

**REAUTHORIZATION OF THE SURFACE TRANSPORTATION FAST ACT**  
**Side-by-Side Comparison of ITE Reauthorization Principles, Senate and House Bills**

The Fixing America’s Surface Transportation Act (FAST Act) authorized \$305 billion for federal spending programs for surface transportation over fiscal years 2016-2020. The authorization expires on September 30, 2020.

The ITE International Board of Direction approved a set of ITE Reauthorization Principles in July 2019. The following is a comparison of these principles with the latest pending legislation in the U.S. Senate and House of Representatives.

U.S. Senate: America’s Transportation Infrastructure Act of 2019 passed unanimously by Senate Committee on Environment & Public Works on July 30, 2019. This bill covers only highways and bridges. Other committees that cover transit, safety, research, and funding still must act.

U.S. House: The full House passed the \$1.5 trillion Moving Forward Act (HR 2) on July 1, 2020 - mostly along party lines. This bill includes the House Transportation & Infrastructure Committee’s five-year surface transportation reauthorization proposal, the INVEST Act – also passed mostly along party lines. This bill includes \$300 billion for highways, and \$100 billion for transit.

Some of the key provisions of these bills that are supported by the ITE Reauthorization Principles include:

| <b>Senate Bill</b>  | <b>House Bill</b>  |
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| <ul style="list-style-type: none"> <li>• Provides \$287B over five years for highways &amp; bridges – an increase of 27% over the FAST Act</li> <li>• Increased funding for safety</li> <li>• Improved resiliency and sustainability</li> <li>• Reducing traffic congestion</li> <li>• Faster delivery of projects</li> <li>• Planning for complete streets &amp; active transportation</li> <li>• Studies on benefits of automated vehicles</li> <li>• Flexibility to address surface transportation workforce development, training, and education needs</li> </ul> | <ul style="list-style-type: none"> <li>• Significantly increased funding levels - \$300B for highways; \$100B for transit</li> <li>• Strong emphasis on “green” infrastructure and resiliency</li> <li>• Vision Zero plans &amp; safety for vulnerable users</li> <li>• Gridlock reduction grant program</li> <li>• New technologies</li> <li>• Consider operational &amp; transit improvements in NHPP</li> <li>• Increases STP sub-allocations to local agencies</li> <li>• Streamlining project delivery</li> <li>• “Safe systems approach” to setting speed limits in MUTCD</li> <li>• Context sensitive street design requirements</li> <li>• 21<sup>st</sup> century transportation work force task force</li> </ul> |



### I. Guiding Principles

| ITE Reauthorization Principles   | Senate   | House  |
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| <p>Supports a United States national transportation policy that includes long-range goals set by the president and Congress and clear, attainable objectives set by the secretary of transportation</p> <ul style="list-style-type: none"> <li>• These goals should include those specified in MAP-21: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays</li> <li>• The goals and objectives should be judged on what they accomplish and contribute toward a safe, effective, equitable, and efficient national intermodal and multimodal transportation system</li> <li>• The essence of national transportation policies should be to use the inherent advantages of each mode in pursuit of</li> </ul> | <p>Provides competitive grants to States and local governments to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. Provides a total of \$200 million in dedicated funding for the program out of the Highway Trust Fund for fiscal years 2021 through 2025.</p> <p>Establishes a program to increase the funds available for planning Complete Streets, active transportation networks, transit access, and other safe and accessible options for multiple travel modes.</p> | <p>Establishes a \$250 million grant program to reduce traffic gridlock in large metropolitan areas.</p> <p>Numerous other provisions addressing these goals in succeeding sections.</p> |

