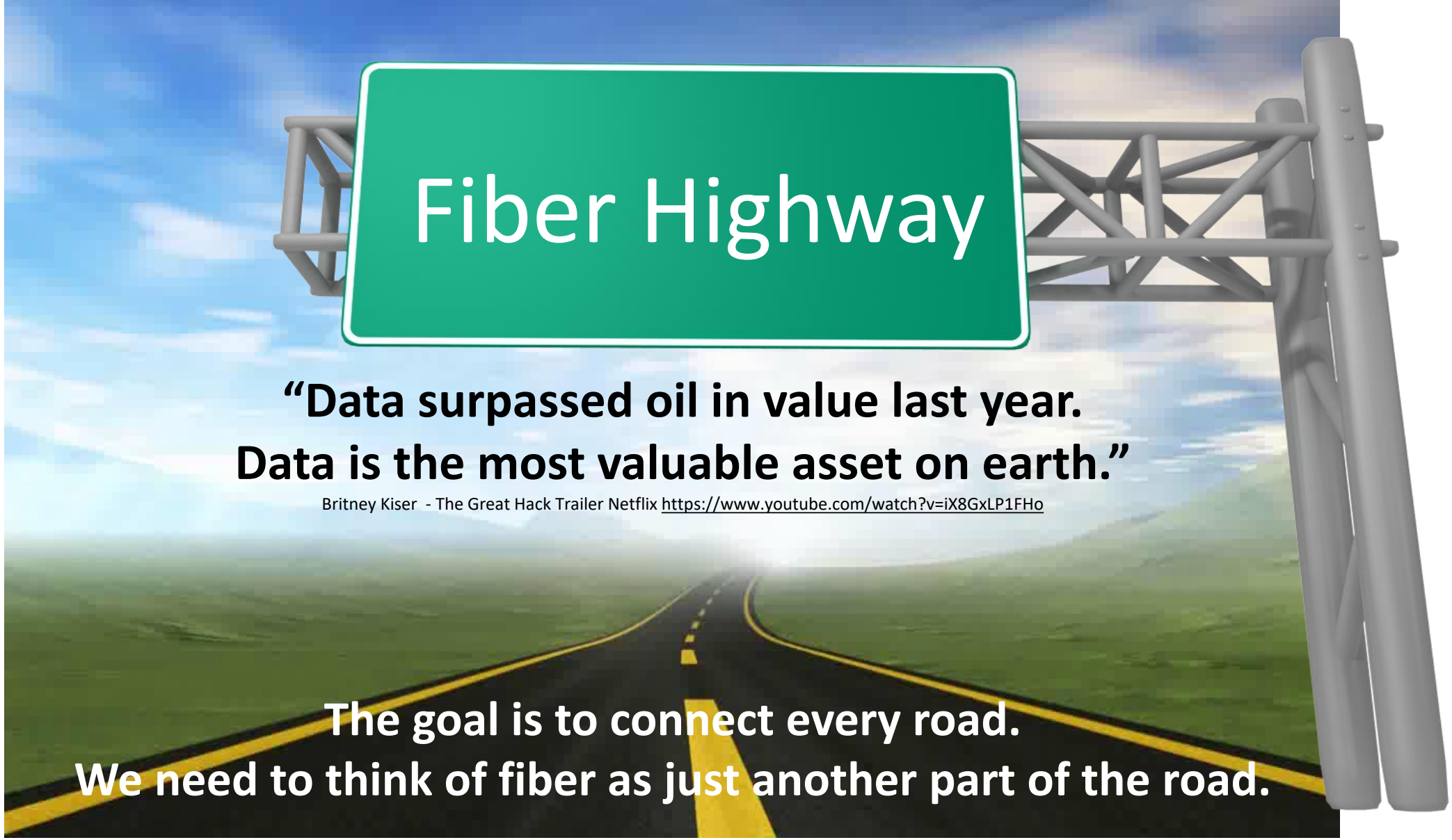
Const

Keeping Utah Moving


TRS 1100
TESMEC
Trencher
NO PARKING

Links

- Utah Code 72-7-108 - https://le.utah.gov/xcode/Title72/Chapter7/72-7-S108.html
- R907-64 – https://rules.utah.gov/publicat/code/r907/r907-064.htm
- R907 – 65 – https://rules.utah.gov/publicat/code/r907/r907-065.htm
- R930 – https://rules.utah.gov/publicat/code/r930/r930-007.htm
- https://horrocks.maps.arcgis.com/apps/webappviewer/index.html?id=096d0a7dd31a4be289b9623935308fc9


Fiber Highway
“Data surpassed oil in value last year.
Data is the most valuable asset on earth.”
Britney Kiser - The Great Hack Trailer Netflix https://www.youtube.com/watch?v=iX8GxLP1FHo
The goal is to connect every road.
We need to think of fiber as just another part of the road.

2020 Annual Transportation Policy Institute

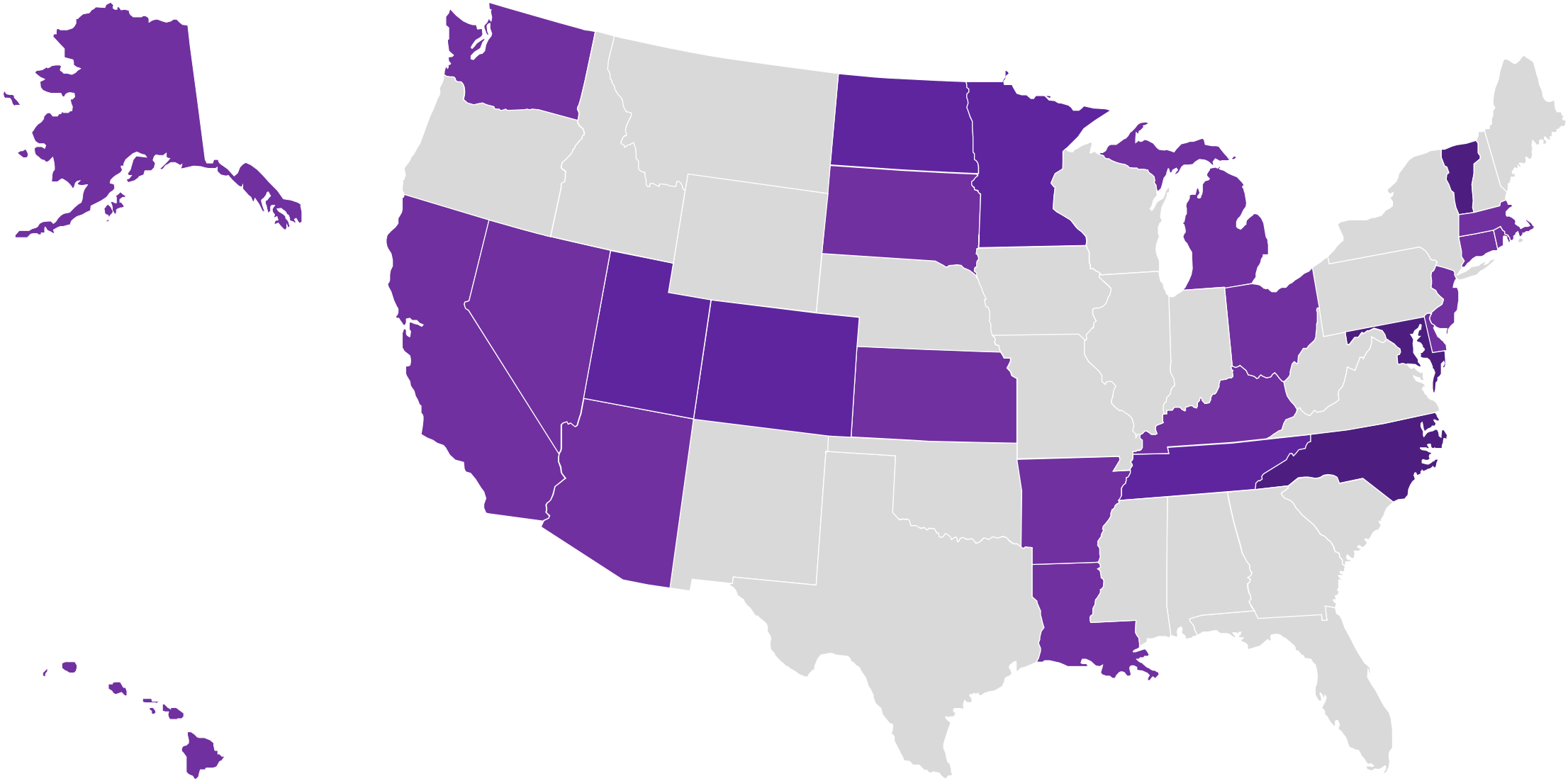
Day Three

July 14-17, 2020

NGA
NATIONAL GOVERNORS ASSOCIATION

#WeTheStates

Geography of State Participants



Transportation Policy Institute Agenda

Day 1 - Tuesday	
1:00 - 1:15 pm (ET)	Introduction
1:15 - 2:00 pm	State Roundtable and Policy Updates
2:00 - 3:00 pm	State Transit Strategies and Best Practices During COVID-19

Day 2 - Wednesday	
3:00 - 3:15 pm (ET)	Introduction
3:15 - 3:45 pm	Intersection of Public Health & Transportation
3:45 - 4:15 pm	Intersection of Education & Transportation
4:15 - 4:45 pm	Intersection of Broadband & Transportation
4:45 - 5:00 pm	Closing Discussion

Day 3 - Thursday	
1:00 - 2:00 pm (ET)	Avoiding the COVID-19 Impacts on Traffic Congestion
2:00 - 3:00 pm	Interagency Coordination to Support Transportation Electrification

Day 4 - Friday	
1:00 - 2:00 pm (ET)	Emergency Response, Mitigation, and Transportation Resilience
2:00 - 3:00 pm	Federal Developments / Opportunities for Funding and Financing
3:00 - 3:30 pm	Closing Discussion

NGA
NATIONAL GOVERNORS ASSOCIATION

Avoiding the COVID-19 Impacts of Traffic Congestion

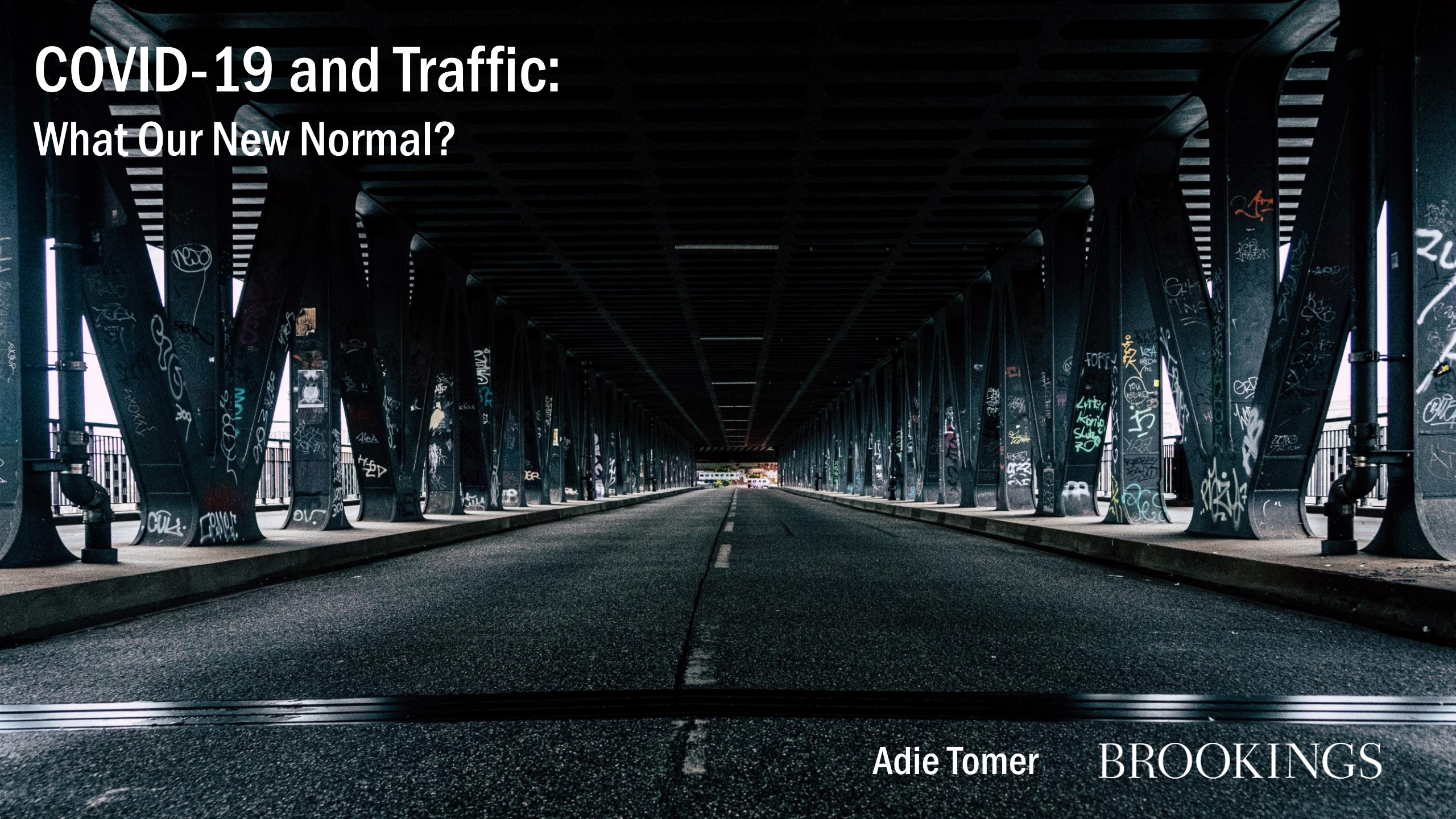
Speakers:

Adie Tomer
Fellow, Brookings Institute

Beth Osborne
Director, Transportation for America

Brianne Eby
Senior Policy Analyst, Eno Center

NGA
NATIONAL GOVERNORS ASSOCIATION



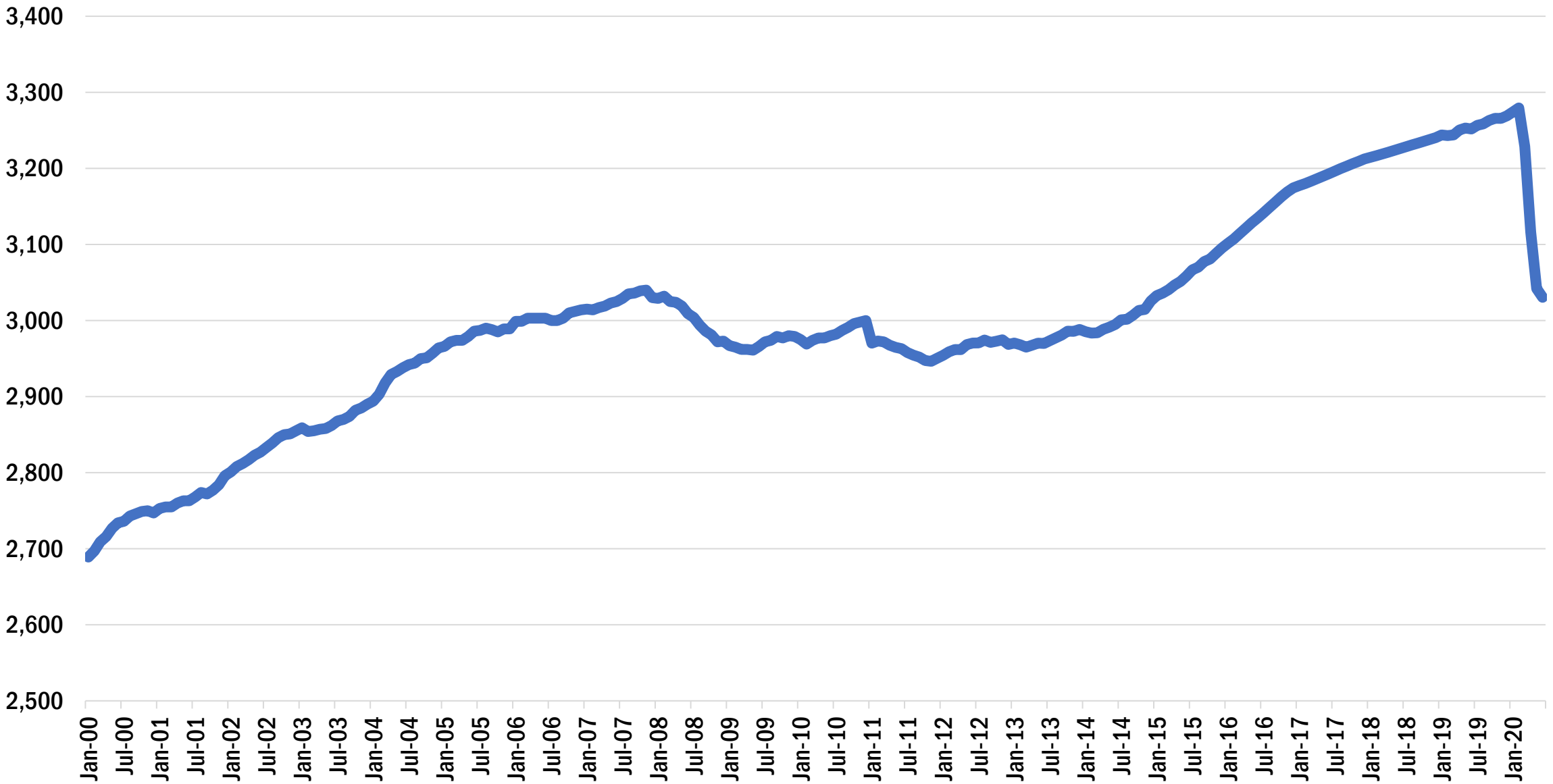
COVID-19 and Traffic:

What Our New Normal?

