



Reauthorization Update Webinar

February 3, 2012





Transportation Finally on the Front Burner

- **House: American Energy & Jobs Infrastructure Act**
 - Approved by House T&I Committee at 2:45 AM today on party line vote
 - Natural Resources Committee voted yesterday to use funds from ANWR, oil shale, offshore drilling to pay for a **five-year, \$260 billion** bill
 - Ways & Means Committee meeting today to mark up financing title
 - Full House expected to take up bill this month
- **Senate: Moving Ahead for Progress in the 21st Century Act**
 - Approved unanimously by Environment & Public Works Committee
 - Finance Committee working to come up with additional \$12-13 billion to cover a **two-year, \$109 billion** bill
 - Commerce Committee approved freight, safety titles along party lines
 - Banking Committee approved bipartisan transit title yesterday
 - Various titles will need to be combined before full Senate vote
- House and Senate bills on **collision course over funding mechanisms, length of bill**



House Bill: Top-Line Summary

- **\$52 billion per year** to fund federal highway, transit and safety programs, consistent with current funding levels
- **Consolidates** or eliminates nearly 70 federal programs, including earmarks
- **Eliminates requirements** for states to spend highway funding on non-highway activities (i.e., transportation enhancements)
- **Expedites project approvals** by delegating authority to states, allowing federal agencies to review projects concurrently, condensing deadlines
- **Performance measures** include pavement and bridge condition, safety, congestion, transit, air quality and energy consumption, rural connectivity
- **Expands TIFIA** program, incentivizes State Infrastructure Banks, expands tolling authority, and encourages more private sector participation
- **Creates “alternative transportation account”** from previous “transit account” to fund transit, research, CMAQ, ferry boats and terminals
 - Funded through \$40B General Fund transfer, eventually from energy proceeds
 - Controversy escalating over issue of dedicated funding for transit



House ITS Highlights

Strengthens Core Programs

- **National Highway System** - \$17.4 billion per year
 - “Capital and operating costs for traffic management and traveler information monitoring, management, and control facilities and programs...”
 - “Infrastructure-based intelligent transportation systems capital improvements ...”
- **Surface Transportation Program** - \$10.5 billion per year
- **Congestion Mitigation and Air Quality (CMAQ)** - \$2 billion per year
- **New Freight Mobility Policy**
 - National Freight Policy goals include “implementing new technologies to improve coordination and efficiency of movement of freight”
 - State Freight Plans require consideration of innovative technologies and operational strategies, including ITS, that improve freight safety and efficiency
- **Transit (Small Starts)**
 - Eligibility expanded for projects in defined corridors that demonstrate substantial investment in fixed transit facilities including transit stations, ITS technology, traffic signal priority, and off-board fare collection



House ITS Highlights

Performance Measures

- U.S. DOT required to develop performance measures for congestion, safety, air quality and energy consumption, other areas that will require ITS to both measure and improve system performance
- States required to set performance targets and report back annually on their progress towards meeting those targets
 - Consistent with ITS America's performance measures proposal

ITS Deployment

- **Technology & Innovation Deployment Program** – New \$60 million per year program to provide competitive grants to accelerate adoption of “innovative technologies” across the surface transportation system
 - Similar to but broader than the *Smart Technologies for Communities Act*
- Successfully amended by ITS Caucus co-chair Russ Carnahan (D-MO) to specifically fund the deployment and operation of ITS technologies



House ITS Highlights

Statewide and Metropolitan Planning Process

- Metro areas must consider projects and strategies as part of metropolitan planning process that promote efficient system management and operation, including through the use of intelligent transportation systems
 - Specific recommendation by ITS America
- Statewide planning process must consider projects and strategies to promote efficient system management and operation
 - Successfully amended to include ITS consideration by Rep. Carnahan
- The Carnahan ITS amendments also:
 - Add ITS to the list of solutions for which U.S. DOT must provide technical assistance and educational materials to states as they battle congestion;
 - Incorporate ITS into the congestion management process;
 - Authorize field operational tests in the highway research program for vehicle collision avoidance systems, vehicle voice interface systems, autonomous vehicles, and related safety research relating to driver behavior; and
 - Update definitions to reflect new technology enabling real-time ridesharing



House ITS Highlights

Research Title

- Funding preserved at \$110 million per year for **ITS research, development, and operational testing** – consistent with current levels
 - Authorizes funding to support consideration of systems management and operations, including ITS, within the statewide and metro planning process
 - Directs U.S. DOT to promote interoperability and efficiency of ITS technologies through the national ITS architecture and standards
- **Technology and Innovation Deployment** program does not compete for funding with ITS research – additional \$60 million per year
- **Highway Research** program includes focus on reducing congestion, improving operations and enhancing freight productivity
 - Includes active traffic and demand management, accelerated deployment of ITS, arterial management and traffic signal operations, congestion pricing, real-time information, road weather management, and other ITS strategies
- One of ten **Regional UTC's** to focus on intelligent transportation systems



House ITS Highlights

Transportation Financing

- **Expands TIFIA Loan Program**

- Increased from \$122 million to \$1 billion
- Threshold for ITS projects reduced from \$50 million to \$15 million
- Master credit agreements allow applicants to receive funding for a program of projects
- ITS projects only require an investment grade rating from one rating agency

- **Expands State Tolling Authority**

- Provides states with **authority to toll new and existing highway facilities** while ensuring that existing Interstate lanes that are now toll-free remain toll-free
- HOV to HOT lane conversions must include **automated toll collection systems** and establish policies to manage demand using variable pricing
- Within two years, all toll facilities on the federal-aid highway system must implement technologies or business practices that provide for the **interoperability of electronic toll collection** programs



Senate Bill Recap

MAP-21: Policy Priorities are Similar to House bill

- Program consolidation, more flexibility for states, expedited project delivery, performance measures, TIFIA expansion, no earmarks
- Strengthens ITS eligibility in core programs including new freight program
- Adds consideration of ITS to statewide and metropolitan planning process
- Creates new System Operations and ITS Deployment Grant Program

FREIGHT Act

- Encourages adoption of ITS and operational strategies to improve efficiency, provides grants for ITS projects that reduce congestion and improve safety

Federal Public Transportation Act

- Performance-based approach for statewide and metropolitan planning
- New funding for technology demonstration and deployment projects
- Encourages modern Bus Rapid Transit systems
- Funds can be used for operating expenses during “high unemployment”

Financing Title

- Possible mark-up next week to find \$12-13 billion for a 2-year, \$109 billion bill



Challenges for Enactment

- **Revenue/Energy Provisions in House Bill**
 - Administration opposition
 - Bipartisan Senate opposition
 - House Democratic opposition
 - Conservative think tank and stakeholder opposition
- **Senate Pay-fors**
 - One-time cash infusion doesn't address Highway Trust Fund solvency
- **More Money vs. Long-Term Stability**
- **No Earmarks**
- **House-Senate Conference: Is there time for both Chambers to iron out differences?**
 - Current extension expires March 31, floor time in high demand
 - Campaign season already well underway



Be Part of the Solution...

Sponsor the Campaign for Intelligent Transportation Solutions

- ITS America-led campaign to **champion high-tech solutions for transportation**
 - Has improved Congressional and media relations
 - ITS industry at the table for key legislative debates
 - Has created new opportunities: Capitol Hill Tech Showcase, Smart Solution Spotlight, increased news coverage
- Need to capitalize on current momentum, continue making our voice heard in the crowded policy debate
- Sponsorship includes Legislative Steering Committee, Congressional Roundtable membership, other benefits

Call, Write, and Meet with your Congressmen and Senators



Questions?

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