| ITE Reauthorization Principles  | Senate   | House  |
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| safe, effective and efficient movement of persons and goods   |  |  |
| <p>Supports continuation of <i>existing</i> programs consisting of a limited number of broad categories with flexibility to transfer funds between categories based on state or local priorities</p> <ul style="list-style-type: none"> <li>• Flexibility should also be provided to enable choices between capital and operational/maintenance improvements</li> <li>• Project delivery processes should be further streamlined for safety &amp; operational projects that can provide immediate benefits</li> </ul> | <p>Removes a requirement for States to develop or implement a transportation management plan for projects that involve lane closures, if the lane closure will last only three consecutive days or fewer.</p> <p>Requires the Secretary to develop guidance for using existing flexibilities with respect to the systems engineering analysis to ensure nationwide consistency, wide dissemination to Federal-aid recipients, and minimal delays and paperwork for low-risk and exempt intelligent transportation systems.</p> <p>Establishes deadlines for the review, response, and action by Federal agencies carrying out their permit, approval, or other authorization responsibilities over preventative maintenance, preservation, or highway safety projects in the operational right-of-way.</p> | <p>Replaces the requirement that Interstate design accommodate strict 20-year traffic forecasts on the Interstate, and instead allows States to focus on the existing and future operational performance of the facility.</p> <p>Requires the Secretary, in consultation with AASHTO, to approve design standards for the National Highway System (NHS) that take into consideration context sensitive design principles and authorizes design flexibility for local governments for Federal-aid projects off the NHS.</p> <p>Streamlines bridge project delivery by removing the prohibition against using multiple sources of Federal funding for one bundle of bridge projects and allows the bundling of bridge resiliency projects.</p> <p>Establishes a Projects of National and Regional Significance (PNRS) program, which provides more than \$9 billion over the life of the bill for large highway, transit, and passenger and freight rail projects that reduce congestion on roadways and that cannot be funded</p> |

| ITE Reauthorization Principles   | Senate   | House  |
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|  |  | <p>through annual apportionments or other discretionary sources.</p> <p>Requires DOT to finalize the rulemaking for the program for the elimination of duplication of environmental reviews and approvals.</p>   |
| <p>Supports federal leadership to help pursue <i>new</i> priorities needed to address change and innovation in the transportation landscape</p> <ul style="list-style-type: none"> <li>• These new priorities should include transformational technologies, smart communities, emerging business models, equity, health, and climate change impacts</li> <li>• Federal leadership should include support for future mobility planning - envisioned as a short-range strategic plan that assesses the current state of knowledge and practice on this changing landscape, evaluates the impact on the MPO region, and proposes possible actions that may include policy, program, and projects</li> </ul> | <p>Establishes a program to support projects that will improve the resiliency of roads and bridges to natural disasters and extreme weather events. Adds series of programs under subtitle D-Climate Change.</p> | <p>Adds CMAQ program eligibility for shared micromobility projects, including bikeshare and shared scooters.</p> <p>Establishes a \$350 million annual competitive grant program to deploy electric vehicle charging and hydrogen, natural gas, and propane fueling infrastructure.</p> <p>Establishes a new \$250 million per year competitive grant program to support local investments in innovative strategies to reduce greenhouse gas emissions.</p> <p>Establishes a \$250 million Active Transportation Connectivity grant program to support infrastructure investment in connected active transportation networks. Supports the development of complete streets and the use of safe systems approaches to enhance safety for vulnerable road users. Includes considerations for the environmental justice and equity impacts of a project and</p> |

| ITE Reauthorization Principles | Senate | House   |
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|                                |        | <p>the extent to which the project improves connectivity to public transportation.</p> <p>Creates a new set of Federal rules for mobility on demand services integrated with mobility as a service.</p> |