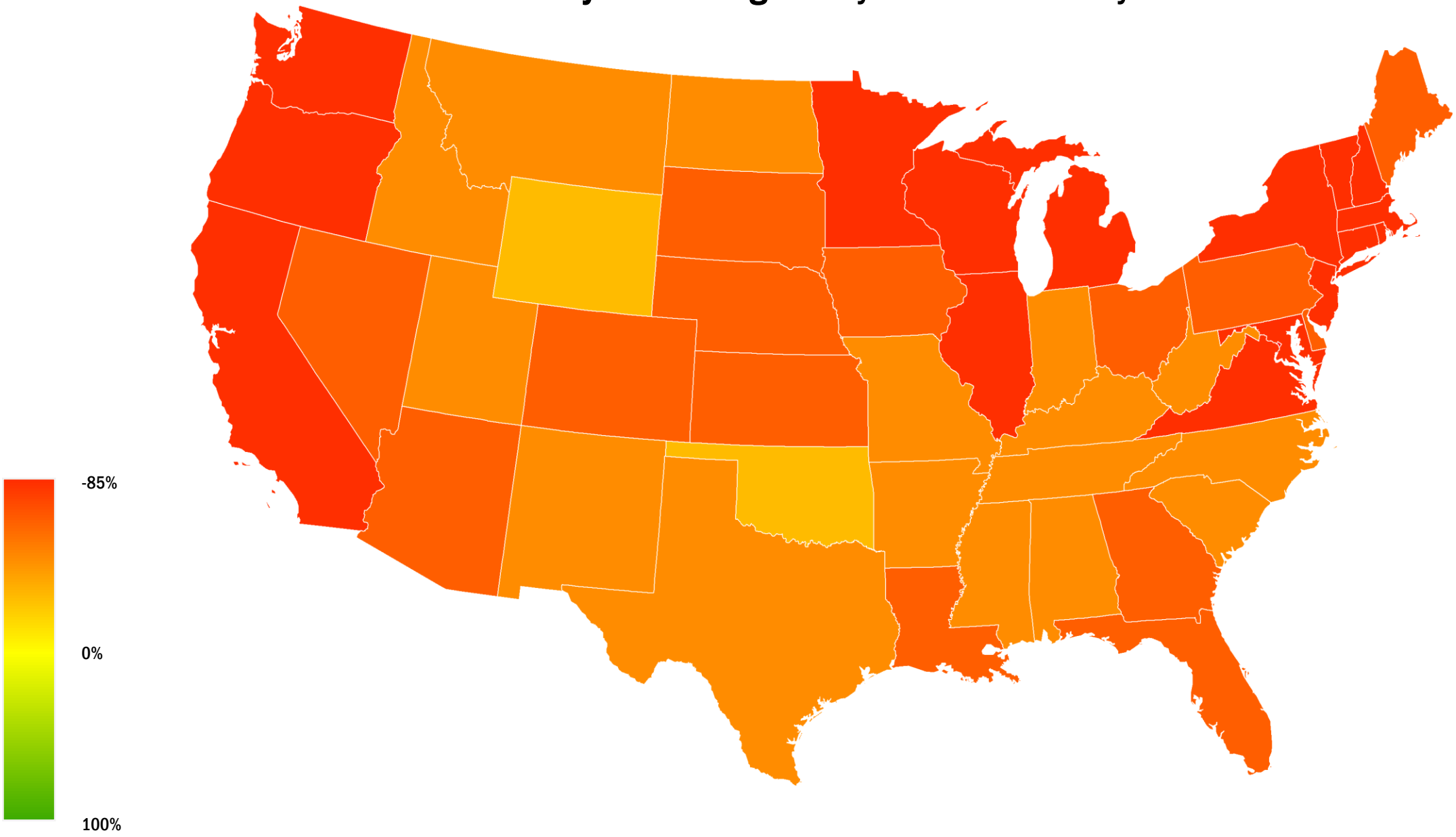
Adie Tomer

BROOKINGS

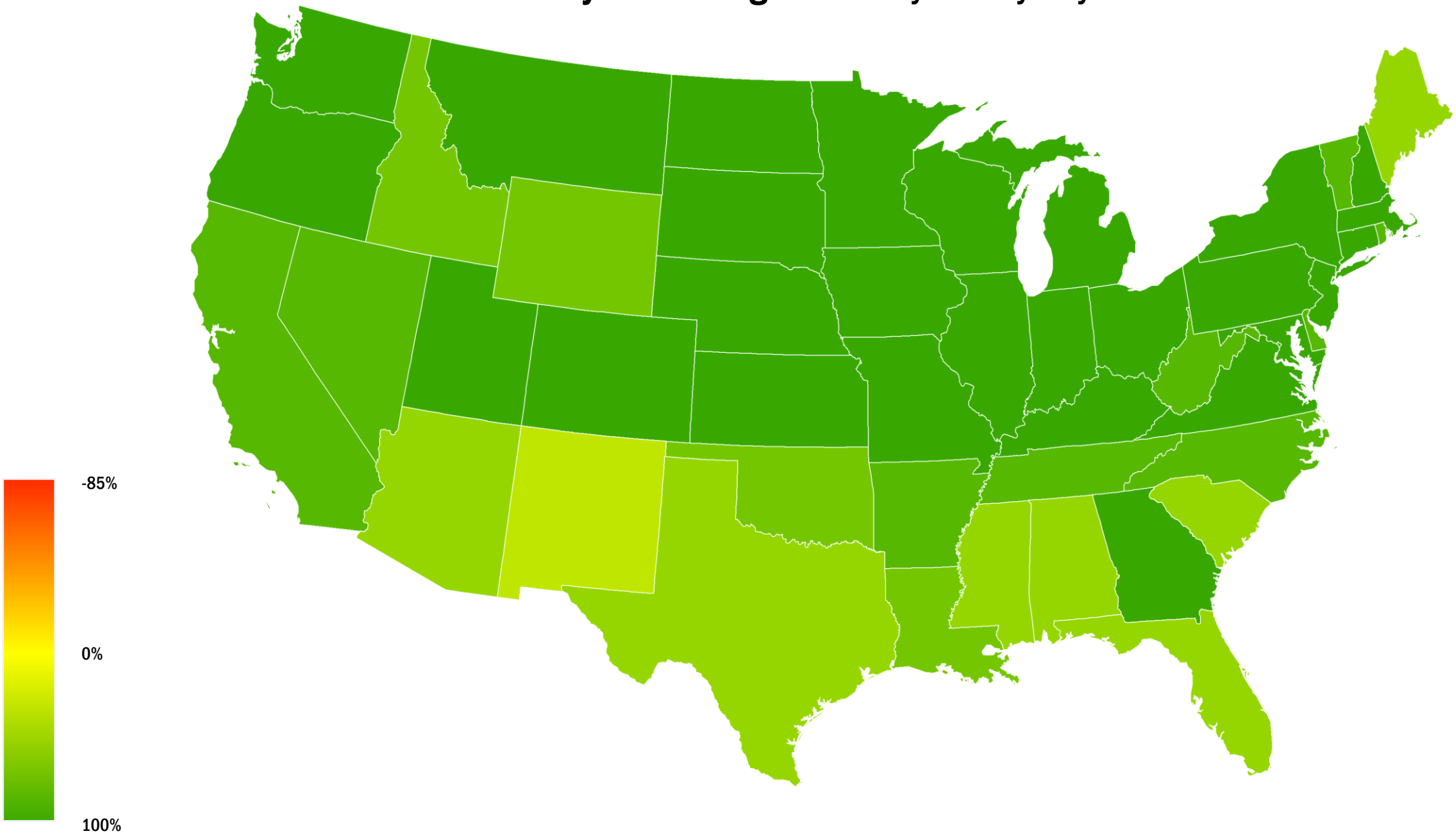
Annual Vehicle-Distance Traveled (Billion Miles)



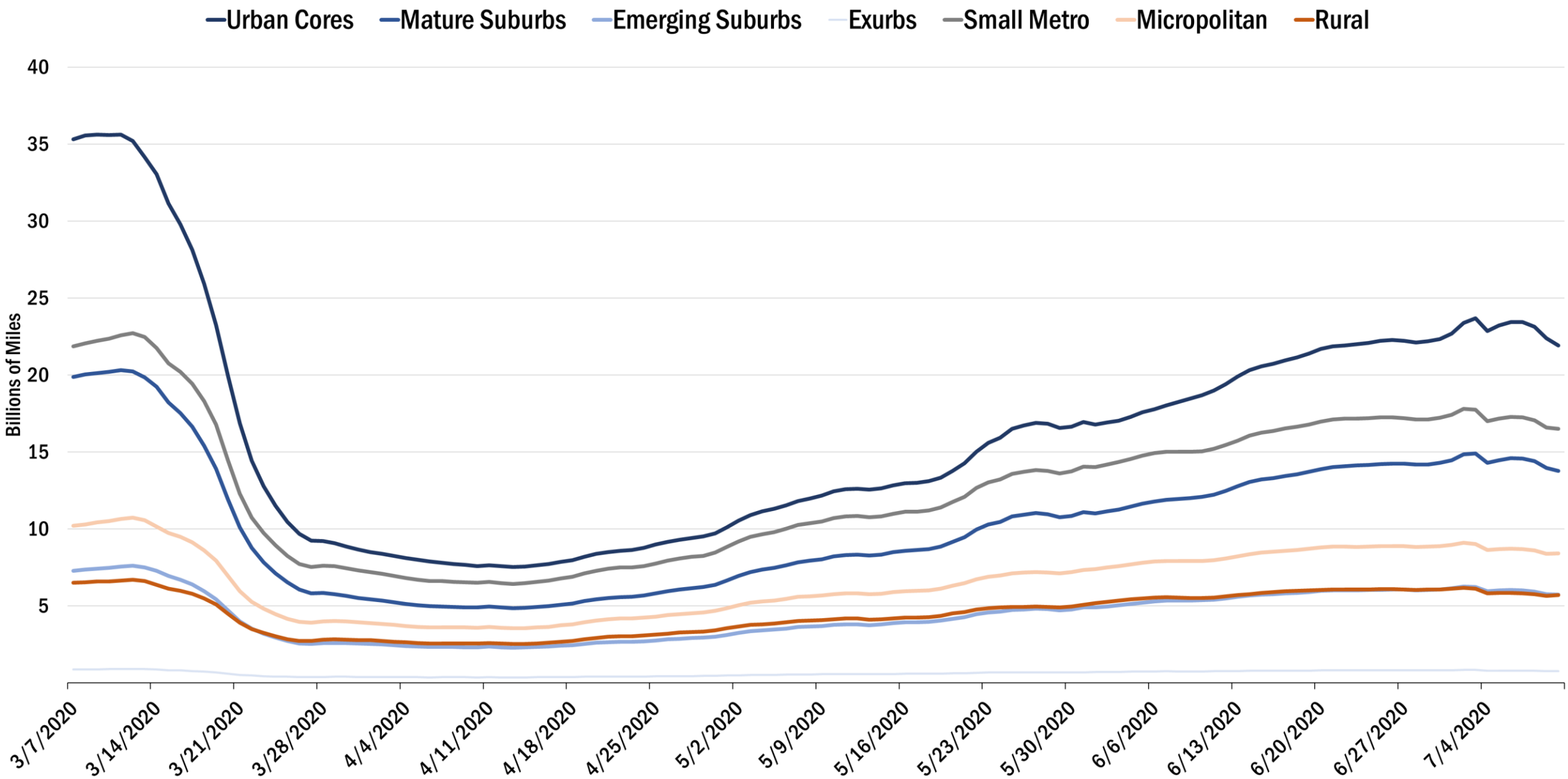
Weekly VMT Change: Early March – Mid May

