2020 Annual Transportation Policy Institute

Day One

July 14-17, 2020
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
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.
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
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
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.

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.

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.

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.
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Transportation Policy Institute Agenda

NGA

National Governors Association
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
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”
2020 Annual Transportation Policy Institute

Day Two

July 14-17, 2020
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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
Partners: Transportation and Health
Acknowledgements

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
Allocating Resources

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

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

Figure 1. Percent distribution of the 10 leading causes of death, by sex: United States, 2017
Heart Disease and COVID-19 Fatalities

Leading comorbidities among COVID-19 deaths in New York

- Hypertension
- Diabetes
- Hyperlipidemia
- Coronary artery disease
- Renal disease
- Dementia
- COPD
- Cancer
- Atrial fibrillation
- Heart failure

As of midnight on April 6, 86.2% of the state's 5,489 COVID-19 deaths involved at least one comorbidity.

Covid-19 deaths vs. population in New York City, by race/ethnicity

- Percentage of NYC deaths
- Percentage of NYC population

Note: Data reported on a daily basis by hospitals, nursing homes, and other healthcare 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
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
Crashes: Public Health Priority

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

- Diabetes
- Heart Disease
- Asthma
- Reduced Life expectancy

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
Driving Alone: Equity Implications

1/3 of Americans do not drive

“Drive” IMBD

“The Fast and Furious” Vanity Fair
Equity

Equality doesn’t mean Equity
Triple Pandemic: Coronavirus
Economy
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?
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

Complete Streets
2005: 2%
2010: 67%
2015: 77%
Data Collection

Transportation, Physical Activity and Health Data Collection and Analysis

Welcome! The Middle Tennessee Transportation and Health Study is sponsored by the Nashville Metropolitan Planning Organization, the Clarksville Urbanized Area Metropolitan Planning Organization, and the Tennessee Department of Transportation. If you have received a participation letter, please Start Here to begin the survey.

Every day, thousands of people move through the middle Tennessee region—in cars, on buses, by foot, on bikes. To plan for the projects of tomorrow, we need to understand how you travel today. Your participation in this important survey will help improve the future of transportation for all of us.
Project Prioritization

Health Priority Areas
3 out of 4:
- Poverty
- Unemployment
- Carless Household
- Aging (over age 65)
Models

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<tr>
<th>Disease</th>
<th>Δ Disease Burden</th>
<th>Δ Premature Deaths / Year</th>
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<tr>
<td>Cardiovascular Diseases</td>
<td>-3.1% ↓</td>
<td>85.6</td>
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<td>Diabetes</td>
<td>-3.0% ↓</td>
<td>9.3</td>
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<td>Depression</td>
<td>-1.1% ↓</td>
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<td>Dementia</td>
<td>-1.3% ↓</td>
<td>11.6</td>
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<td>Breast Cancer</td>
<td>-1.2% ↓</td>
<td>2.2</td>
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<td>Colon Cancer</td>
<td>-1.1% ↓</td>
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<td>Road Traffic Crashes</td>
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<td>Total</td>
<td>-1.0% ↓</td>
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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

TEXTING WHILE DRIVING ON CELL NO

<table>
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<tr>
<th>Communication Techniques</th>
<th>Policy Planning</th>
<th>Long Range Planning</th>
<th>Programming</th>
<th>Corridor Planning</th>
<th>Project Development</th>
<th>Implementation and Operations</th>
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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

**Community Engagement / Data Integration**

- Public involvement
- Coordination with local, regional, and tribal governments

**Data Collection**

- Policy-making
  - Vision and/or Mission
  - Statewide multimodal transportation plan
  - Agency guidance

- Planning
  - Long-range plans
  - Mode-specific plans
  - Corridor studies
  - Scenario plans
  - Small area plans

- Capital programs, projects and implementation
  - Project evaluation
  - Project selection
  - Environmental assessment

- Monitoring and Evaluation
  - Design review and comparison
  - Construction
  - Operation
  - Maintenance

Credit: Laura Sandt, PBIC, UNC
DOTs: Institutionalizing Health

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

Contact: Leslie Meehan
Office of Primary Prevention
leslie.meehan@tn.gov
Intersection of Public Health and Transportation
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
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
Speaker:
Jake Varn
Policy Analyst, 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
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
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)
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.