## II. Funding & Finance

| ITE Reauthorization Principles  | Senate  | House  |
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| <p>Supports a predictable, dependable and adequate source of transportation funding for all modes that achieves a proper balance among capital, systems management, and operations/maintenance programs for transportation facilities</p>   |   | <p>Relies on general fund to fill the gap between Highway Trust Fund and authorized level of expenditures.</p>   |
| <p>Supports increases in current funding levels to address the backlog of existing needs and to help meet future challenges, and to enable the Highway Trust Fund to meet obligations</p> <ul style="list-style-type: none"> <li>• This should include increases of funding flowing down to the local level in recognition of the population growth in metropolitan areas and the complex transportation issues being addressed there</li> <li>• It should also include investing in sustainable infrastructure to address the backlog of rehabilitation and</li> </ul> | <p>Increases funding levels by 27% over current FAST Act levels</p> <p>Maintains the FY2020 amount (55 percent) of Surface Transportation Block Grant program funding that is sub-allocated to metropolitan areas</p> | <p>Increases funding levels by 33% over current FAST Act Levels</p> <p>Increases the percentage of STP funds that are suballocated based on population from 55 percent under current law to 57 percent to 60 percent over the life of the bill. Revises the suballocation to four population bands: 200,000 and above; 50,000-200,000; 50,000-5,000; and under 5,000. Provides for additional transparency and coordination requirements for suballocated funds to ensure that local governments receive</p> |

| ITE Reauthorization Principles  | Senate   | House   |
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| repairs needed for our interstate highways and bridges <ul style="list-style-type: none"> <li>A 20-year strategic funding plan that addresses impacts of automated vehicles and changes in vehicle fuel economies should be considered</li> </ul>   |  | their equitable share of funds based on population.<br><br>Increases the share of the Transportation Alternatives Program’s funds that must be suballocated to areas of the State based on population from 50 percent to 66 percent.<br><br>Metro Performance Program provides \$750 million over the life of the bill for direct allocations to MPOs to advance locally-selected projects. |
| Supports mechanisms that will better diversify national transportation revenue generation <ul style="list-style-type: none"> <li>Fuel taxes, mileage-based user fees, tolling, congestion pricing, public-private partnerships, bonds, infrastructure banks, carbon-based taxes, federal vehicle registration fees, and use of general fund resources are all viable options</li> </ul> | Provides funding to test the feasibility of a road usage fee or other user-based alternative revenue mechanisms that preserve a user fee structure to maintain the long-term solvency of the Highway Trust Fund. | Nearly doubles funding for State-level VMT pilot programs and directs program dollars towards implementation of successful State programs.  |
| Supports a cohesive, unified planning strategy for transportation investment  |  |   |
| Supports requiring that transportation funding investments be performance based and focused on benefits delivered from documented outcomes of before and after data that accounts for economic, environmental and social costs  |  | Revises the National Highway Performance Program (NHPP); to emphasize state of good repair needs identified in the transportation asset management plan before constructing new highway capacity. States must also consider whether an operational improvement or transit project would be  |

| ITE Reauthorization Principles  | Senate | House   |
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| <ul style="list-style-type: none"> <li>Transportation initiatives should be assessed through a set of broad based performance indicators</li> <li>This approach should include maintaining the implementation of integrated system performance measures (codified at 23 CFR 490) that can be used for tracking trends and setting benchmarks, and providing affected agencies with the flexibility on how best to meet the economic improvement, health, equity, and other national goals and outcomes</li> </ul> |        | <p>more cost-effective than a capacity expansion for single occupancy vehicles. Any new capacity project must support the achievement of the State’s performance targets. The cost effectiveness analysis shall take into consideration the maintenance cost of a new capacity project and ensure that any travel demand modeling has a documented record of accuracy. Adds eligibilities for resilience improvements (including undergrounding utilities while undertaking a transportation project), natural infrastructure, evacuation routes, reducing carbon pollution, and wildlife crossings. Requires States to consider climate change when preparing their transportation asset management plans.</p> |