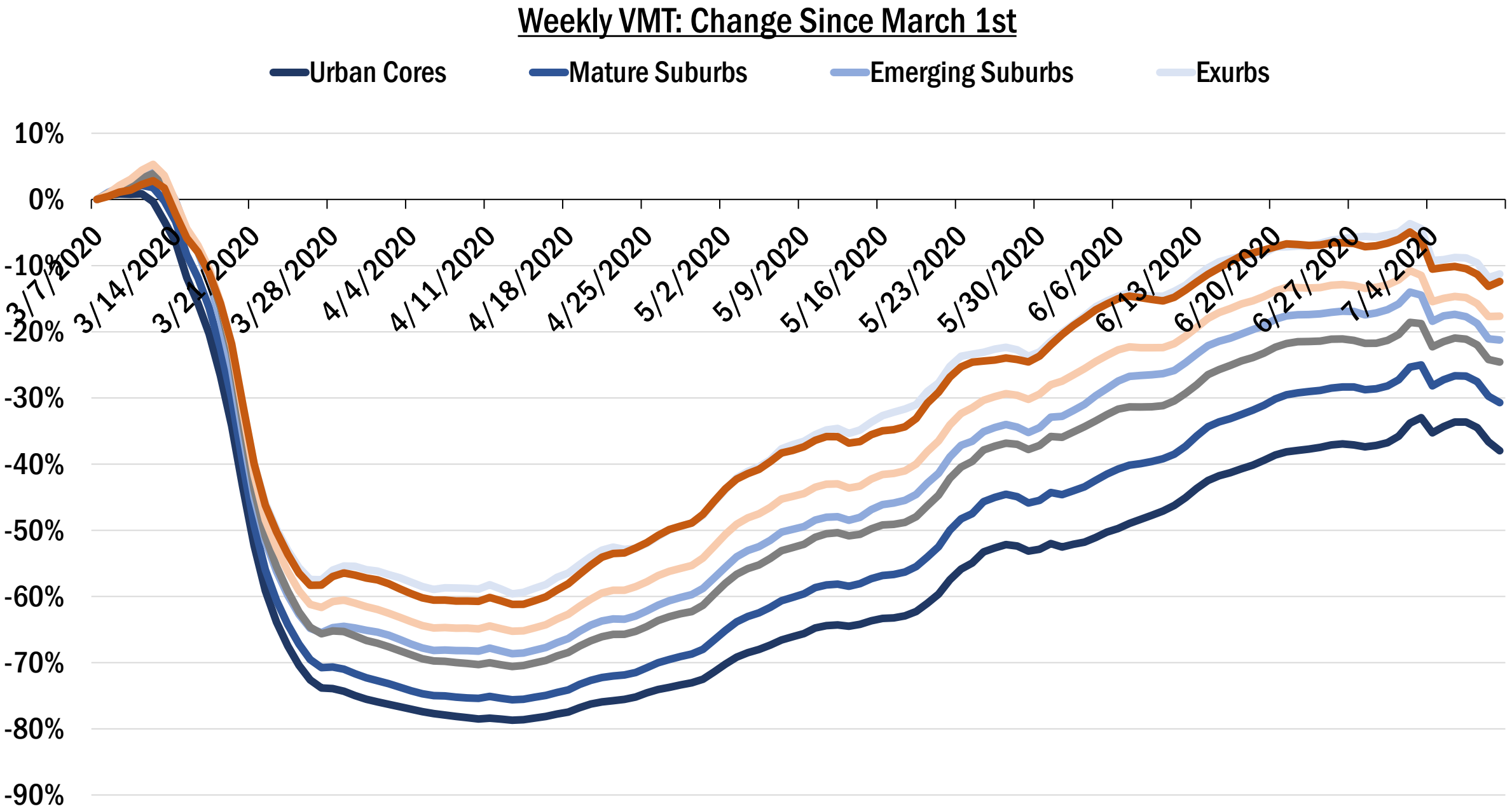


Weekly VMT Change: Mid May – Early July

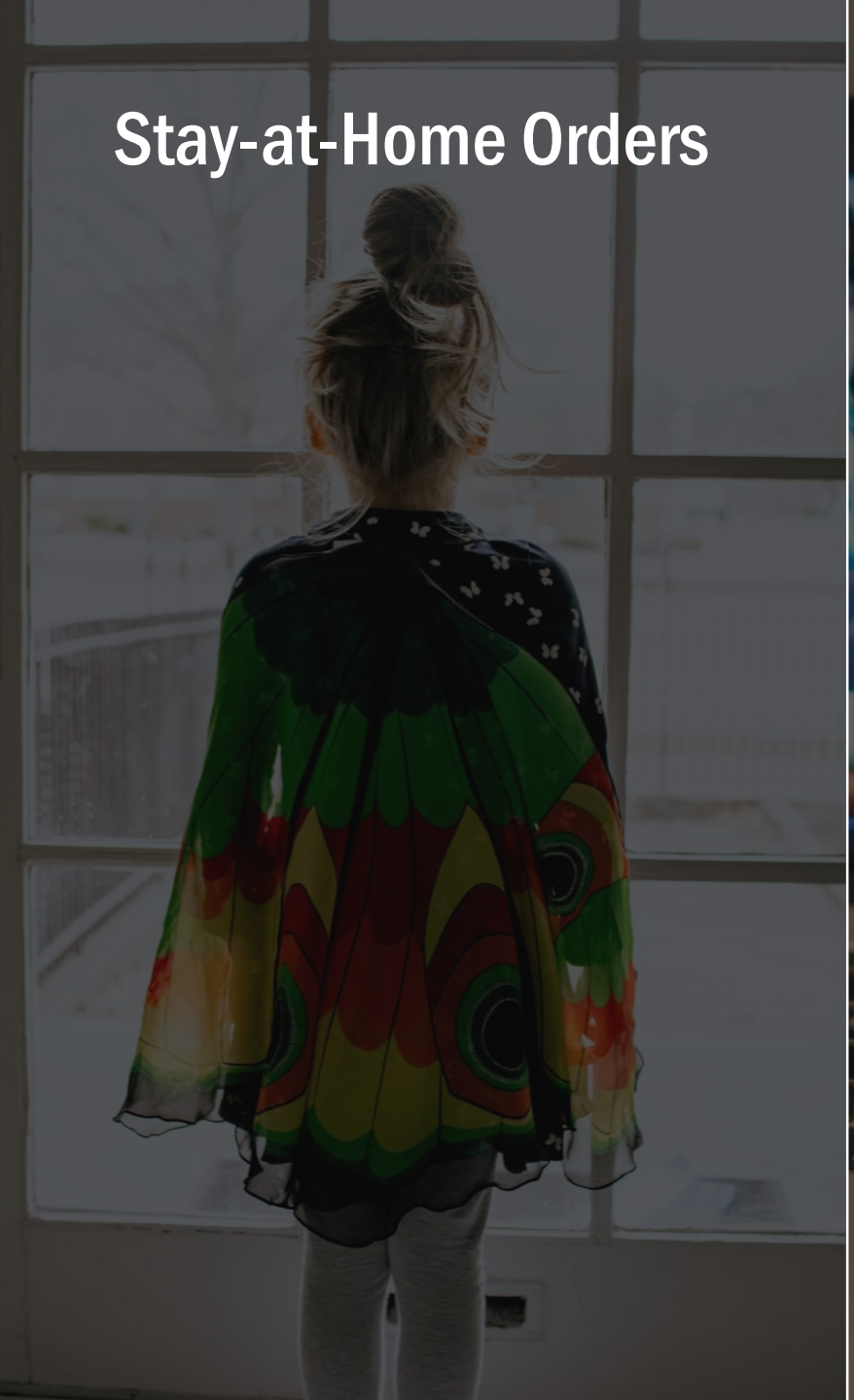


Weekly VMT, Total Miles

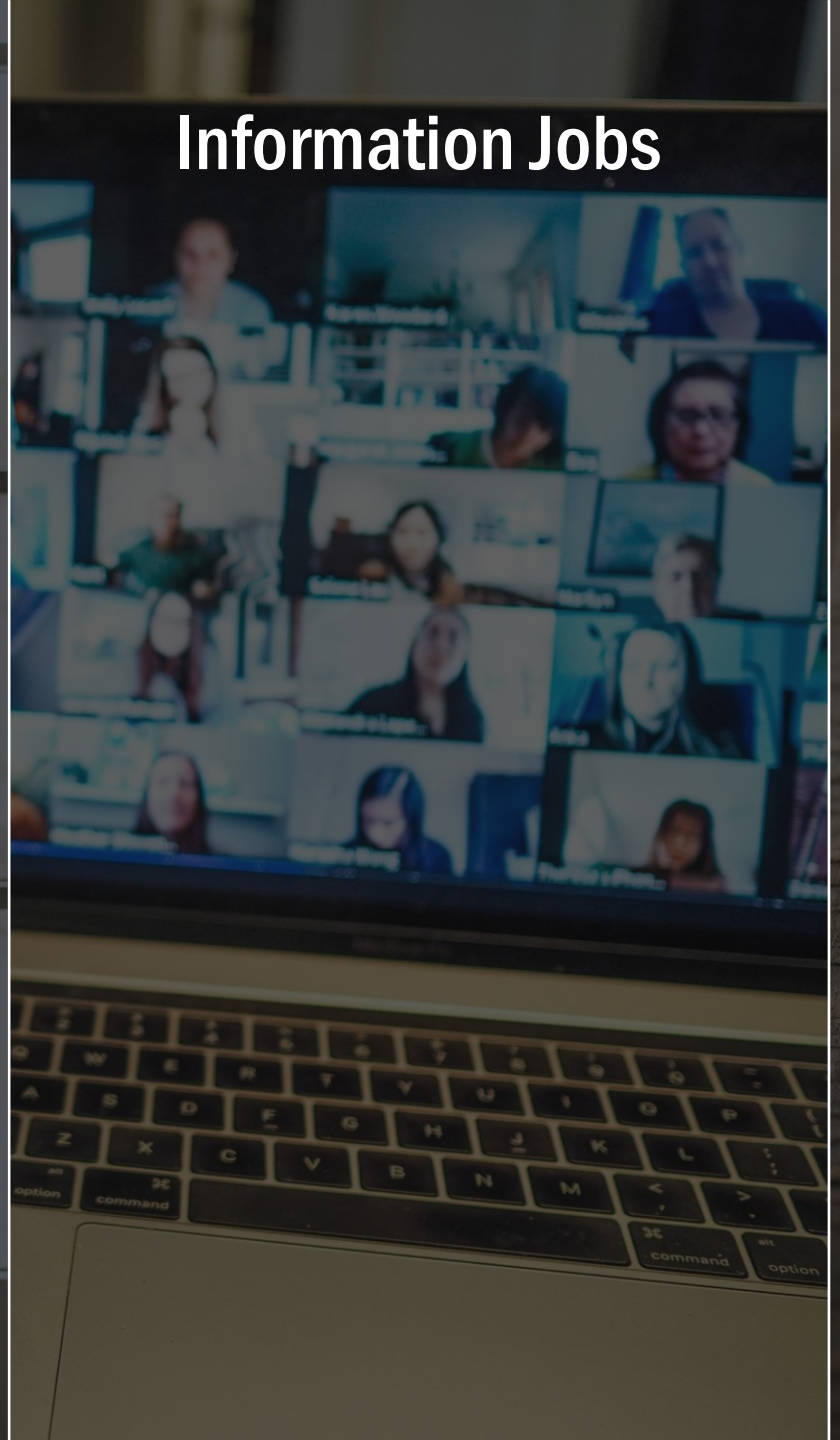



Weekly VMT: Change Since March 1st
Urban Cores
Mature Suburbs
Emerging Suburbs
Exurbs
10%
0%
-10%
-20%
-30%
-40%
-50%
-60%
-70%
-80%
-90%
3/7/2020
3/14/2020
3/21/2020
3/28/2020
4/4/2020
4/11/2020
4/18/2020
4/25/2020
5/2/2020
5/9/2020
5/16/2020
5/23/2020
5/30/2020
6/6/2020
6/13/2020
6/20/2020
6/27/2020
7/4/2020

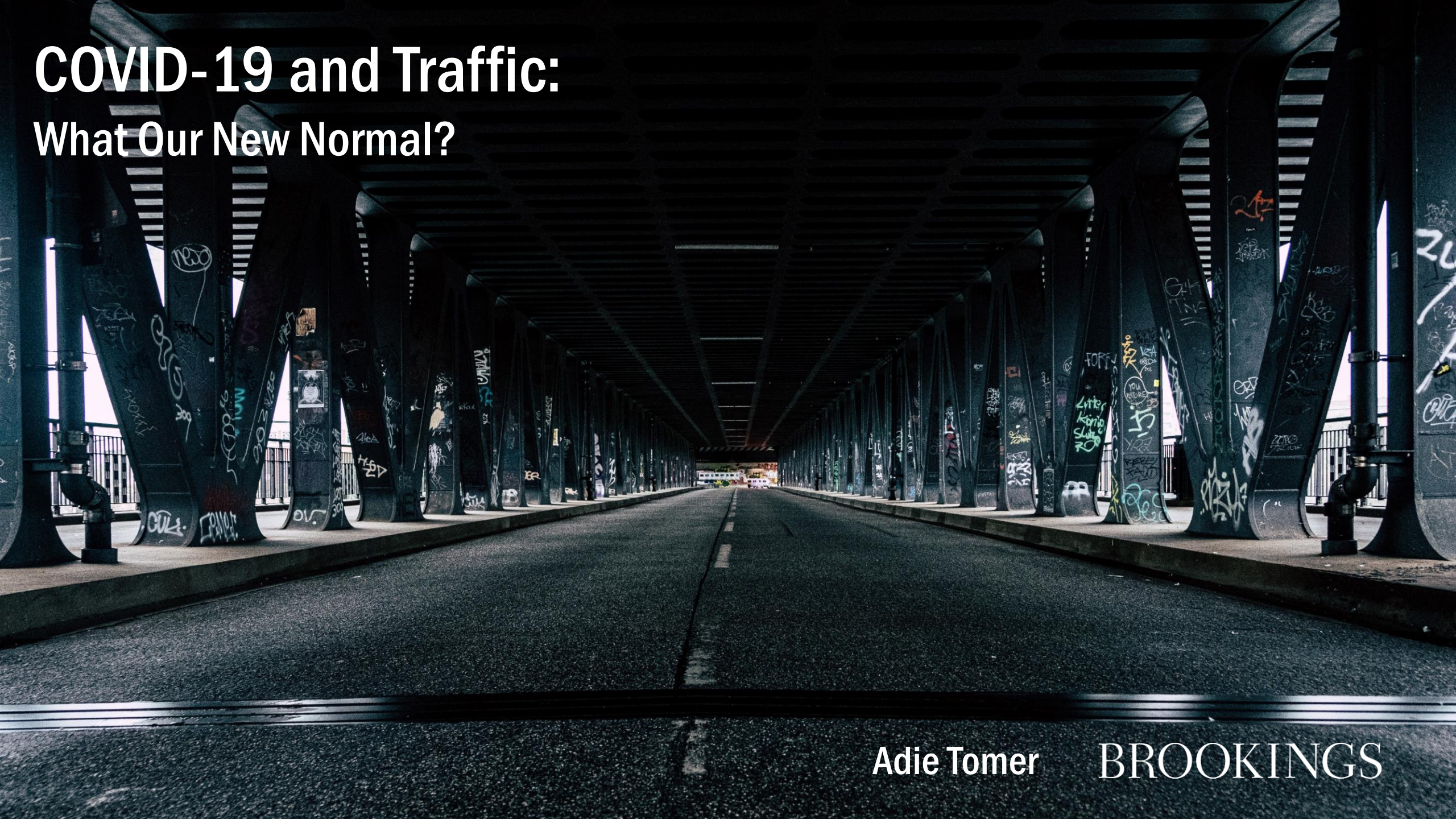
Stay-at-Home Orders



Information Jobs



Voting Patterns



COVID-19 and Traffic:

What Our New Normal?

Adie Tomer

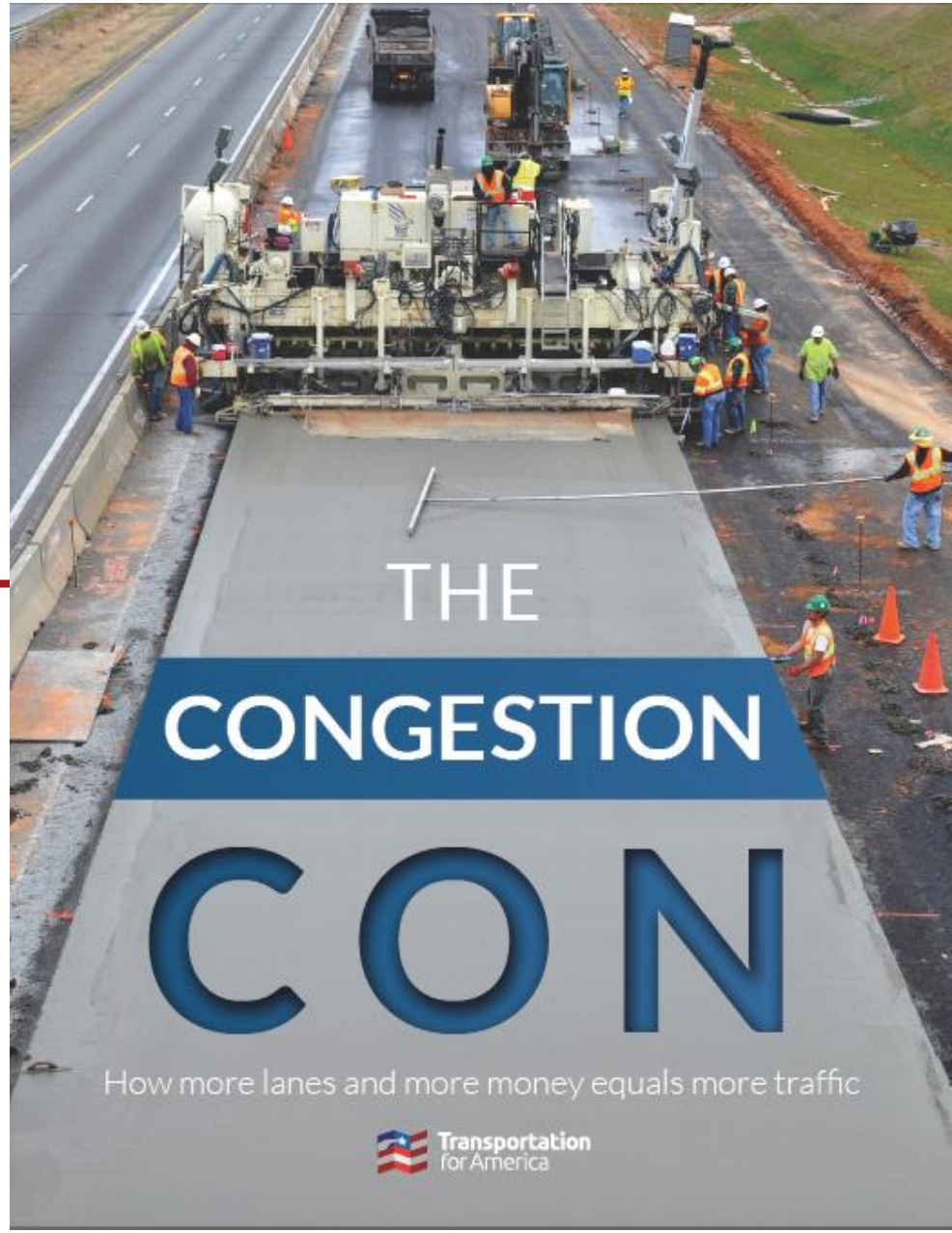
BROOKINGS

Transportation for America

Governors' Advisors Transportation Policy Institute

Beth Osborne, Director

July 16, 2020

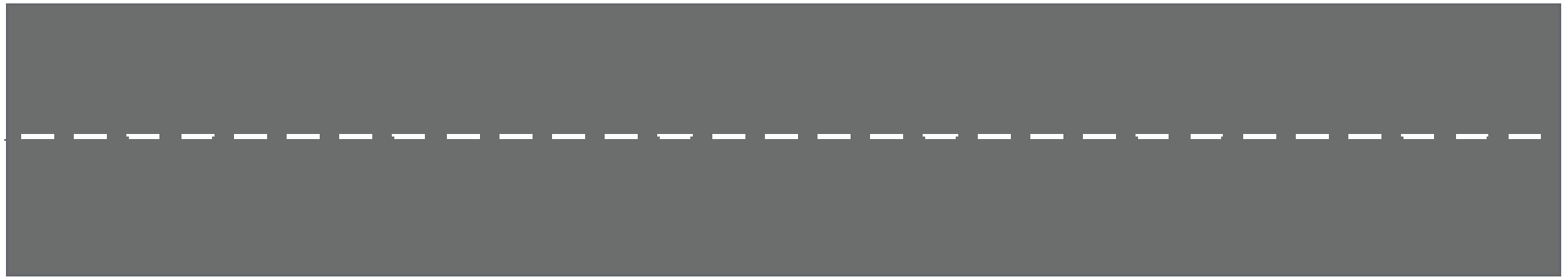


Analysis

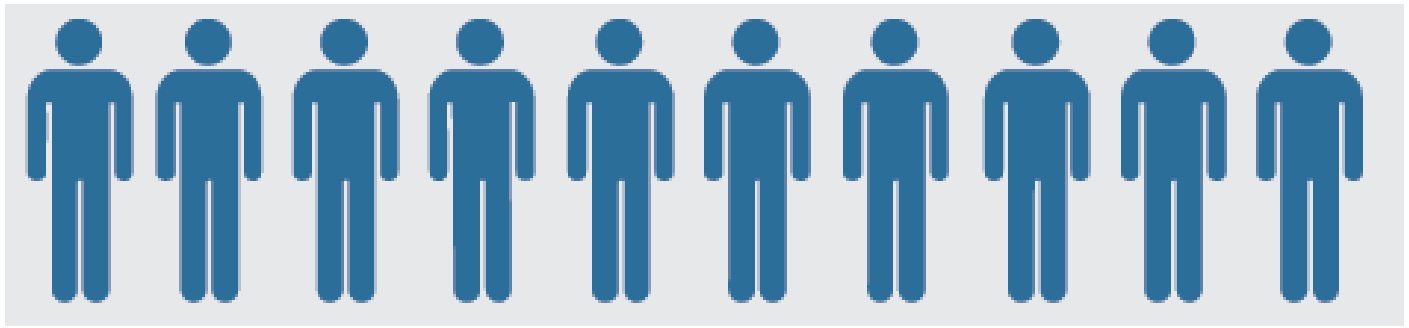
100 largest urbanized areas (1993-2017)

- Annual hours of delay (TTI Urban Mobility)
- Population (TTI)
- Lane-miles of freeway (FHWA)
- Other: VMT, travel time to work

We have expanded roads at a faster rate than population growth



42%



32%

Growth in freeway lane-miles and population growth in the largest 100 urbanized areas from 1993-2017.

Adding capacity is failing to produce results

Freeway capacity grew faster than population, yet delay exploded

42%

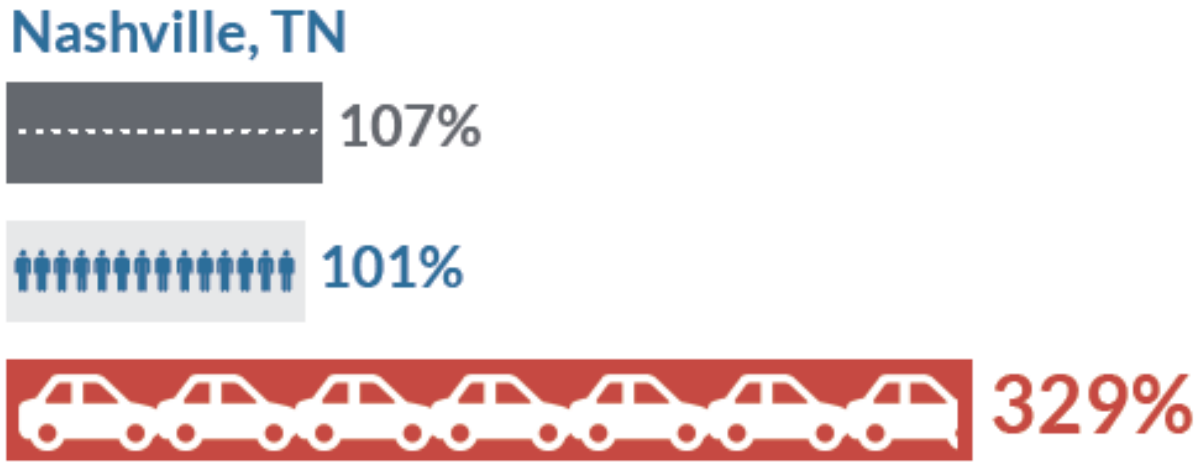
32%

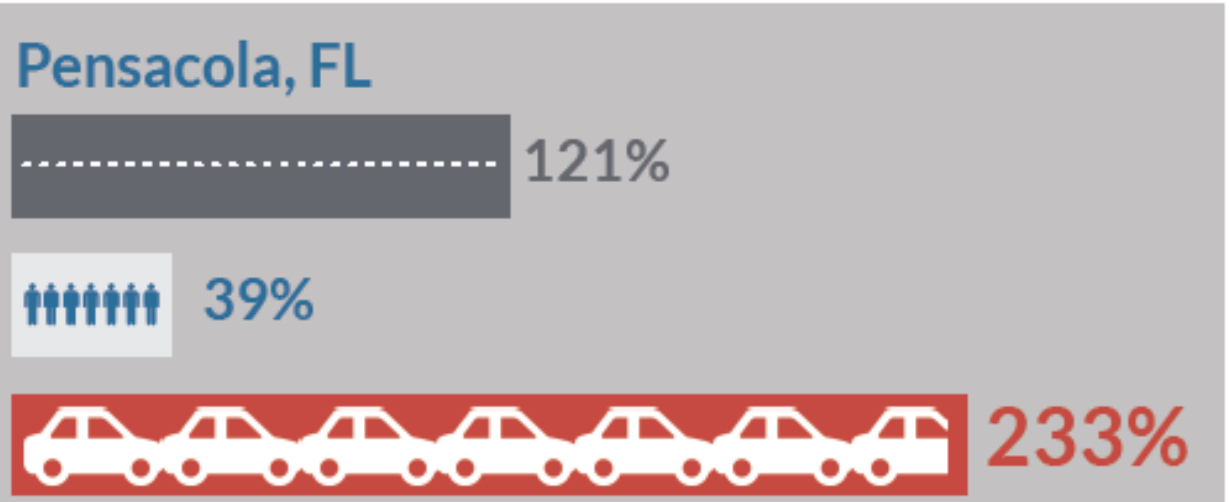
144%

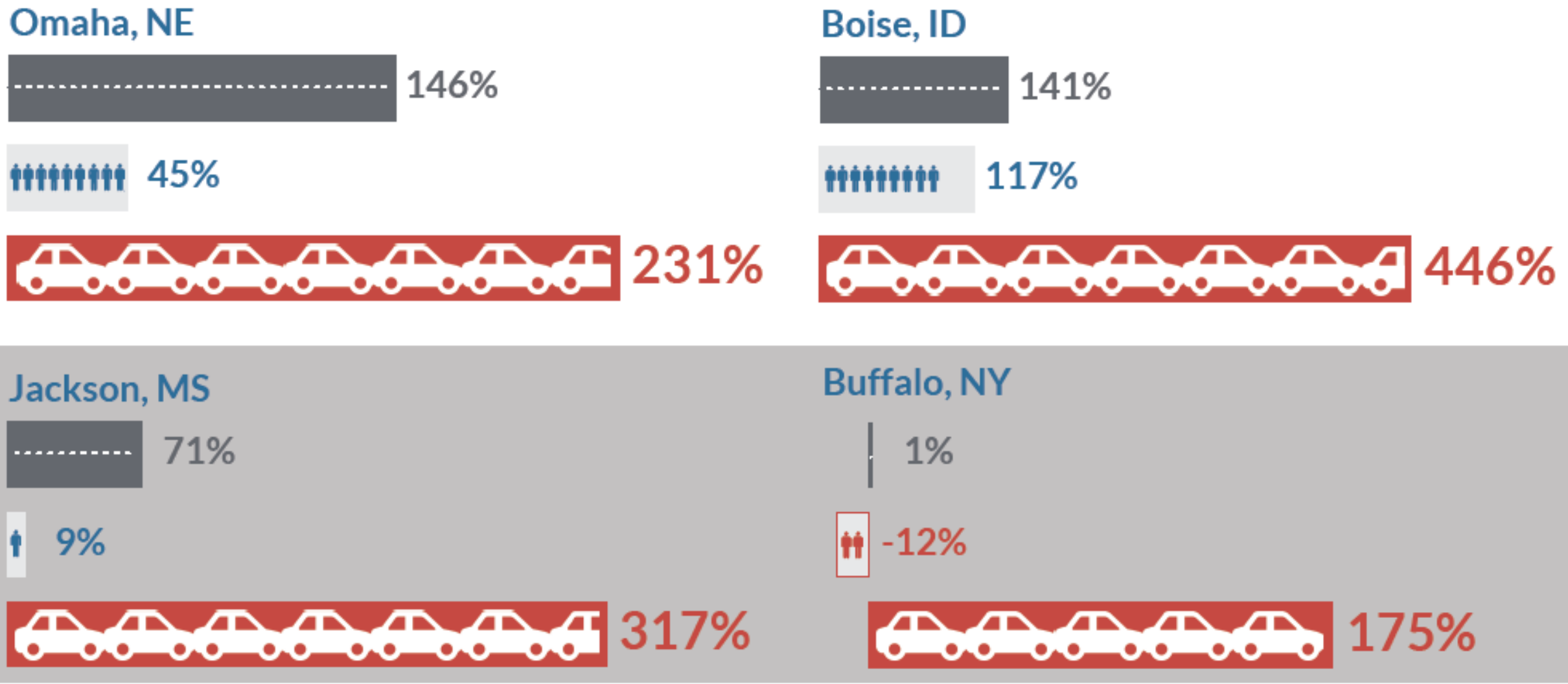
Change in freeway lane-miles, population growth, and annual hours of delay in the largest 100 urbanized areas from 1993-2017. Delay is defined as extra time spent traveling at congested rather than free-flow speeds. While FHWA only provides data on lane-miles of freeway, TTI's delay metrics capture both freeways and arterial roads.

