

ACT Principles for Surface Transportation Authorization

In 2015, Congress adopted the first long-term surface transportation law in more than a decade, known as the “FAST Act.” The bill was virtually silent on Transportation Demand Management and issues of emerging, technology-enabled mobility, the willingness and ability of the private sector to finance portions of the highway and transit infrastructure, or electric/hybrid vehicles that by virtue of their fuel source make little or no contribution to the highway trust fund.

It is past time to elevate the national conversation about infrastructure beyond just the breadth and cost of it. We need 1) to focus on creating efficiencies within our existing transportation systems and 2) to reward those organizations, public or private, providing public services on a more effective, efficient basis than we receive today.

Unfortunately, America’s current federal transportation program does not bring us the returns we deserve for the sums we invest. There is far too little accountability for accomplishing anything measurable and tangible with the billions we spend. We urgently need a new way of doing business.

To get us there and truly realize the benefits of robust federal transportation infrastructure investments, we need a renewed focus on creating efficiencies within our existing transportation systems, ensuring modes are working together to move people in the most cost-effective and convenient ways, supporting innovation and investing dollars in both public and private projects that provide measurable and meaningful returns.

Necessity and demand require that we shift the way we address our infrastructure needs. We must develop a smarter, more efficient, and effective transportation system that gets more out of what we already have and allows for solution driven projects to be built faster and last longer.

Focus on Moving People

Federal transportation policy should focus on creating a multimodal transportation system that **moves people**, while delivering benefits of reduced congestion, improved air quality, and stimulating economic activity. To achieve this, Congress should...



- Establish a National Advisory Committee on Transportation Demand Management to assist the USDOT in the development of strategies/tactics for increasing the “per-person throughput” of our current transportation network.
- Authorize \$100M for a National Transportation Demand Management Program designed to support the reduction of congestion before, during and after the construction and/or reconstruction of highway, bridge and freight projects of national significance.
- If States are to be allowed discretion to convert Interstate Highway System facilities to toll facilities, require Road Usage Charging schemes to include preferential treatment for high-occupancy vehicles and to address the needs of low income and unbanked customers using those toll facilities.
- Require large highway construction and/or reconstruction projects to include Transportation Demand Management strategies in the project design process, and the investment of no less than 1% of the construction budget for the use of Transportation Demand Management strategies that will reduce roadway usage during the disruption.
- Require FHWA to make public transit, vanpooling, carpooling, bicycling and telecommuting an area of emphasis for media campaigns to alter commuting behavior, reduce peak-period traffic congestion, and increase the “per-person throughput” of existing highway facilities.

Invest in New Technologies, Practices and Business Models

ACT supports policies that **encourage investments in new technologies** and remove hurdles preventing new practices and restricting business models. To support innovation, Congress should...



- Adopt policies and provide new funding for high-performing public transportation projects and programs, including emerging technologies and public/private partnerships that influence travel behavior and improve the efficiencies of the overall system.
- Encourage the separation of policy from operations at the local level, reducing the inherent “fund me first” bias that limits a community’s ability to advance “mobility management” and “demand management” initiatives.

Integrate & Leverage All Entities Delivering Transportation Solutions

Across the nation, employers, Transportation Management Associations (TMAs), and both public and private sector mobility service providers are taking an active role improving the nation’s transportation system. ACT supports policies that **include all stakeholders** in the planning and delivery of transportation solutions. To further this collaboration, Congress should...



- Address the pending shortfall in the Highway Trust Fund, including the Mass Transit Account, while maintaining consistent and predictable funding streams for states, local communities, and public transportation services.
- Reinstate the deductibility of business expenses for Qualified Transportation Fringe Benefits (QTFB) offered employees, and give consideration to including the QTFB as eligible for Section 125 Cafeteria Plans.
- Repeal the inclusion of the Qualified Transportation Fringe Benefit in the calculation of Unrelated Business Income for tax-exempt organizations.
- Include Transportation Demand Management as a strategic area of emphasis for at least one of the University Transportation Centers research programs.
- Require collaboration between USDOT, FEMA and the Department of Homeland Security to integrate Transportation Demand Management as an eligible activity for emergency response plans to safely evacuate residents and to get them back to work in the aftermath of intense weather, natural disasters, and other hazards.
- Establish parity for all forms of public transportation, both large and small, to be eligible for federal fuel excise tax exemptions.

Place Value on Delivering the Best Solutions

The American taxpayer demands the most efficient use of our limited public resources, and requires a shift in the way decisions are made and which projects and programs are funded. ACT supports policies that compel decision makers to **find the best solutions**. Congress should...



- Reward transit system performance by providing an expanded level of incentive funding for evidence-based performance improvement by both public and private providers of public transportation services.