### III. Safety

| ITE Reauthorization Principles   | Senate   | House   |
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| <p>Supports the establishment of a new federal initiative dedicated to significantly reducing the number of surface transportation fatalities and injuries, consistent with the philosophy of Vision Zero</p> <ul style="list-style-type: none"> <li>Vision Zero is built upon a shift in approach from one that accepts a certain amount of traffic deaths and severe injuries to one that is built upon</li> </ul> | <p>Safety Incentive Programs: Provides supplemental formula and competitive grant funds to States and urbanized areas to expand and incentivize investments in transportation safety projects. Authorizes \$500 million and \$100 million per year from the Highway Trust Fund for formula and competitive grants, respectively, for fiscal years 2021 through 2025.</p> | <p>Provides for the establishment of vision zero plans to significantly reduce or eliminate transportation related fatalities and serious injuries within a specified timeframe, but not to exceed 20 years. The vision zero plan includes a complete streets prioritization plan to ensure safe, accessible, and connected active transportation networks. Allows local governments, MPOs, or regional</p> |

| ITE Reauthorization Principles  | Senate | House  |
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| <p>the basis that these deaths and injuries are preventable</p> <ul style="list-style-type: none"> <li>• Surface transportation deaths and injuries should be treated as a major health problem - claiming 40,000 lives and resulting in 4.5 million serious injuries in the United States each year</li> <li>• This new initiative should provide guidance and funding to enable the most effective deployment of all of the existing and new tools at our disposal</li> <li>• New tools and concepts that should be incorporated in this initiative include new technologies such as connected and automated vehicles, Vision Zero, complete streets, driver behavior laws, and new data collection and analysis tools, among others</li> </ul> |        | <p>transportation planning organizations to use HSIP or STP funds for these purposes. A vision zero plan may include a complete streets prioritization plan that identifies a list of projects to provide safe and convenient active transportation access to jobs, housing, and other essential services.</p> <p>Revises Highway Safety Improvement Program to require each State, in consultation with regional and local partners, to establish a vulnerable road user safety assessment as part of its strategic highway safety plan. This assessment will identify corridors and hot spots that pose a high risk to bicyclists and pedestrians. It will further require States to develop a program of projects or strategies to reduce identified safety risks. States with high levels of bicyclist and pedestrian serious injuries and fatalities per capita will be required to undertake projects, from their STP funds, to address these identified safety issues. Makes vision zero planning under section 1601 an eligible HSIP expense.</p> <p>Amends strategic highway safety plan requirements to take into consideration a multimodal approach to safety. The plan must take into consideration a “safe</p> |

| ITE Reauthorization Principles  | Senate   | House  |
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|   |  | <p>system approach” to roadway design that incorporates the likelihood of human error in order to prevent fatalities. Provides additional flexibility to use a data-driven, multidisciplinary approach to reducing fatalities and serious injuries and empowers each State to develop a program of projects to address its unique safety needs.</p>  |
| <p>Supports an increased funding focus on vulnerable users</p> <ul style="list-style-type: none"> <li>Particular emphasis is required to address the growing number of pedestrian, bicycle, and motorcycle injuries and fatalities, including the impacts of distracted driving and the increasing proportion of larger vehicles</li> </ul> | <p>Safety Incentive Programs: Requires areas with high rates of fatalities for nonmotorized road users to focus investments on improvements to bicyclist and pedestrian safety.</p> <p>Requires the FHWA Administrator to conduct a study to identify data-driven infrastructure traffic safety improvements for priority focus areas, including improvements that would benefit older drivers, teenage drivers, commercial drivers, and vulnerable road users, and to issue a report to Congress containing study results and recommendations</p> | <p>Revises roadway design standards under 23 USC 109 to require consideration of all users of the transportation facility, including pedestrians, bicyclists, public transit users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. Instructs project sponsors to design in a manner that is tailored to the context of that facility, rather than a “one size fits all” approach.</p> <p>Adds vulnerable road user safety planning as an eligibility under the Transportation Alternatives Program.</p> <p>Ensures that the State pedestrian and bicycle coordinator is a full-time position.</p> <p>Requires the U.S. Access Board to finalize guidelines setting minimum accessibility standards for pedestrians in the public right-of-way.</p> |