Our "solutions" for congestion are completely disconnected from solving the problem

Expand freeways *equivalent* to population growth =
More delay.
Expand freeways *faster* than population growth =
More delay.
Expand freeways *with slow/no* population growth =
More delay.







Change in freeway lane-miles, population growth, and annual hours of delay in the largest 100 urbanized areas from 1993-2017. Delay is defined as extra time spent traveling at congested rather than free-flow speeds.

Why is congestion growing?

Miles driven per person grew by 20 percent in the largest 100 urbanized areas

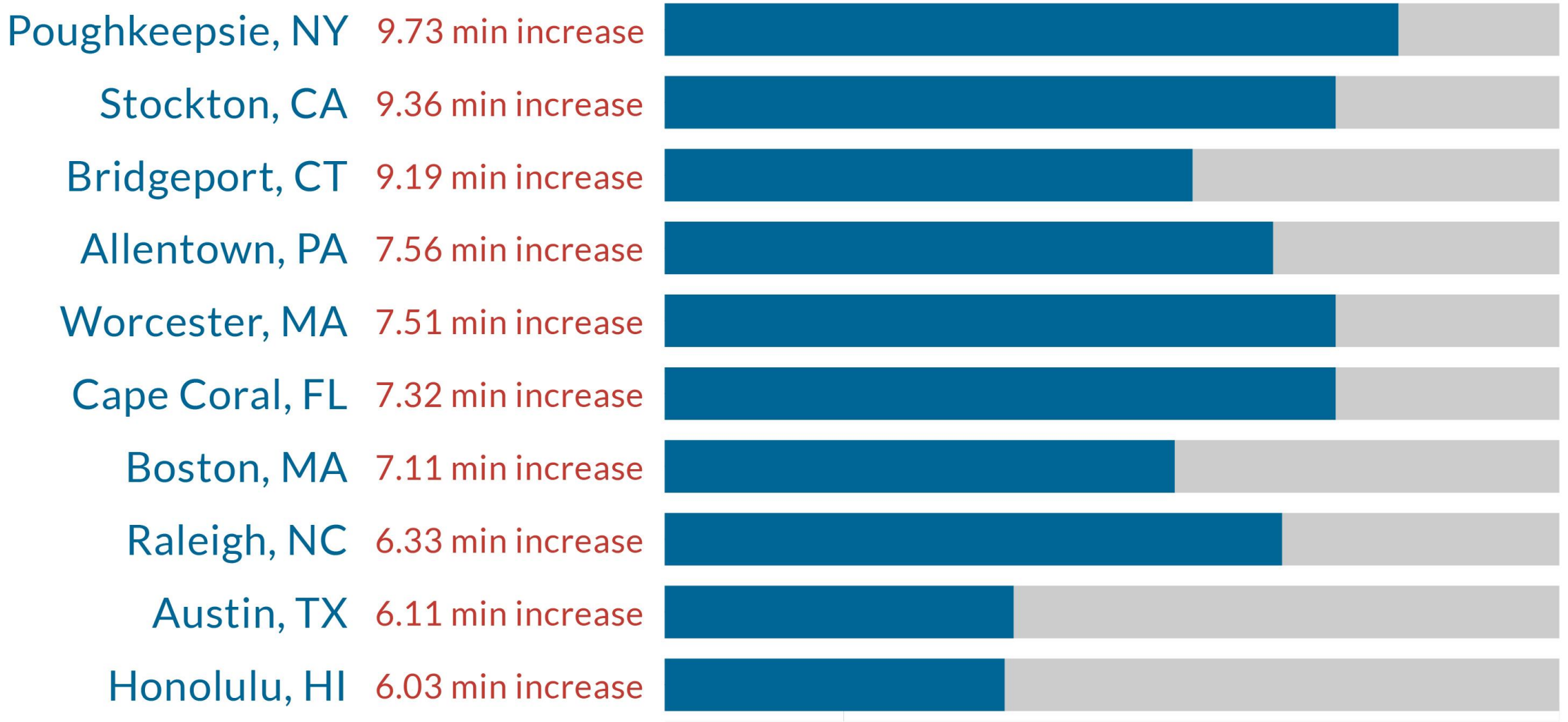
1993 - 21 miles per day

2017 - 25 miles per day

The way we build communities creates congestion

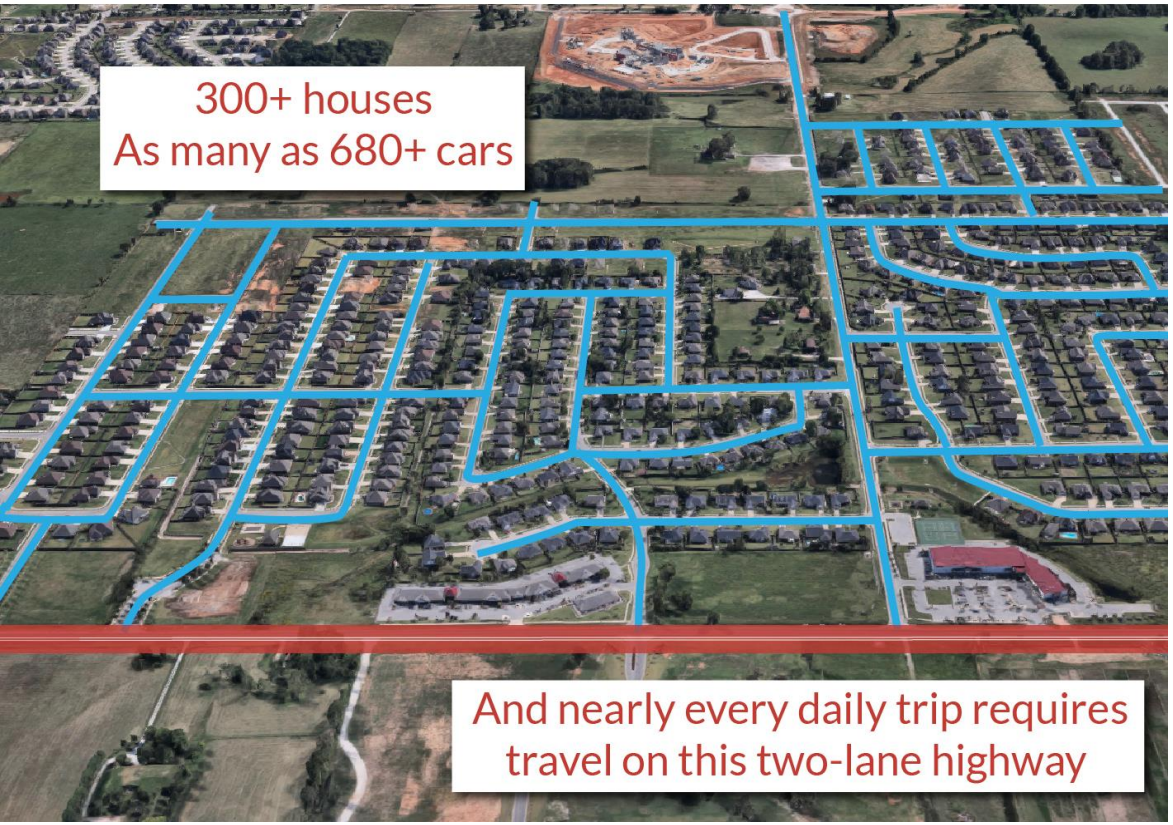
What share of the biggest travel time increases are actually the result of:

People just driving farther? vs. **Actual increases in delay?**



Road network design contributes to the problem

Our current approach to land use and transportation in suburban areas is **perfectly calibrated** to produce ever-increasing congestion



But a mix of destinations throughout a connected street network *manages* congestion by dispersing trips, improving access, and allowing for shorter *and* fewer trips

Highway widenings can make congestion worse

Eliminating congestion is the wrong goal

Poughkeepsie, NY

"Better" congestion according to TTI

Total peak travel time: 32:45

Travel time without traffic

29:30

Extra rush hour delay

3:15

New Orleans, LA

"Worse" congestion according to TTI

Total peak travel time: 24:31

Travel time without traffic

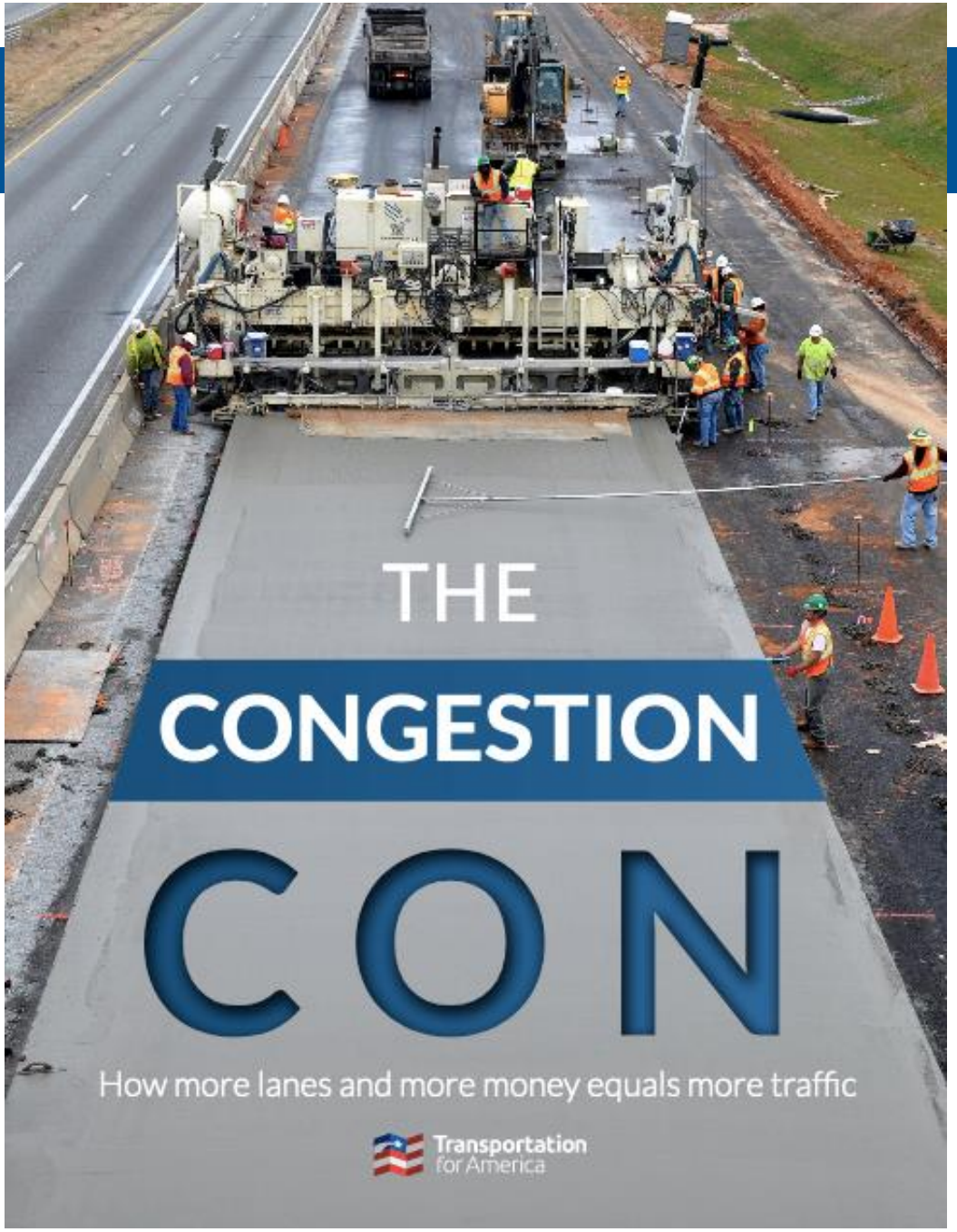
18:04

Extra rush hour delay

6:30

Policy recommendations

1. Update 100 year old approach to land use, cluster development, focus on infill, and design for people.
2. Reorient transportation programs around access, as opposed to reacting to bottlenecks and congestion.
3. Favoring maintenance over new roads and having a plan for maintaining anything new that is built.
4. Make short trips walkable by making them safe.
5. Remove restrictions on pricing to help manage demand.



@t4america

www.t4america.org

http://t4america.org/maps-tools/congestion-con/

Brianne Eby

Senior Policy Analyst,
Eno Center for Transportation

Eno

Congestion pricing…

…can take a variety of shapes

…is a proven, viable, and effective tool

…requires bold leadership

Eno

Principles for Developing a Viable Program to Advance Sustainability and Equity Goals (1)

1. Situate the policy within a clear vision and purpose
2. Ensure a rational nexus between revenue and spending
3. Improve mobility options to provide choices
4. Create fair programs
5. Build strong cross-sector partnerships

Eno

Principles for Developing a Viable Program to Advance Sustainability and Equity Goals (2)

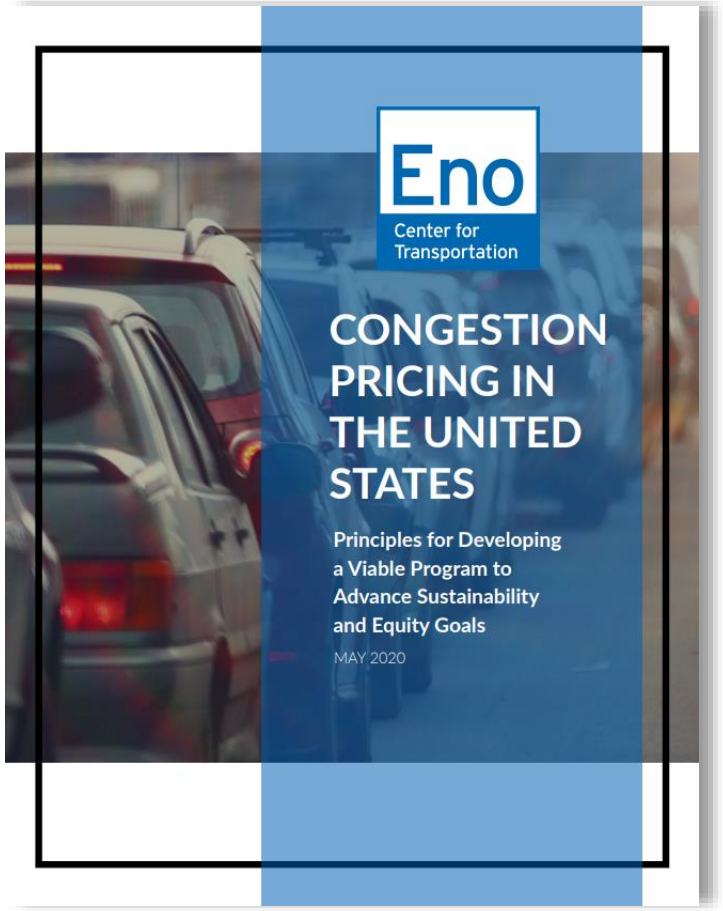
6. Communicate transparently and strategically
7. Build a strong foundation first
8. Commit to transparency with performance targets
9. Limit exemptions to essential services
10. Be nimble

Eno

More information

beby@enotrans.org

enotrans.org/eno-resources/enocongestionpricing/



Eno

Interagency Impact of Transportation Sector Electrification

Speakers:

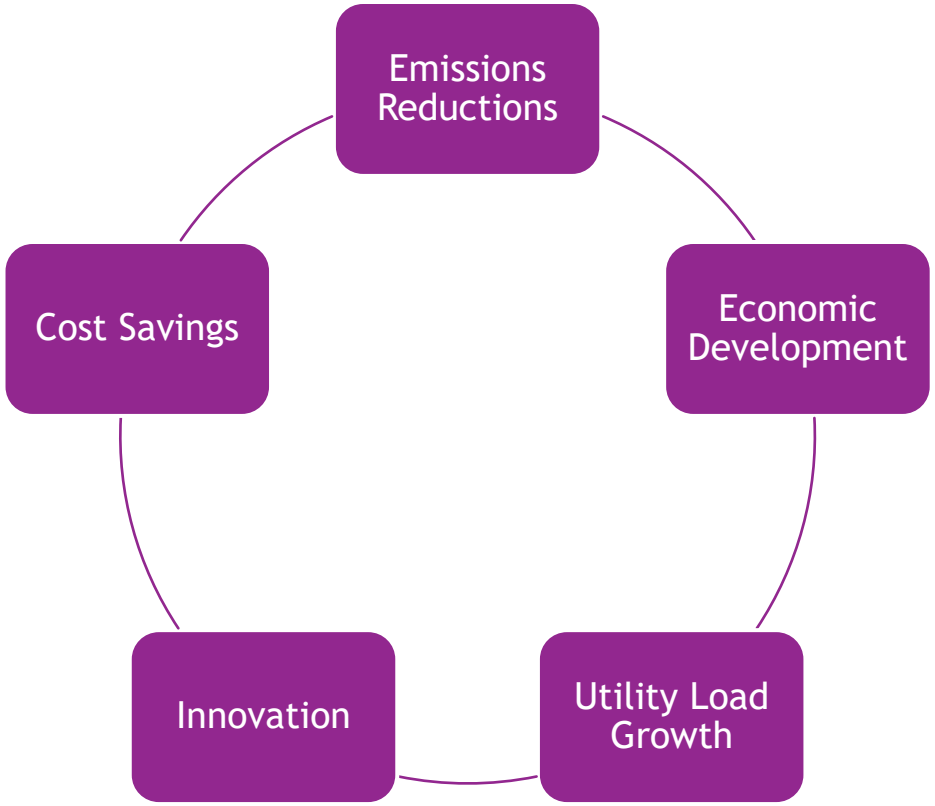
Dan Lauf
Program Director, National Governors Association, Center for Best Practices