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/](http://www.the74million.org/article/roadmap-to-reopening-school-buses/)

Intersection of Broadband & Transportation

Speaker:

Lynne Yocom
Fiber Optics Manager, Utah Department of Transportation
UDOT Fiber Optics
Dig Once Policy
Or
Dig Once Best Practice

Lynne Yocom UDOT Fiber Optics Manager
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.
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
Trade Partners

Telecoms

- CentraCom
- InterLinX
- Syringa Networks
- BEEHIVE
- Crown Castle
- Frontier Communications
- All West Communications
- South Central Communications
- Emery Telecom
- Strata Networks
- CONNEQT
- XC Communications
- Integra Telecom
- Zayo Group
- MCI
- CenturyLink

Keeping Utah Moving
State Agencies

Trade Partners
Links

- Utah Code 72-7-108 - https://le.utah.gov/xcode/Title72/Chapter7/72-7-S108.html
- 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=iXBGxLP1FHo

The goal is to connect every road. We need to think of fiber as just another part of the road.
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<tr>
<td></td>
<td>Closing Discussion</td>
<td></td>
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</tbody>
</table>
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

Adie Tomer
Weekly VMT Change: Mid May – Early July
Weekly VMT: Change Since March 1st

- Urban Cores
- Mature Suburbs
- Emerging Suburbs
- Exurbs

Adie Tomer
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

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

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.

Nashville, TN
- 107%
- 101%
- 329%

San Diego, CA
- 22%
- 26%
- 175%

Pensacola, FL
- 121%
- 39%
- 233%
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

New development along a highway produces more traffic and requires more left turns, each one a potentially dangerous conflict. This creates more delay, leading to more widenings.
<table>
<thead>
<tr>
<th>City</th>
<th>Increase (min)</th>
<th>People just driving farther?</th>
<th>Actual increases in delay?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poughkeepsie, NY</td>
<td>9.73</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stockton, CA</td>
<td>9.36</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridgeport, CT</td>
<td>9.19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allentown, PA</td>
<td>7.56</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Worcester, MA</td>
<td>7.51</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cape Coral, FL</td>
<td>7.32</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston, MA</td>
<td>7.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raleigh, NC</td>
<td>6.33</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Austin, TX</td>
<td>6.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Honolulu, HI</td>
<td>6.03</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.

- 300+ houses
- As many as 680+ cars

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

And nearly every daily trip requires travel on this two-lane highway.
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**

**New Orleans, LA**
- “Worse” congestion according to TTI
- Total peak travel time: **24:31**

**Travel time without traffic**
- **Poughkeepsie, NY**: 29:30
- **New Orleans, LA**: 18:04

**Extra rush hour delay**
- **Poughkeepsie, NY**: 3:15
- **New Orleans, LA**: 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.
Brianne Eby

Senior Policy Analyst,
Eno Center for Transportation
Congestion pricing...

...can take a variety of shapes

...is a proven, viable, and effective tool

...requires bold leadership
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
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
More information

beby@enotrans.org
enotrans.org/eno-resources/enocongestionpricing/
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
Multiple Reasons for Governors’ Interest in Transportation Electrification

- Emissions Reductions
- Economic Development
- Utility Load Growth
- Innovation
- Cost Savings
Transportation Electrification: States Rev Up

Planning for State Transportation Revenue in a Coming Era of Electric Vehicles

EV White Papers
Annual EV Registration Fees by State

1. OH, SC—Biennial fee
2. CA, GA, IA, IN, MS, UT—Fee structured to grow over time
## Matrix of Transportation Revenue Policy Options

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

**Requirements**
- Payment System
- Measurement Standards Compliance
- ADA Compliance and Parking Requirements

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

- Software
- Grid Hosting Capacity
- Make-Ready Infrastructure

- Dual Plug Types for DCFC
- Open Standards
What can government do?

**REDUCING SOFT COSTS**

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

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
# Transportation Policy Institute Agenda

<table>
<thead>
<tr>
<th>Day 1 - Tuesday</th>
<th>Day 2 - Wednesday</th>
<th>Day 3 - Thursday</th>
<th>Day 4 - Friday</th>
</tr>
</thead>
<tbody>
<tr>
<td>1:00 - 1:15 pm</td>
<td>Introduction</td>
<td>1:00 - 2:00 pm</td>
<td>Emergency Response, Mitigation, and Transportation Resilience</td>
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<tr>
<td>(ET)</td>
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<tr>
<td>1:15 - 2:00 pm</td>
<td>State Roundtable and Policy Updates</td>
<td>3:00 - 3:15 pm</td>
<td>Federal Developments / Opportunities for Funding and Financing</td>
</tr>
<tr>
<td>2:00 - 3:00 pm</td>
<td>State Transit Strategies and Best Practices During COVID-19</td>
<td>3:15 - 3:45 pm</td>
<td>3:00 - 3:30 pm</td>
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<tr>
<td></td>
<td></td>
<td>3:45 - 4:15 pm</td>
<td>Closing Discussion</td>
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<td>4:15 - 4:45 pm</td>
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<td></td>
</tr>
</tbody>
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Emergency Response, Mitigation, and Resilience