| ITE Reauthorization Principles  | Senate   | House  |
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|   |  | Directs the Secretary of Transportation to conduct, every 2 years, a nationwide, on-the-ground road safety assessments focused on pedestrian and bicycle safety in each State. |
| Supports restoring the flexibility to use Highway Safety Improvement Program funds on any safety project (infrastructure-related or non-infrastructure) that meets the overarching requirement that “the funds be used for safety projects that are consistent with the State’s strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.” | Restores flexibility for certain non-infrastructure activities and behavioral safety projects, such as educational campaigns about traffic safety and enforcement activities, allowing a State to spend up to 25 percent of its HSIP funds on such projects. Also includes leading pedestrian intervals as an eligible highway safety improvement project. | Restores the ability, rescinded in MAP-21, to use up to 10 percent of a State’s HSIP funds for public awareness, education, and other non-infrastructure efforts.              |

#### IV. Transportation Planning

| ITE Reauthorization Principles  | Senate   | House  |
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| Supports continuing the federal requirement for metropolitan planning organizations (MPO) in urbanized areas with population of 50,000 or more. MPOs have shown to be the most effective means of planning for and integrating transportation and community needs | Continues existing policy  | Continues existing policy  |
| Supports continuing without change the requirements for performance-based planning and programming  | Establishes a pilot program to support data-driven approaches to transportation planning, providing funds for selected States and MPOs to develop and implement a publicly accessible, | Requires states and MPOs to consider carbon pollution and emissions reduction, climate change, resilience, and hazard mitigation throughout the planning process. Adds additional planning |

| ITE Reauthorization Principles  | Senate   | House   |
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|   | transparent prioritization process to evaluate and select projects to include in a transportation plan   | <p>considerations for accessibility and equity, including a holistic look at housing and land use policies. Incorporates performance-based planning and transportation system access into project selection. Requires U.S. DOT to submit an updated edition of the performance-based planning and programming report to Congress once every four years to provide recommendations for ways to improve performance-based planning.</p> <p>Revises sections 134 and 135 of title 23 to require the Metropolitan Planning Organization (MPO) and State-prepared long-range transportation plans to include strategies to mitigate and reduce climate impacts and a vulnerability assessment of critical transportation assets, evacuation routes, and facilities repeatedly damaged by disasters. The MPO and State must identify projects to address identified vulnerabilities, and these projects are eligible for funding under the newly established pre-disaster mitigation program.</p> |
| Supports continuing without change the Planning Factors as enumerated in the FAST Act | Eliminates the fiscal constraint requirement for Long Range Transportation Plans for any years beyond the 4-year State Transportation Improvement Plan timeframe. Requires | Requires U.S. DOT to establish new performance measures for greenhouse gas emissions and transportation system access. Considers the level of access for various modes of travel. Establishes a working group of State, local, and non-   |

| ITE Reauthorization Principles  | Senate  | House  |
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|   | data coordination among MPOs within urbanized areas > 1 million population. | governmental experts to advise U.S. DOT on the establishment of the measure. |
| The Metropolitan Planning programs [FHWA and FTA] should be maintained in its current formula-based apportionment to support the ongoing planning work of the nation's MPOs | Continues existing policies   | Continues existing policies  |

### V. Transportation Systems Management and Operations

| ITE Reauthorization Principles  | Senate   | House  |
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| <p>Supports applying a total systems management and operations approach to plan and implement the best combination of capital and operational improvements to improve safety, alleviate congestion, improve reliability, enhance economic vitality, and reduce energy consumption and greenhouse gas emissions</p> <ul style="list-style-type: none"> <li>• A total systems management and operations approach should break down the barriers between project types and modes, and between capital construction and operations/maintenance improvements</li> <li>• The program should facilitate collaboration between state, regional, urban, and rural investments</li> </ul> | Clarifies that certain CMAQ-eligible operating costs are not subject to a time limitation or phase-out requirement | <p>Replaces the requirement that Interstate design accommodate strict 20-year traffic forecasts on the Interstate, and instead allows States to focus on the existing and future operational performance of the facility.</p> <p>Requires the Secretary, in consultation with AASHTO, to approve design standards for the National Highway System (NHS) that take into consideration context sensitive design principles and authorizes design flexibility for local governments for Federal-aid projects off the NHS.</p> <p>Under the NHPP, states must consider whether an operational improvement or transit project would be more cost-effective than a capacity expansion for single occupancy vehicles.</p> |