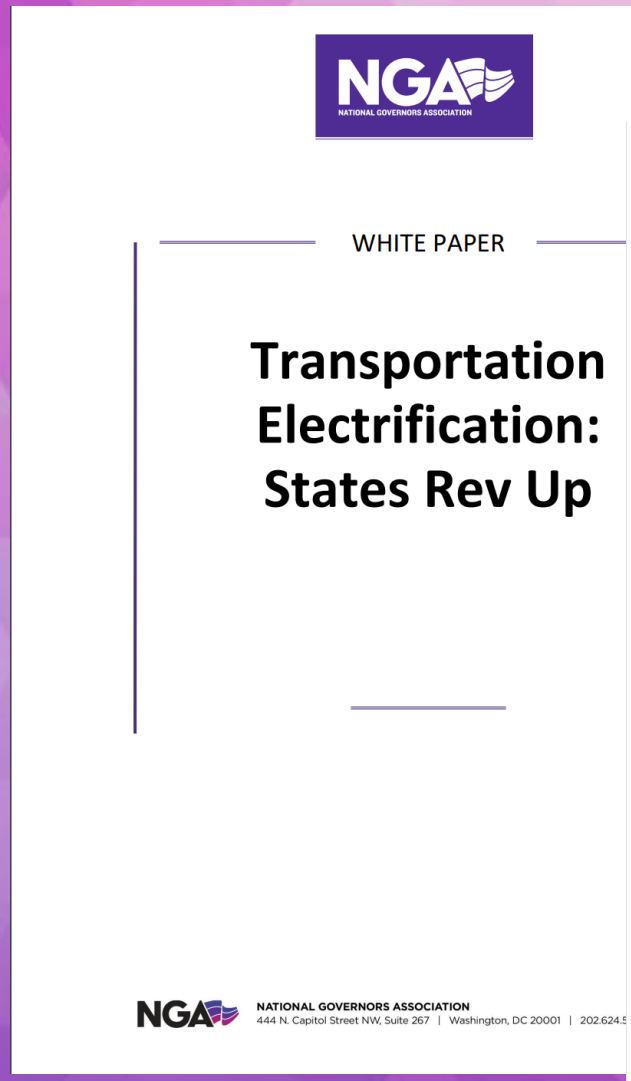
Chris Nelder
Manager, Rocky Mountain Institute

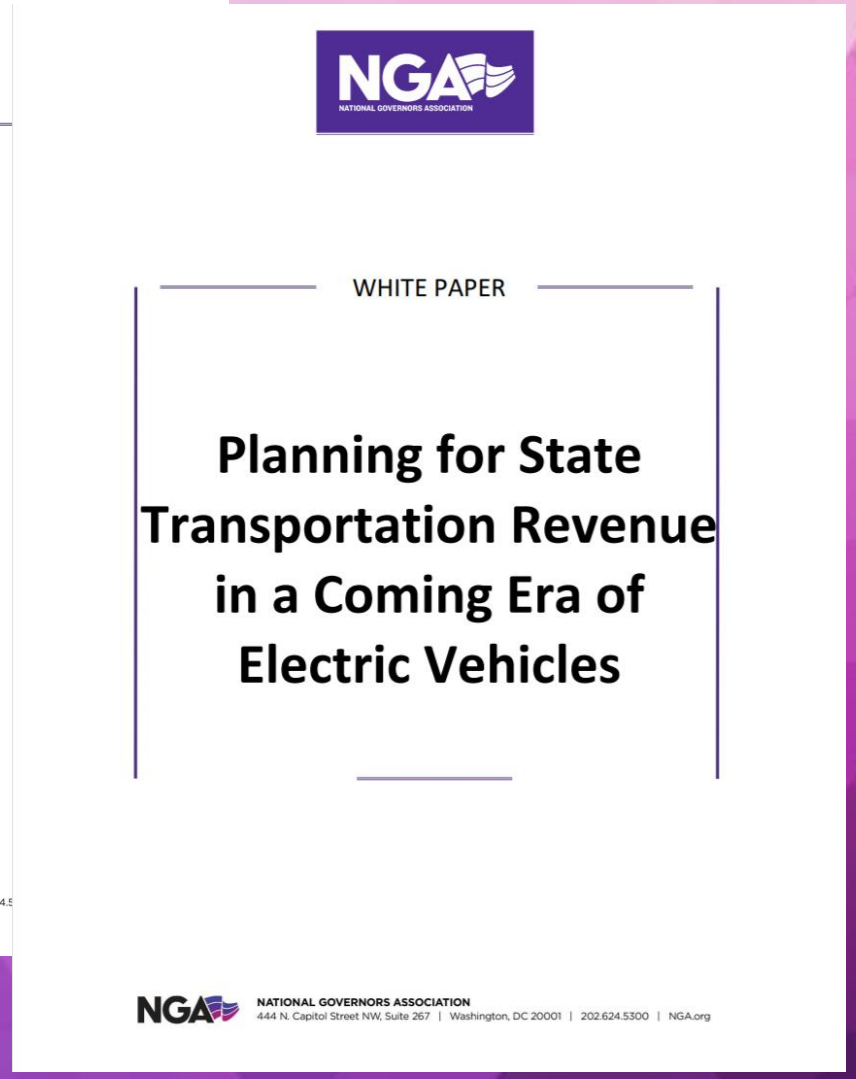
Dr. Will Toor,
Executive Director, Colorado Energy Office

NGA
NATIONAL GOVERNORS ASSOCIATION

Multiple Reasons for Governors' Interest in Transportation Electrification

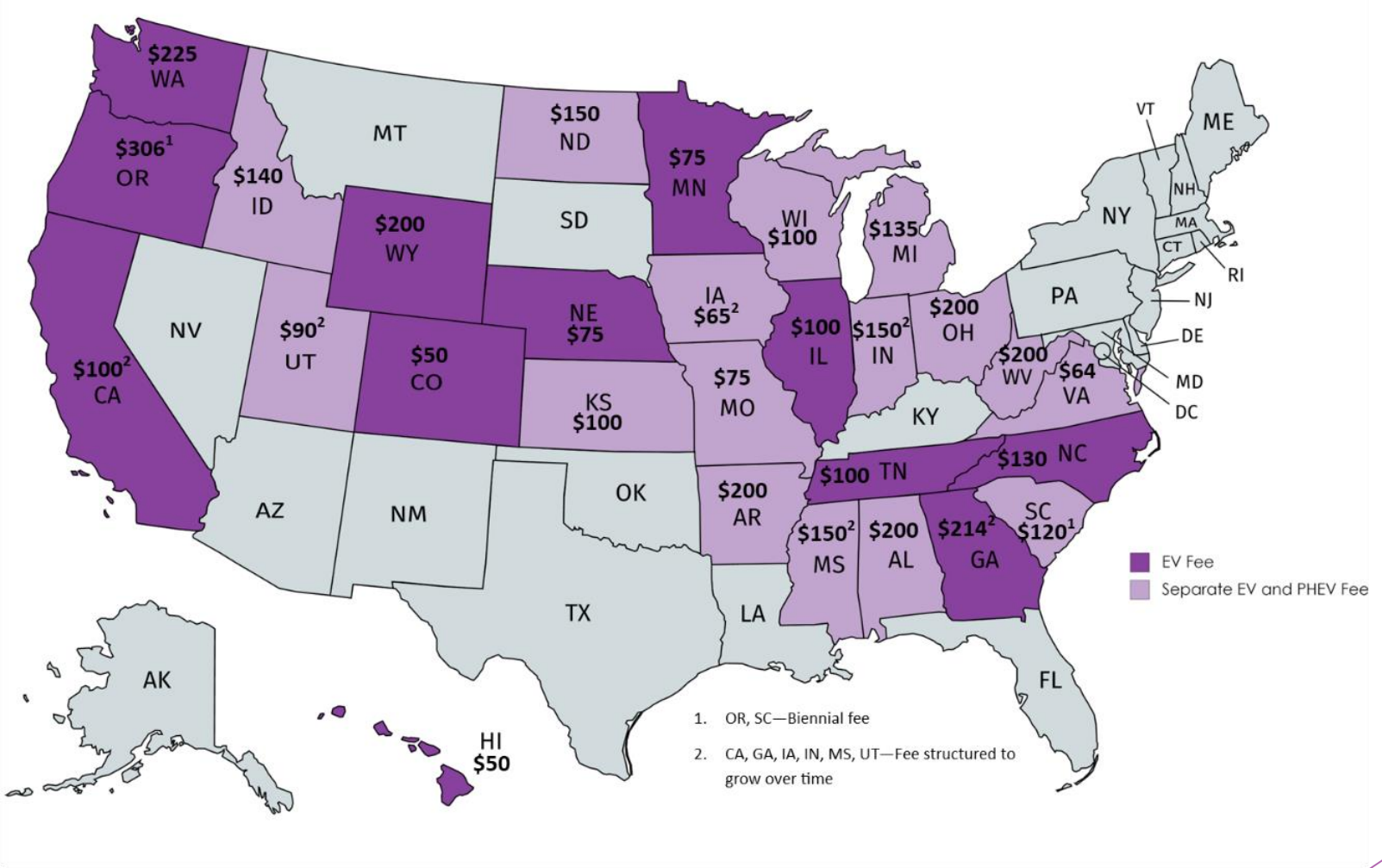






EV White Papers

Annual EV Registration Fees by State



Matrix of Transportation Revenue Policy Options

	Motor Fuel Tax	Mileage-Based User Fees	General Registration Fees	Sales Tax	Fuel Neutral Fees or Taxes	Electric Vehicle Fees
Usage and Mileage	Accounts for usage and mileage.	Accounts for mileage.	Does not account for usage and mileage.	Does not account for usage and mileage.	Can account for usage, requires specific design to account for mileage.	Does not account for usage and mileage.
Fuel Efficiency	Encourages fuel efficiency.	Requires specific design to encourage fuel efficiency.	Requires specific design to encourage fuel efficiency.	Does not consider fuel efficiency.	Encourages fuel efficiency.	Requires specific design to encourage fuel efficiency.
Cost Distribution	Costs are spread over time.	Costs are spread over time.	Costs are upfront.	Costs are disassociated and spread over time.	Costs can be spread over time.	Costs are upfront.
Policy Considerations	Susceptible to inflation and long-term trends in fleet efficiency and electrification.	Majority of states have not studied how to enact an MBUF system.	Annual upfront fees affect the affordability of car ownership for lower-income households.	Obscures connection to transportation systems and competes with other policy objectives that rely on sales taxes.	EV charging fees require further testing to account for usage and avoid fare evasion.	Discourages EV adoption and requires additional design to support EV-specific infrastructure.

Interagency Impact of Transportation Sector Electrification

Speakers:

Dan Lauf
Program Director, National Governors Association, Center for Best Practices

Chris Nelder
Manager, Rocky Mountain Institute

Dr. Will Toor,
Executive Director, Colorado Energy Office

NGA
NATIONAL GOVERNORS ASSOCIATION

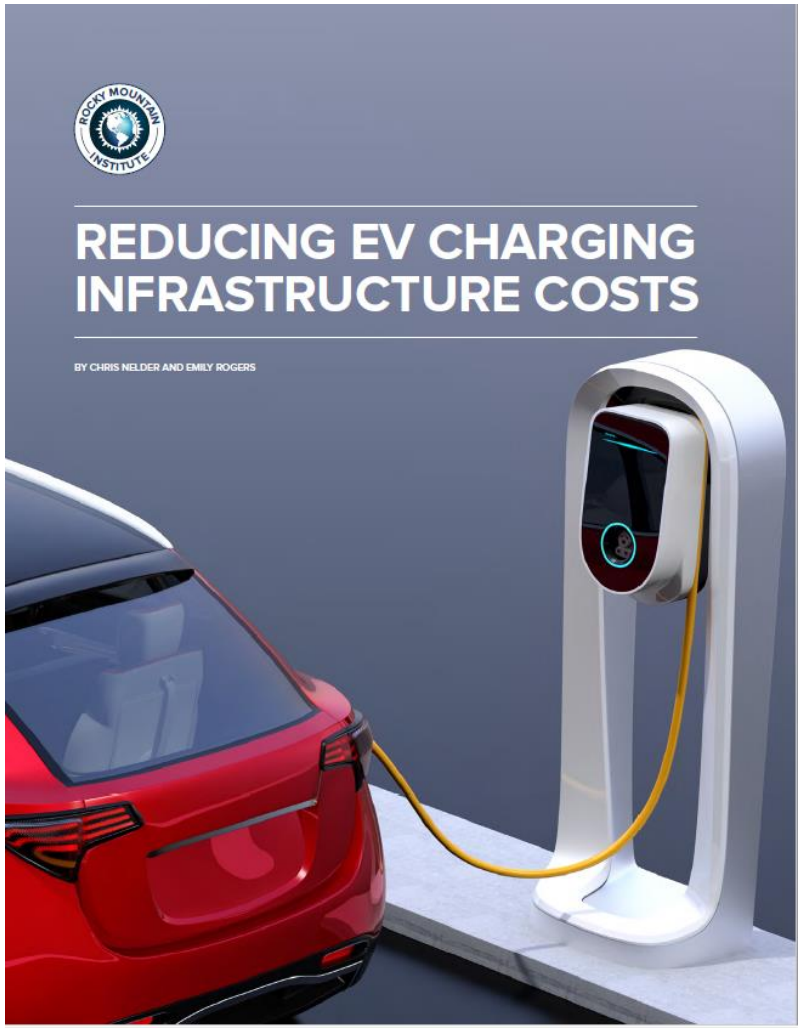
PLANNING FOR EV CHARGING INFRASTRUCTURE

Chris Nelder
Manager, Vehicle-Grid Integration
Rocky Mountain Institute

National Governors Association
Governors' Advisors Transportation Policy Institute – July 16, 2020

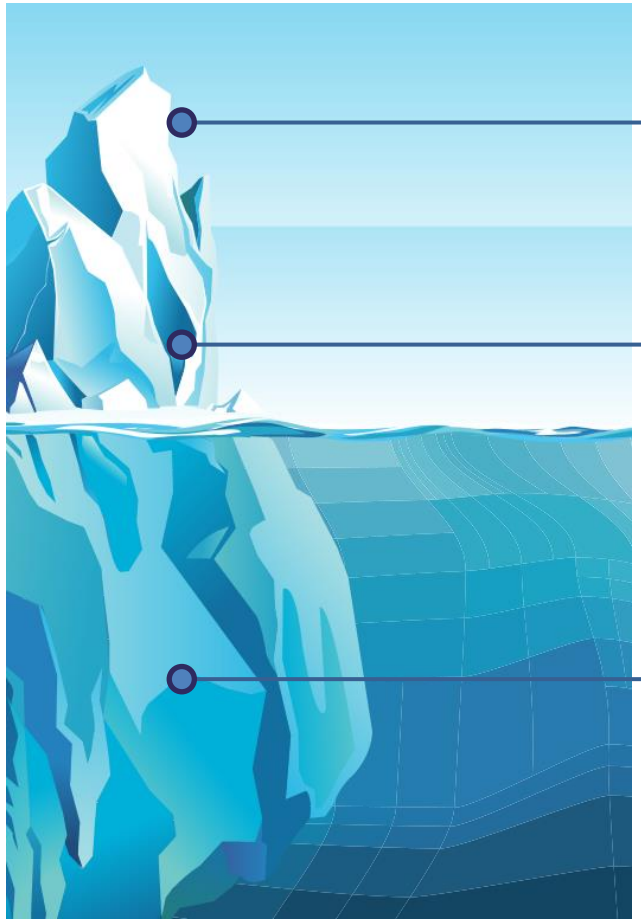
REDUCING EV CHARGING INFRASTRUCTURE COSTS

- Our report is the first-ever compilation of EV charging infrastructure costs at the component level.
- Based on literature, utility filings, and 24 original interviews conducted under NDA with utilities, hardware providers, software providers, EVSPs, transit agencies, states, laboratories, contractors, and consultancies.
- Found that “soft costs” are some of the largest and most unpredictable costs for EVSPs (electric vehicle service providers).
- Soft costs are poorly understood, very hard to quantify, and almost entirely undocumented in the literature.



COST ASSESSMENT

Procurement costs can be anticipated.
It's the unseen soft costs that can sink a project.



Procurement
- Charger Hardware
- Managed Charging Capability
- Contracts
- Software
- Grid Hosting Capacity
- Make-Ready Infrastructure

Requirements
- Payment System
- Measurement Standards Compliance
- ADA Compliance and Parking Requirements
- Dual Plug Types for DCFC
- Open Standards

Soft Costs
- Communication Between Utilities and EVSPs
- Future-Proofing
- Easement Processes
- Complex Codes
- Complex and Inconsistent Permitting Processes

REDUCING SOFT COSTS

What can government do?

At the **federal** level, requirements for ADA compliance and building permitting can be clarified and standardized.

At the **state** level, permitting & utility interconnection can be streamlined (e.g., CA AB 2188) and ADA compliance can be clarified.

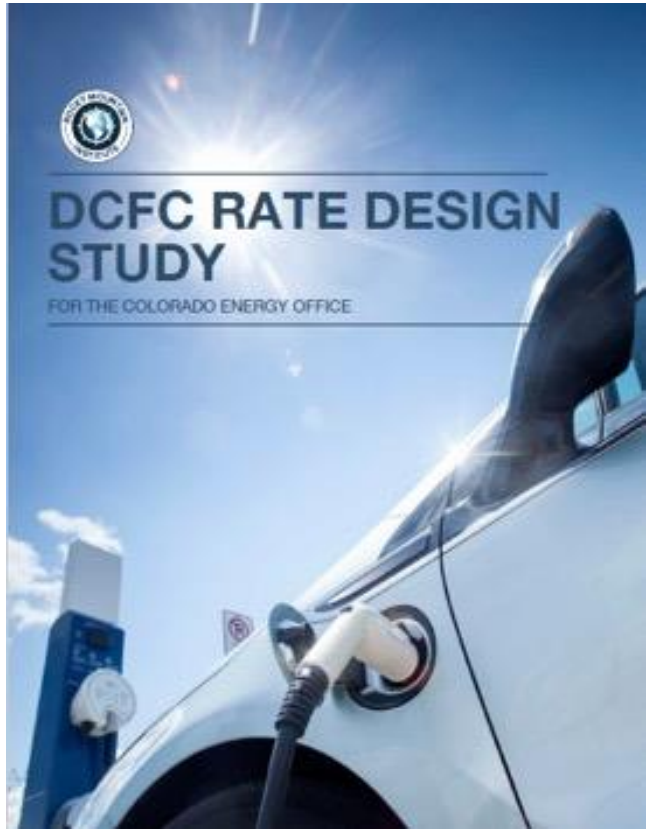
At the **municipal** level, building and planning departments can standardize codes and permitting requirements across jurisdictions, offer simple checklists for required documentation, and offer online permits.