Speakers:

Laura Lightbody
Project Director, Pew Charitable Trust

Dr. Shawn Wilson
Secretary, Louisiana Department of Transportation and Development
How NGA Defines Resilience

Resilience is the ability to:

- Withstand disasters better;
- Respond and recover more quickly; and
- Excel under new conditions
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
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
Emergency Response, Mitigation, and Resilience

Speakers:

Laura Lightbody
Project Director, Pew Charitable Trust

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

Email: llightbody@pewtrusts.org

Pewtrusts.org/mitigationmatters
Emergency Response, Mitigation, & Resilience

Shawn D. Wilson, Ph.D.
Secretary

@onevisionary

Jul 17, 2020
The Great Floods of 2016

March (500 year flood)  August (1,000 year flood)

145,000 homes  $10B in damages
26 Disasters in 4 years

COVID-19 in LOUISIANA

NEW CASES | NEW DEATHS
-----------|-----------
1,705      | 7         
TOTAL      | TOTAL     
79,827     | 3,315     

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
The Uncontrollable Tipping Point

Transportation & Infrastructure

- Shootings
- Weather
- Budget Cuts
- Hotel Collapse
- Cyber Attack
- Protest / Riots
May 2018, Governor John Bel Edwards established the Council on Watershed Management to develop and implement a statewide floodplain management program based on watersheds. 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.
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.

DO YOUR HOMEWORK UPFRONT

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

COVID-19

TS Cristobal

Budget Cuts

Protestors shut down I-10
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 presence 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
### Demand is Greater than Capacity

**Bridge & Highway Backlog**

<table>
<thead>
<tr>
<th>Year</th>
<th>2016</th>
<th>Current 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>$13.9 Billion</td>
<td>$14.6 Billion</td>
<td></td>
</tr>
</tbody>
</table>

*An increase of nearly $200 Million per year*

### Program Expenditures

<table>
<thead>
<tr>
<th>Program</th>
<th>2016</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Priority Program</td>
<td>$38.2 M</td>
<td>$45.9 M</td>
</tr>
<tr>
<td>Port Priority Program</td>
<td>$19.7 M</td>
<td>$39.4 M</td>
</tr>
<tr>
<td>Flood Control</td>
<td>$8.9 M</td>
<td>$20 M</td>
</tr>
</tbody>
</table>
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
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
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
  o Maine voters approved a $105m bond issue for highways, bridges, harbor, and freight

• Federal Legislative Efforts
  o H.R. 2, Moving Forward Act
  o America Infrastructure Bonds Act of 2020 (Senate)
DEVELOPMENTS IN BONDING

• State Legislative Efforts
  o New Mexico: $75m in transportation bonds
  o 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
  o Up to 35 years
  o 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
  o Outside a Census-defined urbanized area of population greater than 150,000
  o Project costs between $10 million and $100 million
  o TIFIA can finance up to 49% of eligible project costs
  o Fixed rate at ½ Treasury rate
  o USDOT can cover borrower fees
TIFIA
Transportation Infrastructure Finance and Innovation Act of 1998

• TIFIA State Infrastructure Banks (SIBs)
  o 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)
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
## KEY ADMINISTRATION ACTIONS

<table>
<thead>
<tr>
<th>ACTION</th>
<th>DATE</th>
<th>SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Order 13807</td>
<td>August 2017</td>
<td>Introduced &quot;One Federal Decision,&quot; including a single permitting schedule, single EIS, single ROD, and all related agency approvals within 90 days of ROD issuance.</td>
</tr>
<tr>
<td>DOT Final Rule on NEPA and Sec. 4(f)</td>
<td>October 2018</td>
<td>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.</td>
</tr>
<tr>
<td>CEQ Proposed Rule on NEPA Implementing Regulations</td>
<td>January 2020</td>
<td>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.</td>
</tr>
<tr>
<td>Executive Order 13927</td>
<td>June 2020</td>
<td>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.</td>
</tr>
<tr>
<td>CEQ Final Rule on NEPA Implementing Regulations</td>
<td>July 2020</td>
<td>CEQ's final rulemaking mirrors much of its proposed rule—embedding &quot;One Federal Decision&quot; into CEQ's NEPA implementing regulations, establishing new time and page limits, and limiting studied environmental effects to those &quot;reasonably foreseeable&quot; and &quot;causally related.&quot; The final rule becomes effective September 14, 2020 but could be subject to congressional review by the 117th Congress.</td>
</tr>
</tbody>
</table>
**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
Thank You!

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