| ITE Reauthorization Principles   | Senate | House  |
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|  |        | <p>Modifies the eligibility of CMAQ program funds to be used for operating assistance, including providing additional assistance for projects that continue to demonstrate net air quality benefits.</p> <p>Requires the Secretary to revise the Manual on Uniform Traffic Control Devices (MUTCD) to require States and local governments to use a “safe systems approach” to setting speed limits, consistent with NTSB recommendations.</p> |
| <p>Supports appropriating additional money to fund a permanent transportation operations discipline and program at USDOT</p> <ul style="list-style-type: none"> <li>• This program should assist state and local agencies in determining when to apply their scarce apportioned funds to investments that facilitate effective, efficient, and safe operations on the transportation system</li> <li>• Such a program should focus on supporting private and public sector integration of operations technologies, interstate operations management solutions, and a leadership forum and clearinghouse for operations best practices</li> </ul> |        |  |
| <p>Supports continued funding for the National Operations Center of Excellence</p>   |        |  |

## VI. Sustainability

| ITE Reauthorization Principles  | Senate | House   |
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| <p>Supports programs to provide mobility while maintaining a balance between the three pillars of sustainability: social, environmental, and economic considerations</p> <ul style="list-style-type: none"> <li>• Increased priority should be given to health and equity considerations</li> </ul> |        | <p>Under the NHPP, adds eligibilities for resilience improvements (including undergrounding utilities while undertaking a transportation project), natural infrastructure, evacuation routes, reducing carbon pollution, and wildlife crossings. Requires States to consider climate change when preparing their transportation asset management plans.</p> <p>Revises sections 134 and 135 of title 23 to require the Metropolitan Planning Organization (MPO) and State-prepared long-range transportation plans to include strategies to mitigate and reduce climate impacts and a vulnerability assessment of critical transportation assets, evacuation routes, and facilities repeatedly damaged by disasters. The MPO and State must identify projects to address identified vulnerabilities, and these projects are eligible for funding under the newly established pre-disaster mitigation program.</p> <p>Adds to the Surface Transportation Program eligibilities for resilience improvements, natural infrastructure, reducing carbon pollution, bus frequency</p> |

| ITE Reauthorization Principles   | Senate   | House   |
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|  |  | <p>and ridership enhancement projects, and wildlife crossings.</p> <p>Creates a new carbon pollution reduction apportionment program.</p> <p>Establishes a new \$250 million per year competitive grant program to support local investments in innovative strategies to reduce greenhouse gas emissions.</p> <p>Directs DOT to enter into an agreement with the Transportation Research Board to conduct a climate resilient transportation infrastructure study.</p> <p>Adds reductions in carbon emissions and improvements to resiliency to the purpose of a Federal transit program.</p> |
| <p>Supports accelerated research to better understand impacts of transportation on climate change, and vice-versa</p> <ul style="list-style-type: none"> <li>• Urges the implementation of measures that can best mitigate such impacts while at the same time enhance the ability to meet other mobility, environmental and societal goals</li> <li>• Urges that steps be taken to adapt transportation facilities and services to increasing weather extremes and other growing threats from climate change</li> </ul> | <p>Establishes a program to support projects that will improve the resiliency of roads and bridges to natural disasters and extreme weather events</p> | <p>Adds greenhouse gas emissions reduction to the objectives of the Highway Research and Development Program.</p> <p>Requires U.S. DOT to establish new performance measures for greenhouse gas emissions.</p> <p>Establishes a new comprehensive research, development, and deployment pipeline to advance the use of greener construction materials.</p>  |