PUBLIC DCFC RATE DESIGN ISSUES

- Public DCFC are critical parts of the network.
- Therefore it is critical that tariffs support public DCFC infrastructure. But **most existing tariffs are not designed for DCFC operators and are not suitable**:
  - Use punishing, non-coincident demand charges
  - Do not accurately reflect the true cost of service
  - Are not consistent across utilities
  - Lack appropriate price signals for effective integration of EVs onto the grid
- DCFC utilization varies by host type, and increasing utilization eases issues with demand charges.

→ We need tariffs that create a better business case for DCFC owners & operators.

DCFC RATE DESIGNS COMPARED



DCFC Rate Design Study **(Sept 2019)**

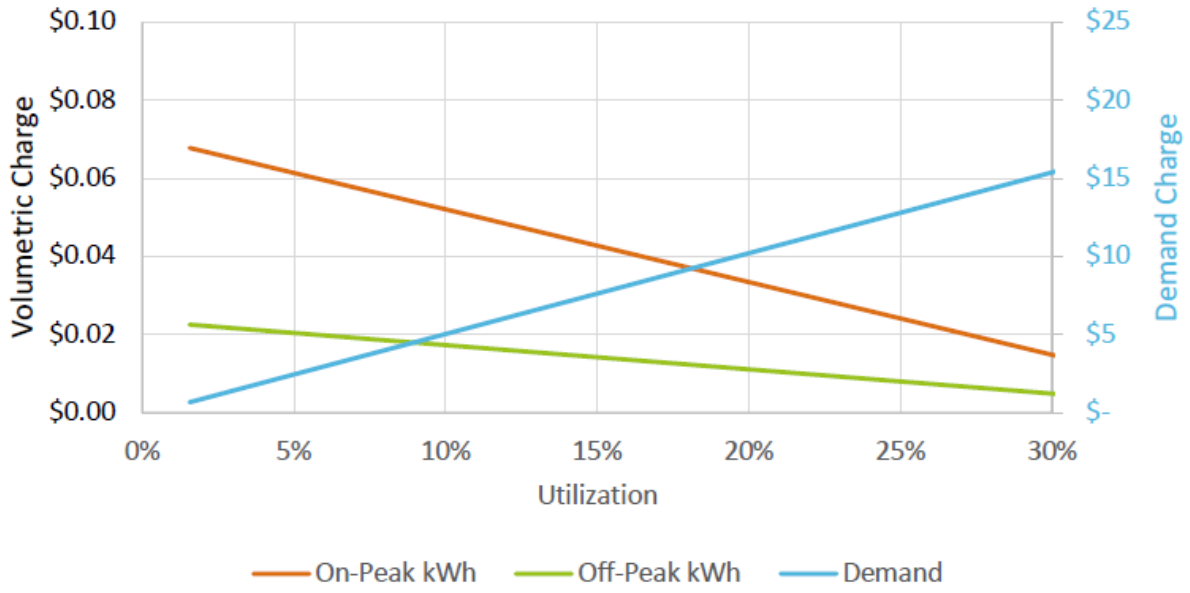
We compared:

- **Three tariffs:**
  - Xcel Energy's S-EV
  - PG&E's EV-Large S
  - RMI's DCFC
- **Three load profiles:**
  - Public DCFC charging depot with two dual-port 50 kW chargers
  - Public DCFC charging depot with two dual-port 150 kW chargers
  - Transit bus depot with 25, 100-kW chargers
- **Three utilization rates** on public DCFCs: 5%, 10%, and 30%

Goal: Meet or beat gasoline parity at $0.09/mile.

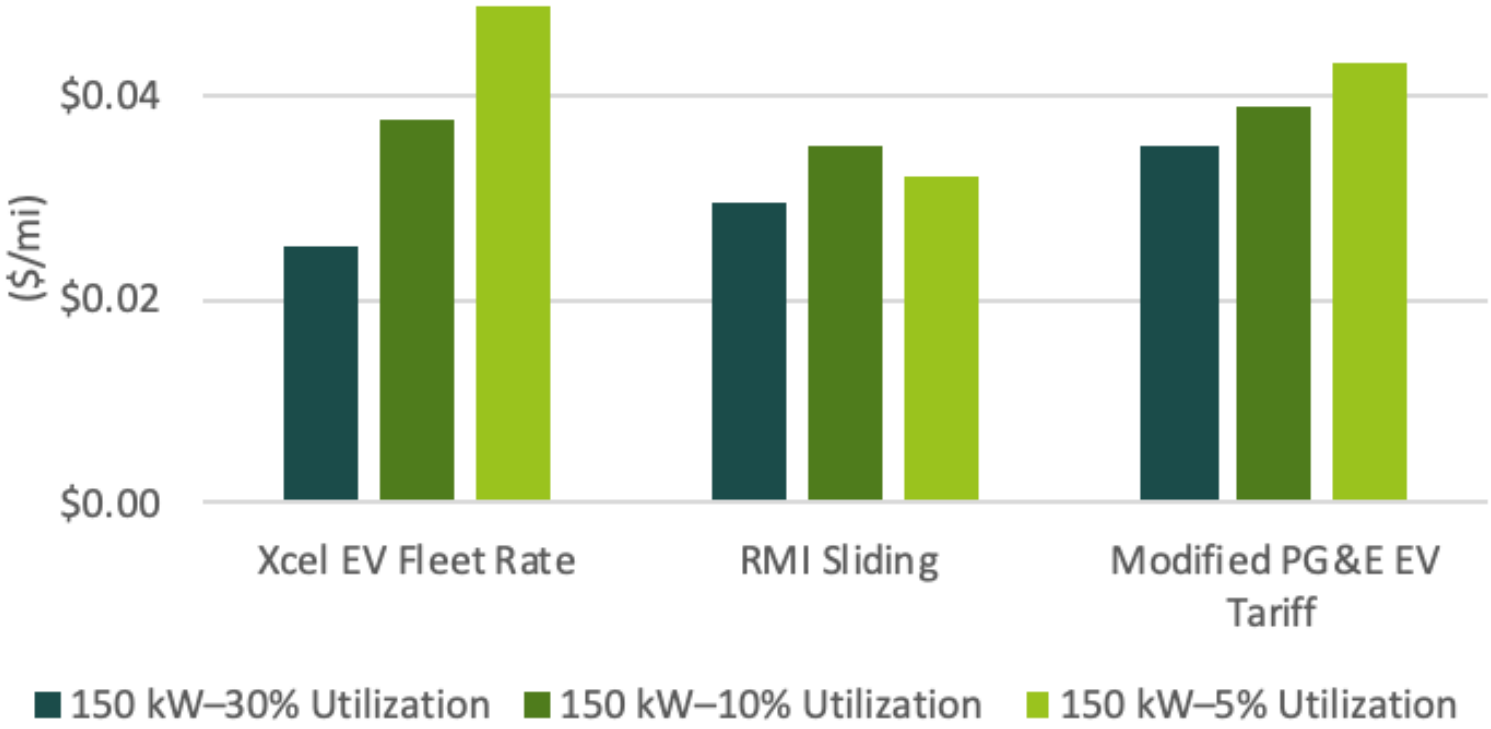
DCFC RATE DESIGNS COMPARED
RMI'S PROPOSAL

- Charges scale *as a function of utilization rates*.
- Fixed monthly charge: $34.40/mo.
- Two-tier ToU rate:
  - On-peak (9 am – 9 pm) Decreases from $0.068 to $0.007
  - Off-peak (9 pm – 9 am) Decreases from $0.022 to $0.002
- Demand charge: Increases from $0.677 to $17.622/kW



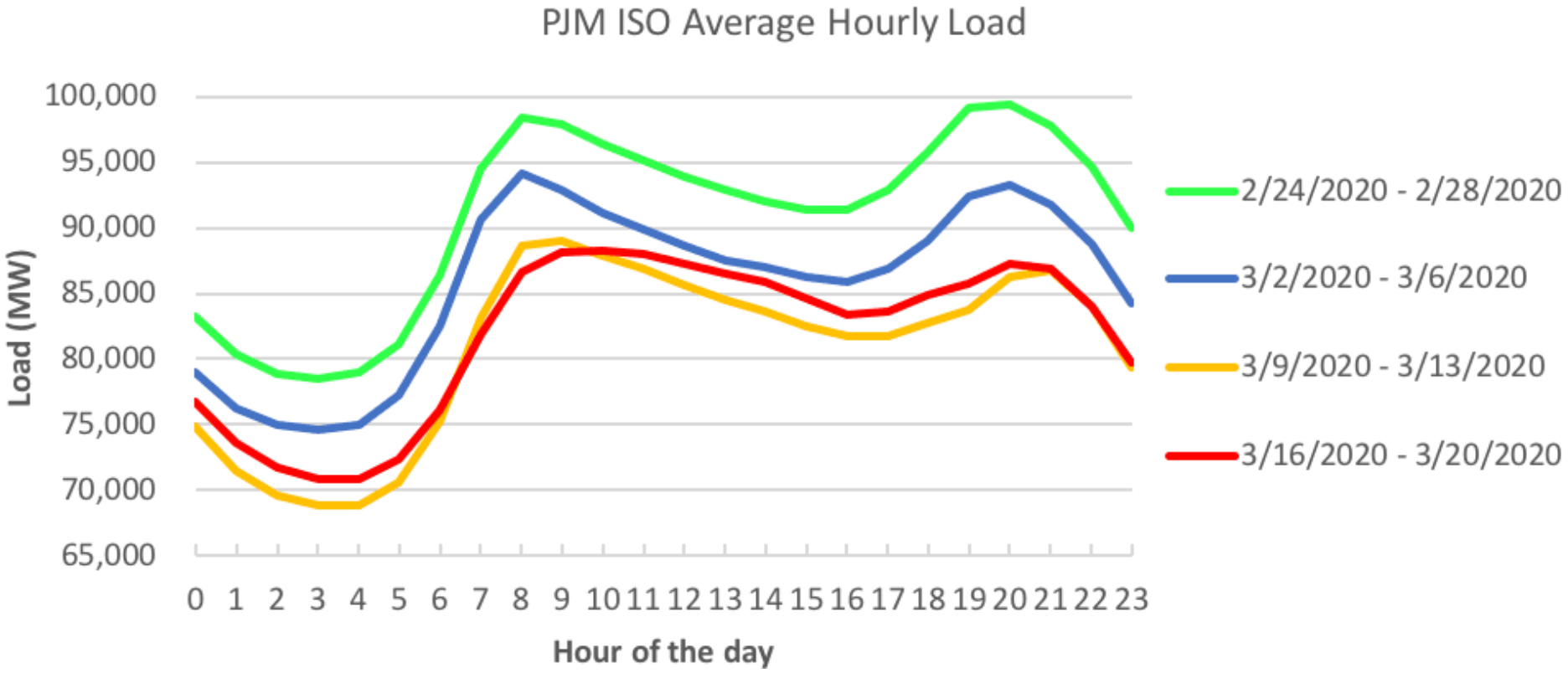
DCFC RATE DESIGNS COMPARED
PUBLIC 150 KW DCFC

RMI tariff produces the *most consistent cost per mile* and the cheapest cost at 5% and 10% utilizations



COVID-19: OPPORTUNITY AND THREAT

- Load curves flattened nationwide in lockdown
- Total electricity demand fell with reduced business activity
- Grids now have excess capacity that could accommodate charging stations



Thank you!

Transforming global energy use to create a clean, prosperous, and secure low-carbon future.

Interagency Impact of Transportation Sector Electrification

SPEAKERS:

DAN LAUF
PROGRAM DIRECTOR, NATIONAL GOVERNORS ASSOCIATION, CENTER FOR BEST PRACTICES

CHRIS NELDER
MANAGER, ROCKY MOUNTAIN INSTITUTE

DR. WILL TOOR,
EXECUTIVE DIRECTOR, COLORADO ENERGY OFFICE

NGA
NATIONAL GOVERNORS ASSOCIATION

2020 Annual Transportation Policy Institute

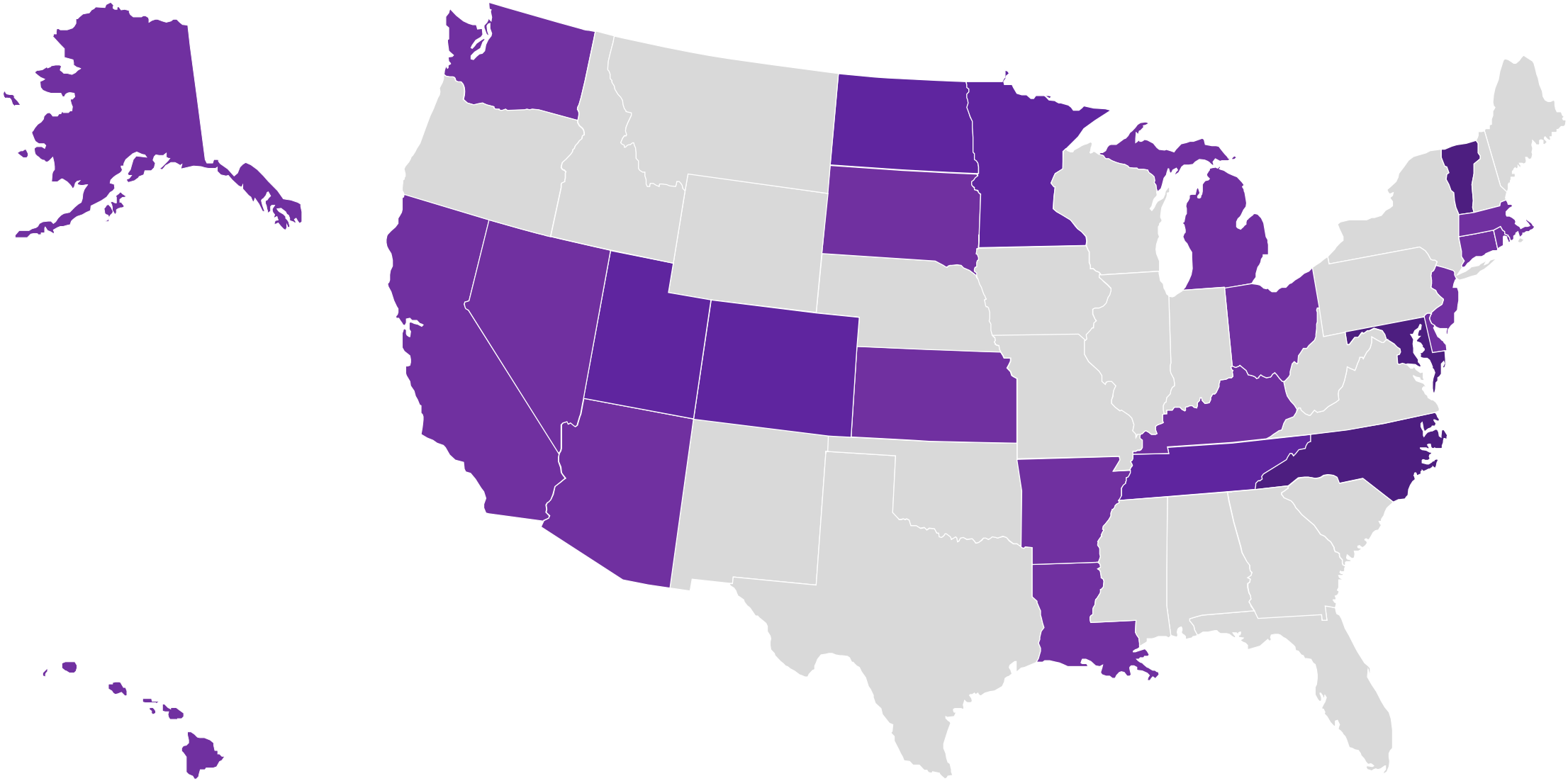
Day Four

July 14-17, 2020

NGA
NATIONAL GOVERNORS ASSOCIATION

#WeTheStates

Geography of State Participants



Transportation Policy Institute Agenda

Day 1 - Tuesday	
1:00 - 1:15 pm (ET)	Introduction
1:15 - 2:00 pm	State Roundtable and Policy Updates
2:00 - 3:00 pm	State Transit Strategies and Best Practices During COVID-19

Day 2 - Wednesday	
3:00 - 3:15 pm (ET)	Introduction
3:15 - 3:45 pm	Intersection of Public Health & Transportation
3:45 - 4:15 pm	Intersection of Education & Transportation
4:15 - 4:45 pm	Intersection of Broadband & Transportation
4:45 - 5:00 pm	Closing Discussion

Day 3 - Thursday	
1:00 - 2:00 pm (ET)	Avoiding the COVID-19 Impacts on Traffic Congestion
2:00 - 3:00 pm	Interagency Coordination to Support Transportation Electrification

Day 4 - Friday	
1:00 - 2:00 pm (ET)	Emergency Response, Mitigation, and Transportation Resilience
2:00 - 3:00 pm	Federal Developments / Opportunities for Funding and Financing
3:00 - 3:30 pm	Closing Discussion

NGA
NATIONAL GOVERNORS ASSOCIATION

Emergency Response, Mitigation, and Resilience

Speakers:

Laura Lightbody
Project Director, Pew Charitable Trust

Dr. Shawn Wilson
Secretary, Louisiana Department of Transportation and Development

NGA
NATIONAL GOVERNORS ASSOCIATION

How NGA Defines Resilience

Resilience is the ability to:

> *Withstand disasters better;*
> *Respond and recover more quickly; and*
> *Excel under new conditions*

NGA
NATIONAL GOVERNORS ASSOCIATION

Trending: State Resilience Offices

COLORADO – Colorado Resiliency Office

FLORIDA – Chief Resilience Officer

OREGON – State Resilience Officer

NEW JERSEY – Governor's Office of Recovery and Rebuilding; Energy Resilience Bank

NORTH CAROLINA – NC Office of Recovery and Resiliency (ReBUILD NC)

VIRGINIA – Secretary of Natural Resources also serves as the state's Chief Resilience Officer

NGA
NATIONAL GOVERNORS ASSOCIATION

State Resilience Assessment & Planning Tool (SRAP Tool)

The tool is based on existing frameworks and assessments targeting other sectors and local governments

Governors' staff and state officials provide answer questions in the following categories:

1. Establishing Effective Governance
2. Evaluating and Mitigating Risk
3. Assessing Vulnerabilities to Critical Infrastructure
4. Mitigating Economic Consequences and Financing Resilience
5. Strengthening Community Ties

Outputs include quantitative and qualitative results

Piloted by three states in 2018: Idaho, Maryland, and Oregon

Public version to be released summer, 2020

NGA
NATIONAL GOVERNORS ASSOCIATION

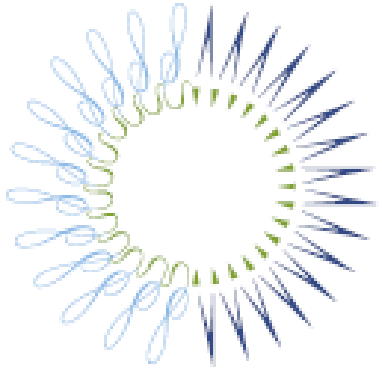
Emergency Response, Mitigation, and Resilience

Speakers:

Laura Lightbody
Project Director, Pew Charitable Trust

Dr. Shawn Wilson
Secretary, Louisiana Department of Transportation and Development

NGA
NATIONAL GOVERNORS ASSOCIATION



THE PEW CHARITABLE TRUSTS

Laura Lightbody, Project Director

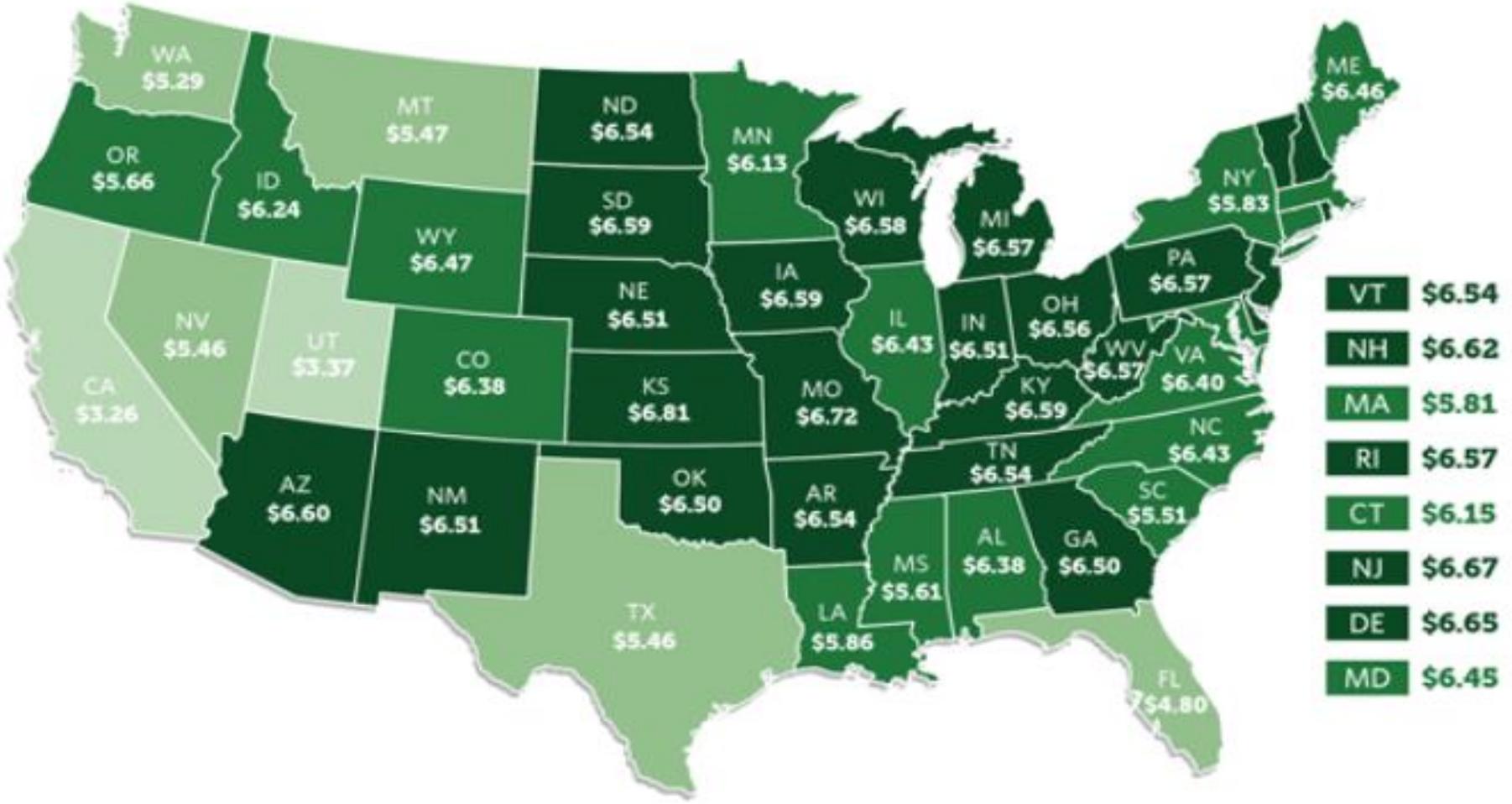
Pew's flood-prepared communities initiative

Friday, July 17, 2020

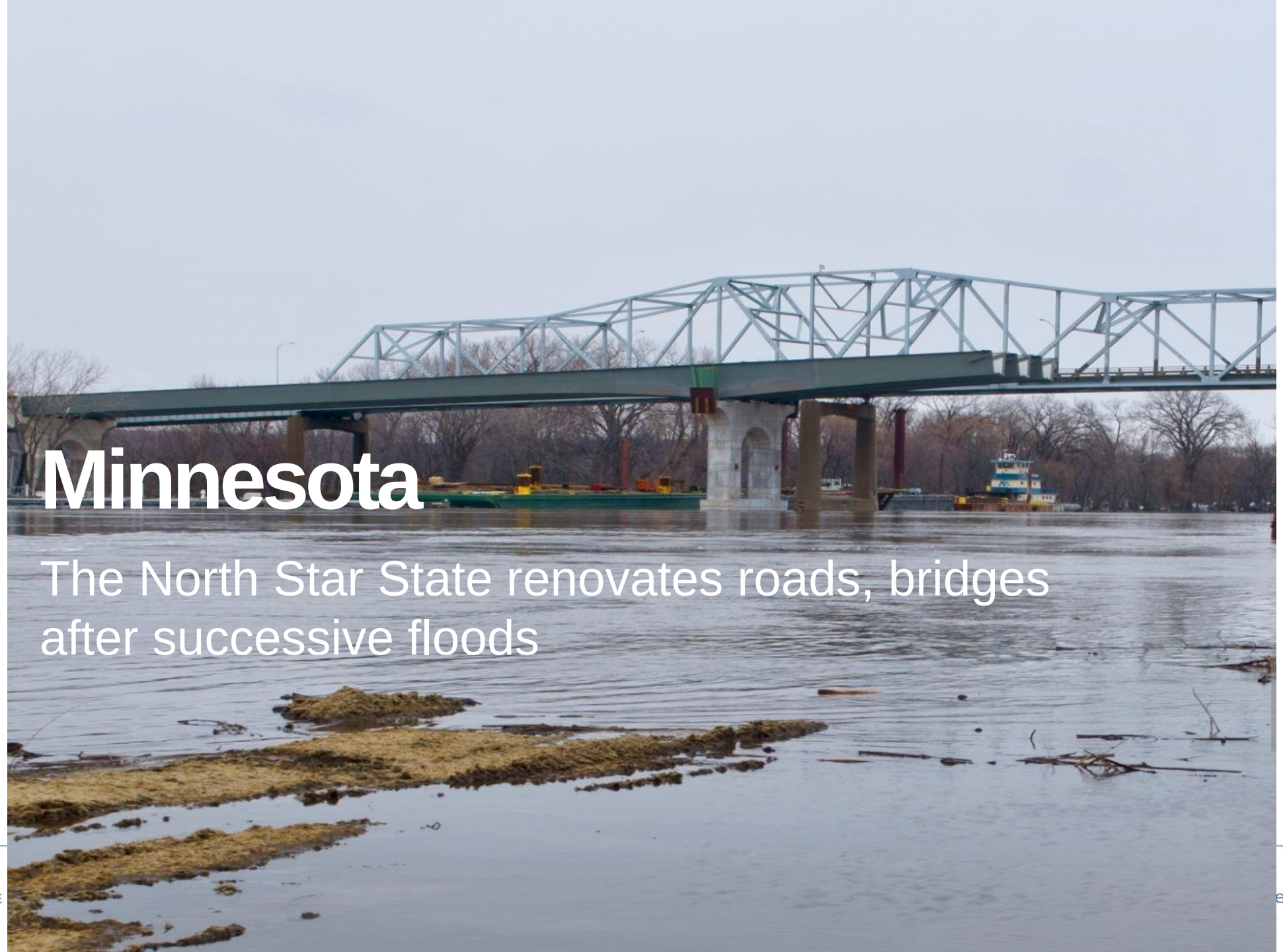
Reduce impact of flood-disasters on communities and environment

Return on Investment From Mitigation Activities Varies by State

Money saved on average per dollar spent for select federal mitigation programs, 1993-2016



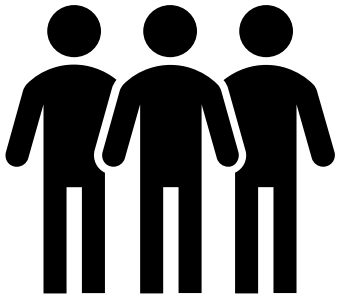

When it comes to mitigation, there's
no one-size-fits-all solution.
Mitigation Matters provides 13 state and local examples of policy spurring flood mitigation activities

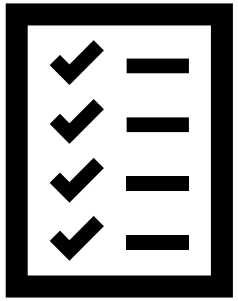


Minnesota

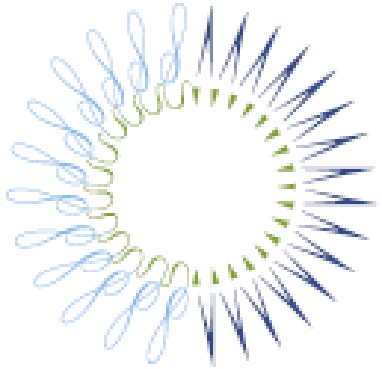
The North Star State renovates roads, bridges after successive floods

States taking action





“Decisions made in the 60’s to pave over streams, add roads, and build houses in the floodplain have led to a lot of the problems today that we are working to undo. Now that we have a greater understanding of our future risks, the City is using every tool we have to make this not only a place where people want to be, but one that is resilient for our residents.” – Raleigh Stormwater Management



THE PEW CHARITABLE TRUSTS

Thanks!

Email: llightbody@pewtrusts.org

Pewtrusts.org/mitigationmatters

Emergency Response, Mitigation, & Resilience

Shawn D. Wilson, Ph.D.
Secretary
@onevisionary

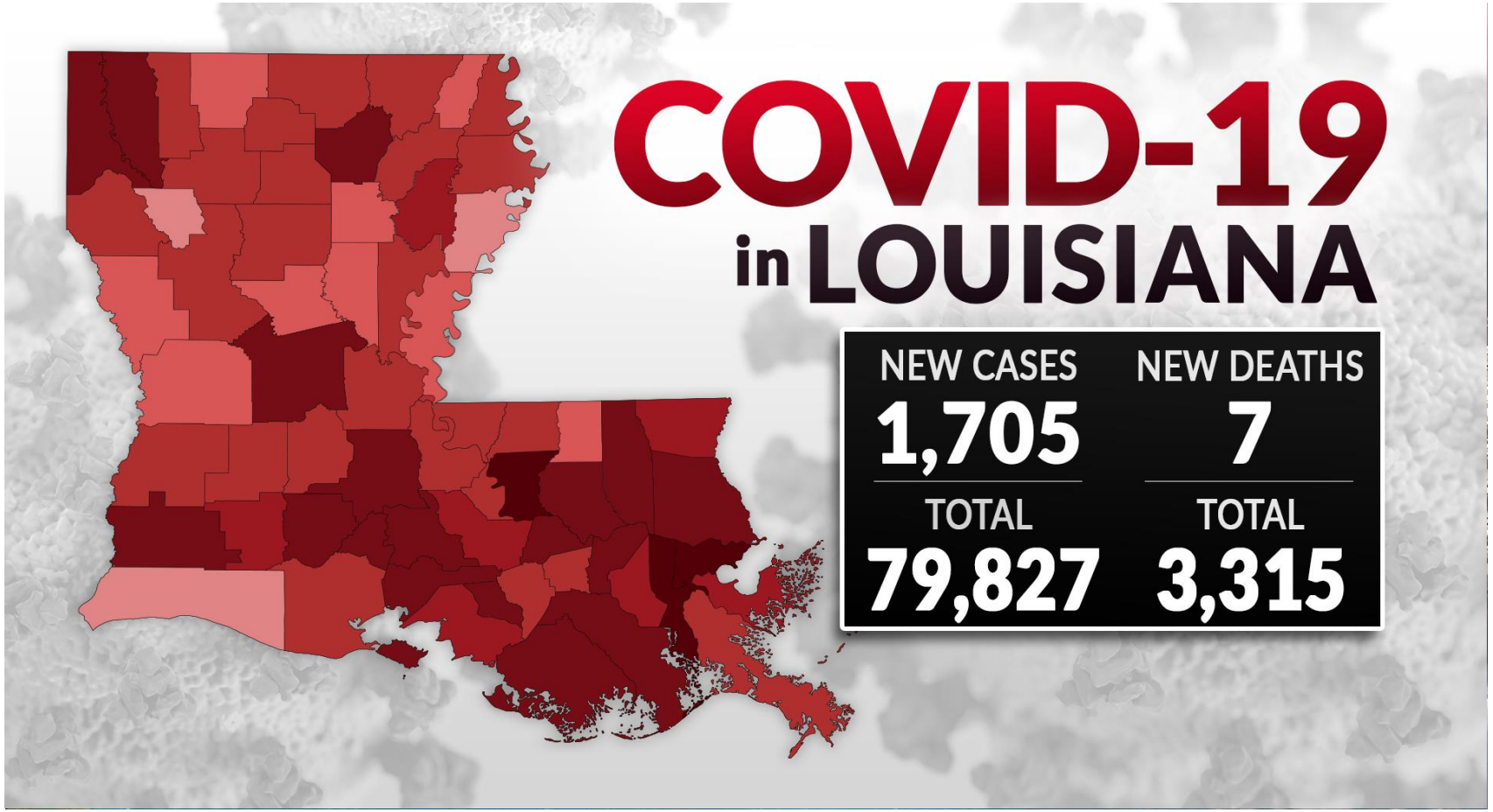
Jul 17, 2020

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

The Great Floods of 2016

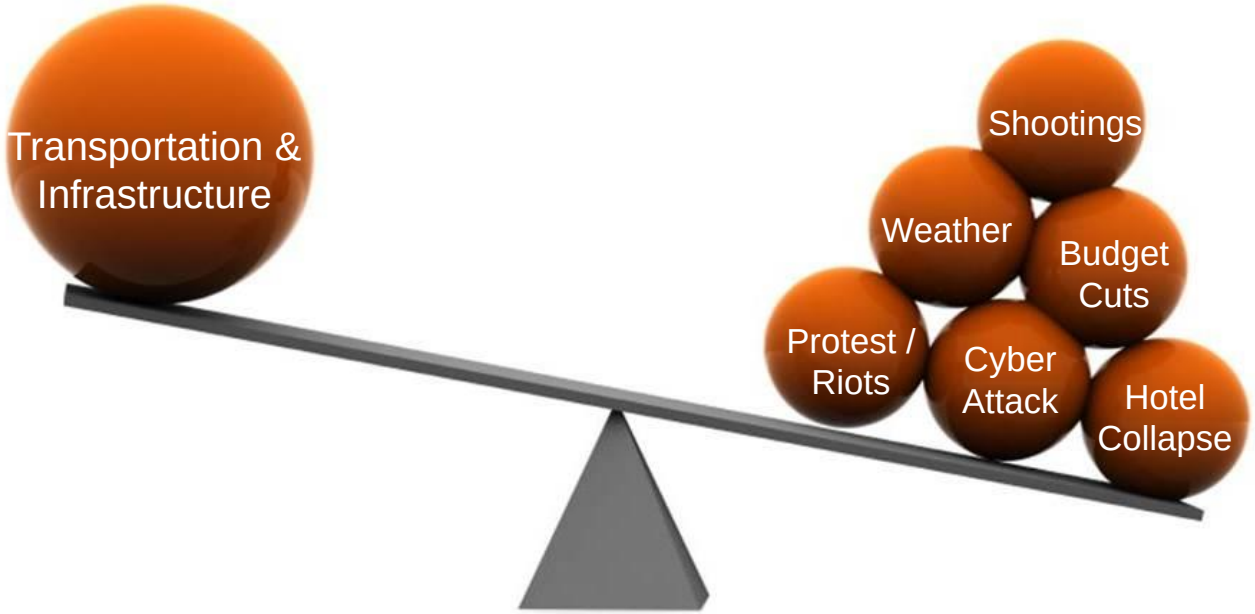
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

26 Disasters in 4 years



DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

The Uncontrollable Tipping Point



LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

LOUISIANA WATERSHED INITIATIVE

- May 2018, Governor John Bel Edwards established the Council on Watershed Management to develop and implement a statewide floodplain management program based on watersheds
- Coordinated effort by multiple state agencies to reduce flood risk

LOUISIANA Office of COMMUNITY DEVELOPMENT

COASTAL PROTECTION AND RESTORATION AUTHORITY CPRA

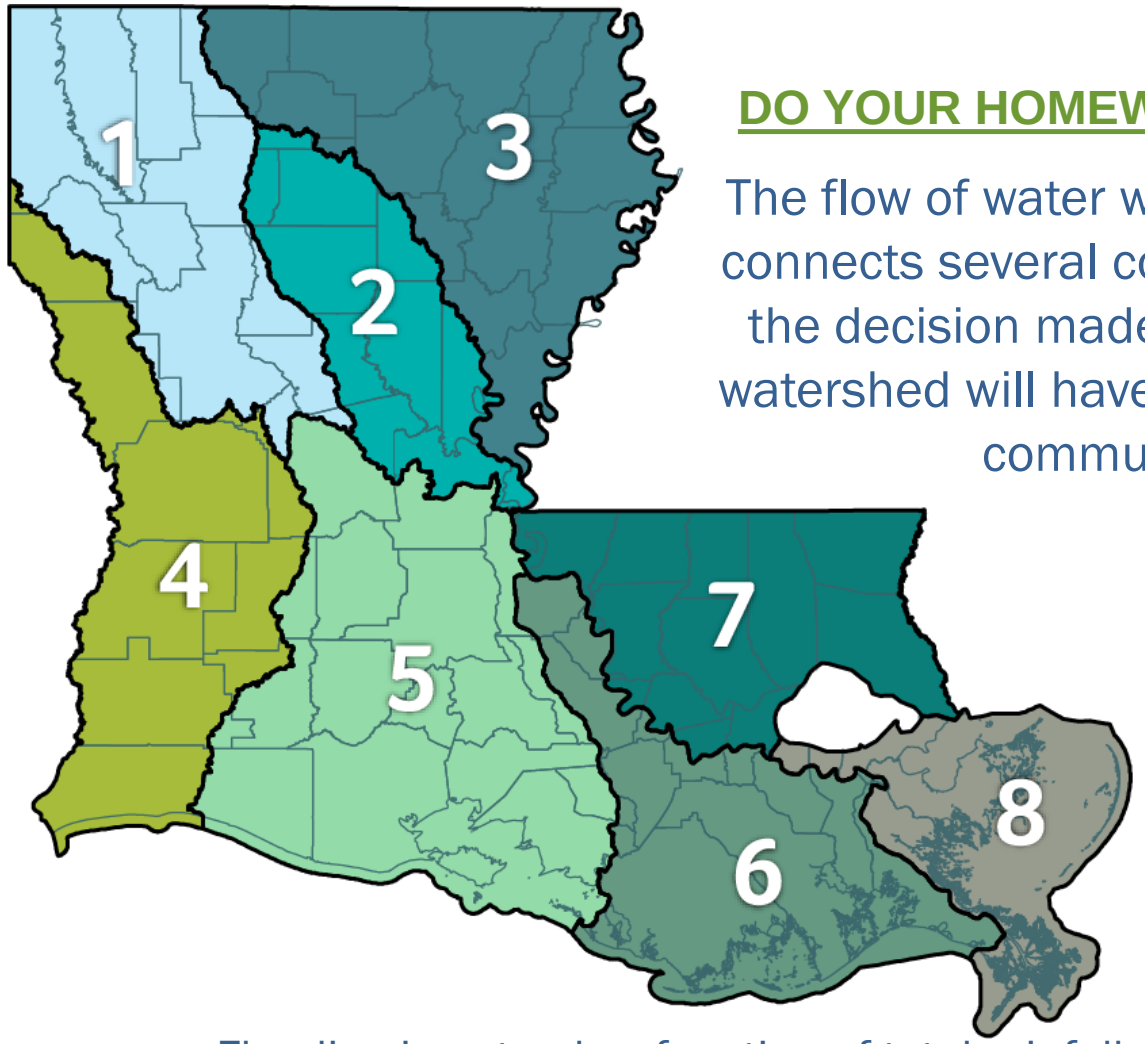
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GOVERNOR'S OFFICE OF HOMELAND SECURITY & EMERGENCY PREPAREDNESS STATE OF LOUISIANA UNION • JUSTICE • CONFIDENCE

LOUISIANA DEPARTMENT OF WILDLIFE & FISHERIES

- The Watershed Initiative represents unprecedented levels of coordination and collaboration, bringing together experts in the public and private sector throughout the state; government agencies at the city, parish, state and federal levels; research institutions; and nonprofit organizations.