## VII. Research and Innovation

| <b>ITE Reauthorization Principles</b>  | <b>Senate</b>             | <b>House</b>  |
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| <p>Supports continued funding for the State Planning and Research Program</p> <ul style="list-style-type: none"> <li>The State Planning and Research program should be maintained in its current, formula-based configuration and the 25 percent set-aside for research, development, and technology transfer activities should continue in order for state DOTs to continue their commitments to research and implementation of innovative transportation technologies and processes in across the country</li> </ul> | Continues existing policy | Continues existing policy   |
| <p>Supports continued funding for the transit cooperative research program</p> <ul style="list-style-type: none"> <li>Funding for the freight cooperative research program should be restored</li> </ul>   |                           | <p>Reestablishes the freight transportation cooperative research program in conjunction with the National Academies. Guides research efforts through an advisory committee consisting of regulators, industry representatives, labor representatives, environmental experts, and safety groups. Research will include the effects of growing freight demands on the environment, safety, and congestion; technological solutions and challenges for freight movement; improving the National 34 Multimodal Freight Network; truck parking; and planning for the changing nature of freight movements, including first and last-mile challenges.</p> |
| <p>Supports continued funding for the ITS research programs</p>  |                           | <p>Reauthorizes the ITS Program Advisory Committee. Removes set-asides that</p>   |

| ITE Reauthorization Principles  | Senate  | House  |
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| <ul style="list-style-type: none"> <li>• These programs should include connected vehicle technology, traffic management center operations, traffic incident management, traffic signal system management, public transit management, and advanced traveler information systems</li> </ul>   |   | <p>previously took funding away from intelligent transportation activities. Adds consideration of greenhouse gas emissions reduction throughout the Intelligent Transportation Systems program.</p>  |
| <p>Supports establishment of a new strategic research program on transformational technologies in surface transportation</p> <ul style="list-style-type: none"> <li>• The objective of this new program should be to conduct the fact-based, accelerated research needed to inform policy in order to deploy these fast developing technologies in a manner and timeframe to meet long-term goals, including increasing safety, reducing congestion, enhancing accessibility, increasing environmental and energy sustainability, and encouraging economic development and equity</li> <li>• Transformational technologies included in this research program should include connected and automated vehicles, electric vehicles, shared mobility, micro-mobility, and data management and analytics</li> <li>• The ability of state and local agencies to operate and maintain these technologies should be also be included in this program</li> </ul> | <p>Directs the Secretary to enter into an agreement with the Transportation Research Board to identify specific immediate and long-term types of upgrades necessary to benefit the largest segment of road users, autonomous vehicles, and automated driving system, as well as to examine how to best achieve roadway infrastructure uniformity to facilitate the safe deployment of autonomous vehicles and automated driving systems.</p> <p>Directs the Secretary to enter into an agreement with the Transportation Research Board to identify immediate and long-term safety benefits of vehicle-to-infrastructure connectivity technologies and technologies that would allow motor vehicles and roadway infrastructure to communicate using dedicated short-range communications (DSRC) and related safety applications. Authorizes a new Center of Excellence on New Mobility and Automated Vehicles to research the</p> | <p>Directs DOT to study how automated vehicles will safely interact with general road users, including vulnerable road users such as bicyclists and pedestrians. Establishes a working group of road users to guide the study.</p> <p>Establishes a national clearinghouse at a university to research the impacts of highly automated vehicles and mobility innovation (Mobility on Demand and Mobility as a Service) on land use, urban design, transportation, real estate, accessibility, municipal budgets, social equity, and the environment.</p> <p>Renames the ATCMTD program to the Safe, Efficient Mobility through Advanced Technology (SEMAT) Program. Focuses the program’s objectives on mobility, safety, and greenhouse gas emissions reduction. Expands eligible uses of funds to include vehicle-to-pedestrian safety systems, vulnerable road user safety systems, and</p> |