Watershed Regions



DO YOUR HOMEWORK UPFRONT

The flow of water within a watershed connects several communities – and the decision made in one part of a watershed will have impacts on other communities.

Flooding is not only a function of total rainfall, but also land use, policy and infrastructure decisions made by a variety of governing authorities

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Intra Agency Resiliency Actions

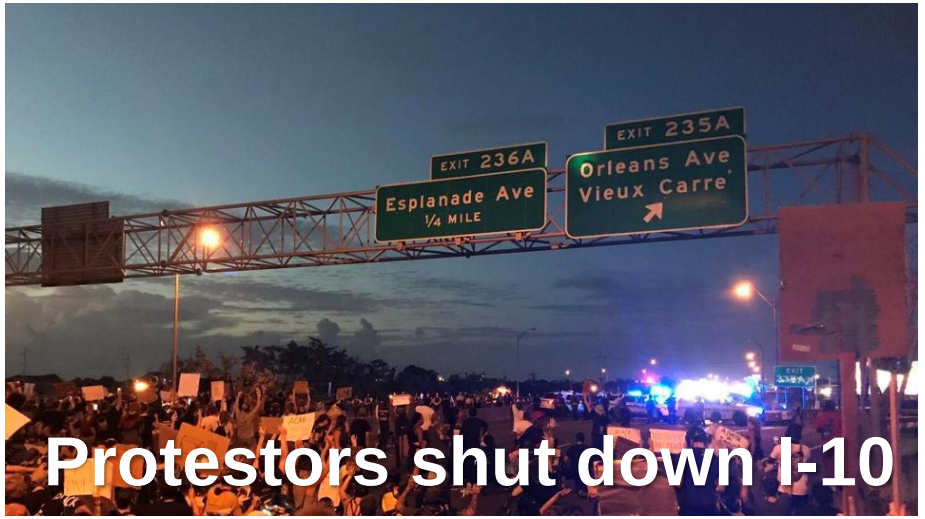
- Re-defined coach bus contract reducing cost and increasing efficiency
- Developed a web based Situation Report for ESF-3 to improve timeliness and accuracy of district readiness before and during an incident.
- Purchased snow/ice removal equipment
- Designed and constructed a dedicated, modern, stand-alone ESF-3 emergency operations center
- Fostered legislation that would allow DOTD CDL drivers to drive school buses under a state or federal declaration
- Upgraded technology within the ESF-1 EOC allowing for more accurate information

Intra Agency Resiliency Actions

- Created and implemented an Information Cell that consolidates information from ESF-1 and ESF-3 and builds reports during an incident.
- Acquired 250 AT&T *FirstNet* Smart Phones to sustain communications
- Seven hundred megahertz radios were reprogramed to allow DOTD District personnel to communicate directly with Parishes during events
- ESF-3 developed a plan to have District to District support during events
- ESF-1 now has the capability to display live GIS information for coach Buses utilizing contractor mapping

Managing Multiple Disasters

Friday, June 5th, 2020



DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

A New applications of Emergency Support Functions

ESF 1

- Helped to coordinate transportation for Persons Under Investigation (PUI) from locations in Orleans and Jefferson Parishes to LDH/DCFC Isolations Sites at three Louisiana State Parks.
- Provided a transportation team member to staff the Medical Surge Station (MSS) that is located at the Morial Convention Center.

ESF 3

- Assisted with engineering support and traffic control devices for traffic control at the MSS.
- Provided engineering support and traffic control devices for numerous field testing sites.
- Located and coordinated portable light sets to be used at the various sites.

How have these changes for COVID?

- ESF-1 is tasked with providing transportation to approximately 45,000 Critical Transportation Needs (CTNs). Due to the presents of COVID-19 and the requirement to social distance on transportation assets, our capacity is diminished to approximately 50% of the pre-COVID planning numbers.

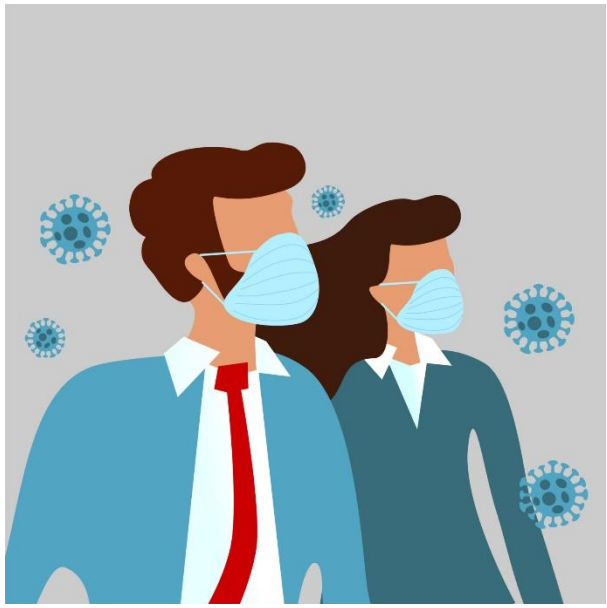
The New Normal

Cost to respond to COVID

- Labor: $152,189.47
- Equipment: $32,352.07
- Materials/Goods: $122,832.15
- Contract Work: $511.20
- Total $307,884.89

Implemented policies

- PPE to all employees
- Social Distancing
- Workforce Capacity



LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Demand is Greater than Capacity

Bridge & Highway Backlog

2016 $13.9 Billion Current $14.6 Billion

An increase of nearly $200 Million per year

Program Expenditures

Program	2016		2020	
Highway Priority Program	$38.2 M	.27% of backlog	$45.9 M	.31% of backlog
Port Priority Program	$19.7M		$39.4M	
Flood Control	$8.9M		$20M	

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

While you are on your journey…

- Leave your institution better than how you found it
- Stay focused on the mission
- Invoke practical innovation
- Satisfy political mandate
- Ensure safety for the public

"At the end of your journey, your To-Do list will be greater than your accomplishments."

Shawn Wilson, Ph.D.
Secretary

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Federal Developments and Opportunities for Funding and Financing

Speakers:

Susan Howard
Program Director for Transportation Finance and Director of the BATIC Institute, AASHTO

Neil Ohlhausen
Legislative Associate, National Governors Association

Andy Winkler
Associate Director of Infrastructure, Bipartisan Policy Center

NGA
NATIONAL GOVERNORS ASSOCIATION

Federal Developments and Opportunities for Funding and Financing

Susan Howard
Program Director for Transportation Finance and Director, The BATIC Institute

ABOUT THE BATIC INSTITUTE

Mission

- To promote *public sector capacity building* in the analysis, understanding, and use of *transportation finance* techniques through a program of training, education, and outreach to all State Departments of Transportation and their local partner agencies

Focus Areas

- Financing Tools
- Revenue Initiatives
- Public-Private Partnerships

http://www.financingtransportation.org/

FUNDING VERSUS FINANCING

- Funding: Revenue sources generated at the Federal, state, and local levels used for transportation investment needs
  - Examples: Taxes, fees, user charges, capturing enhanced property values
- Financing: Tools to leverage transportation funding and revenue sources
  - Allows project sponsor to raise high up-front costs needed to build projects
  - Expedites implementation of needed transportation improvements

FINANCING TOOLS TO ACCELERATE PROJECT DELIVERY

- General obligation or revenue bonds
- GARVEE bonds
- Private Activity Bonds (PABs)
- TIFIA federal credit assistance
- State infrastructure banks (SIBs)
- Public-private partnerships (PPPs or P3s)

DEVELOPMENTS IN BONDING

- Ballot Initiatives
  - Maine voters approved a $105m bond issue for highways, bridges, harbor, and freight
- Federal Legislative Efforts
  - H.R. 2, Moving Forward Act
  - America Infrastructure Bonds Act of 2020 (Senate)

DEVELOPMENTS IN BONDING

- State Legislative Efforts
  - New Mexico: $75m in transportation bonds
  - Oklahoma: $200m in bonds for the Oklahoma Capitol Improvement Authority for construction projects

TIFIA

Transportation Infrastructure Finance and Innovation Act of 1998

- Long-term repayment period
  - Up to 35 years
  - Can be deferred for five years following substantial completion
- Finance up to 33% of eligible project cost

TIFIA

Transportation Infrastructure Finance and Innovation Act of 1998

- Rural Project Initiative
  - Outside a Census-defined urbanized area of population greater than 150,000
  - Project costs between $10 million and $100 million
  - TIFIA can finance up to 49%of eligible project costs
  - Fixed rate at ½ Treasury rate
  - USDOT can cover borrower fees

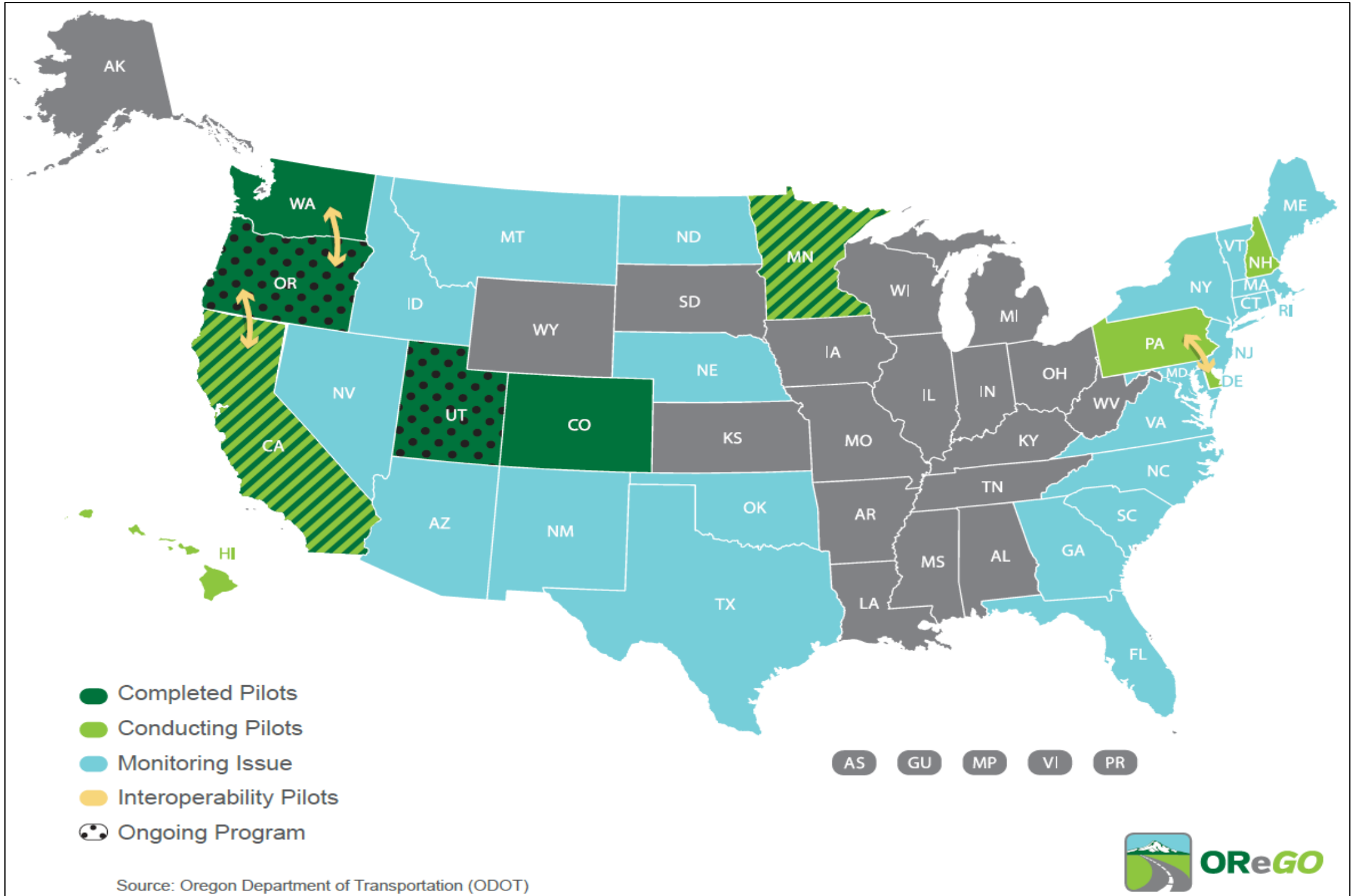
TIFIA

Transportation Infrastructure Finance and Innovation Act of 1998

- TIFIA State Infrastructure Banks (SIBs)
  - A Rural Projects Fund can be established (FAST Act) within a SIB and capitalized with a TIFIA loan to provide financing to rural surface transportation infrastructure projects
- New Jersey Infrastructure Bank (NJIB) and a few other states have expressed interest

DEVELOPMENTS IN TRANSPORTATION FUNDING

- Vehicle Miles Traveled/Mileage Based User Fee
  - State Pilot Programs
  - National Pilot (included in House and Senate Reauthorization proposals)


AK
WA
OR
CA
HI
ID
NV
MT
WY
UT
AZ
CO
NM
ND
SD
NE
KS
OK
TX
MN
IA
MO
AR
LA
WI
IL
MS
MI
IN
KY
TN
AL
OH
WV
GA
FL
SC
NC
VA
PA
NY
MD
DE
NJ
CT
RI
MA
VT
NH
ME
AS
GU
MP
VI
PR
Completed Pilots
Conducting Pilots
Monitoring Issue
Interoperability Pilots
Ongoing Program
Source: Oregon Department of Transportation (ODOT)
OReGO

DEVELOPMENTS IN TRANSPORTATION FUNDING

- Value Capture
  - Set of techniques linking transportation networks and land values and other location-based economic activities
  - Focus of USDOT
  - Applicable to most development scenarios
  - Used by several states currently: California, Colorado, Florida, Georgia, Massachusetts, Missouri, Ohio, Oregon, Pennsylvania, Texas, and Virginia, and D.C.

THANK YOU!

Susan Howard
Program Director for Transportation Finance and Director, The BATIC Institute
American Association of State Highway and Transportation Officials
202-624-5818
showard@aashto.org

Federal Developments and Opportunities for Funding and Financing

Speakers:

Susan Howard
Program Director for Transportation Finance and Director of the BATIC Institute, AASHTO

Neil Ohlhausen
Legislative Associate, National Governors Association

Andy Winkler
Associate Director of Infrastructure, Bipartisan Policy Center

NGA
NATIONAL GOVERNORS ASSOCIATION

BIPARTISAN POLICY CENTER

ANDY WINKLER
ASSOCIATE DIRECTOR, HOUSING & INFRASTRUCTURE
BIPARTISAN POLICY CENTER

KEY ADMINISTRATION ACTIONS

ACTION	DATE	SUMMARY
Executive Order 13807	August 2017	Introduced "One Federal Decision," including a single permitting schedule, single EIS, single ROD, and all related agency approvals within 90 days of ROD issuance.
DOT Final Rule on NEPA and Sec. 4(f)	October 2018	FRA, FTA, and FHWA jointly issued this rule to conform their NEPA-implementing regulations to MAP-21 and the FAST Act, e.g., by allowing the use of each agencies' CEs.
CEQ Proposed Rule on NEPA Implementing Regulations	January 2020	CEQ's proposed rulemaking would significantly revise its regulations implementing NEPA, with revisions to almost every section. If finalized, these changes would cover all major federal actions.
Executive Order 13927	June 2020	To facilitate a speedy post-COVID-19 economic recovery, E.O. 13927 directed federal agencies to expedite infrastructure projects using NEPA, CWA, and ESA emergency authorities.
CEQ Final Rule on NEPA Implementing Regulations	July 2020	CEQ's final rulemaking mirrors much of its proposed rule—embedding "One Federal Decision" into CEQ's NEPA implementing regulations, establishing new time and page limits, and limiting studied environmental effects to those "reasonably forseeable" and "causually related." The final rule becomes effective September 14, 2020 but could be subject to congressional review by the 117th Congress.

LEGISLATIVE DEVELOPMENTS

- S. 2302, the America's Transportation Infrastructure Act
  - Passed the Senate EPW Committee in July 2019
  - Codifies the bipartisan components of "One Federal Decision"
  - Encourages federal agencies to complete reviews within 2 years and authorization decisions for major projects within 90 days of a ROD
  - Require DOT to work with other federal agencies to identify and adopt CEs
  - Encourage MPOs and SDOTs to use social media and other web-based tools to boost public participation

- H.R. 2, the INVEST in America/Moving Forward Act
  - Passed the House in July 2020
  - Codifies DOT's "Every Day Counts" initiative to provide technical assistance and education on speeding up project delivery

- H.R. 7130, the One Federal Decision Act
  - Introduced by T&I Minority to codify the bipartisan components of "One Federal Decision" included in S. 2302

1. Codify and optimize "One Federal Decision"

2. Reauthorize FAST-41

3. Pilot innovative practices for environmental reviews

4. Promote and expand NEPA delegation/assignment

5. Increase data collection and transparency

6. Revisit the "critical corridors" model

Federal Developments and Opportunities for Funding and Financing

Speakers:

Susan Howard
Program Director for Transportation Finance and Director of the BATIC Institute, AASHTO

Neil Ohlhausen
Legislative Associate, National Governors Association

Andy Winkler
Associate Director of Infrastructure, Bipartisan Policy Center

NGA
NATIONAL GOVERNORS ASSOCIATION

Thank You!

For more information or questions contact:

Jake Varn – jvarn@nga.org
Dan Lauf – dlauf@nga.org

For resources visit NGA.org/Center & NGA.org/bestpractices/divisions/eie

NGA
NATIONAL GOVERNORS ASSOCIATION

#WeTheStates