| ITE Reauthorization Principles  | Senate  | House   |
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|   | <p>impact of automated vehicles and new mobility, such as docked and dockless bicycles and electric scooters.</p> | <p>mobility-on-demand activities. Enhances reporting requirements. Increases funding to \$70 million per year and expands the Federal share of the program to 80 percent.</p> <p>Authorizes Mobility on Demand research and ties it to the types of projects eligible under Section 5316 - Mobility Innovation</p> <p>Authorizes a national advanced technology transit bus development program to facilitate the development and testing of commercially viable advanced technology transit buses that do not exceed a Level 3 automated driving system.</p> |
| <p>Supports making the deployment of connected and automated vehicle infrastructure needs eligible for federal funding, beyond the historical practice of funding only capital expenses, to include operation and maintenance activities necessary to the proper and safe operation of CAVs</p> <ul style="list-style-type: none"> <li>• Operations and maintenance of CAV systems is different than traditional infrastructure and needs to be treated as such from a procurement, funding, oversight perspective</li> </ul> |   | <p>Expands the national safety plan to include driver assist technologies and driver protection infrastructure.</p> <p>Prevents a transit agency from deploying an automated vehicle that duplicates, eliminates, or reduces the frequency of existing public transportation service or a mobility on demand service unless it meets section 5316 requirements</p>  |

## VIII. Transportation Workforce and Opportunity

| ITE Reauthorization Principles  | Senate  | House  |
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| <p>Supports a federal program to help fill the skills gap in the transportation workforce to enable the nation to pursue new priorities needed to address a changing transportation landscape</p> <ul style="list-style-type: none"> <li>The program should include provisions for enhancing diversity and inclusion in the transportation workforce</li> </ul> | <p>Provides authority to allow States greater flexibility to address surface transportation workforce development, training, and education needs.</p> <p>Modifies an existing grant program that authorizes the Secretary to award grants to educational institutions and State DOTs to provide hands-on career opportunities to meet current and future needs and establishes reporting requirements.</p> <p>Requires the Secretary to encourage States to develop a voluntary human capital plan for the immediate and long-term transportation-related personnel and workforce needs of the State under title 23</p> | <p>Establishes a task force comprised of representatives from surface transportation industry sectors, labor, and other experts to develop recommendations and strategies to address surface transportation workforce needs and ways to increase representation of women and minorities in surface transportation careers.</p> <p>Requires the Secretary to report on U.S DOT's efforts to encourage students to pursue careers in the surface transportation sector.</p> <p>Establishes a workforce retraining grant program for surface transportation workers whose jobs have been or will be affected by automation.</p> <p>Requires States to develop annual statewide workforce development plans to identify and address workforce gaps and underrepresentation of women and minorities.</p> <p>Directs the Secretary to establish a public service announcement campaign to increase awareness of transportation sector career opportunities and to increase diversity in the transportation sector.</p> |

| <b>ITE Reauthorization Principles</b>   | <b>Senate</b> | <b>House</b>   |
|---|---------------|--|
| Supports continued funding for the University Transportation Centers program  |               | Increases funding to \$96 million for FY22 through FY25 for the University Transportation Centers Program. Adds FTA to the administration of the program. Increases Federal share and increases maximum grant amounts. Requires that two grantees be Historically Black Colleges and Universities. Adds focused research on transit, rail, connected and automated vehicles, bicyclist and pedestrian safety, surface transportation workforce issues, planning, and climate change. |
| Supports continuing federally funded fellowships and grants and state education and training programs   |               | Continues existing policies  |
| Supports continued flexibility of federal surface transportation program funds to be eligible for use by state and local transportation                                       |               |  |
| Supports streamlining of procurement procedures to help ensure opportunity, access, and competition based upon Qualifications Based Selection for all transportation projects |               |  |