



Using the Next Surface Transportation Reauthorization to Create Clean, Affordable, and Safe Transportation Systems

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EESI Congressional Climate Camp - The Process and Path Forward for a Bipartisan
Surface Transportation Bill

NRDC's Vision for Reauthorization

Goal: Build on progress made with the Bipartisan Infrastructure Law to create a transportation system that is accessible, affordable, safe, and reliable.

Barrier: Insufficient investment and access to charging infrastructure, project delays and processes that slow down projects



Energize

Pass laws and make investments to deploy charging infrastructure at speed and scale

Barrier: States across the political spectrum continue to spend far too large a share of state and federal transportation revenues to expand and build new highways



Transform

Shift investments from highway expansion to public transit, walkable communities, and safe bike infrastructure.

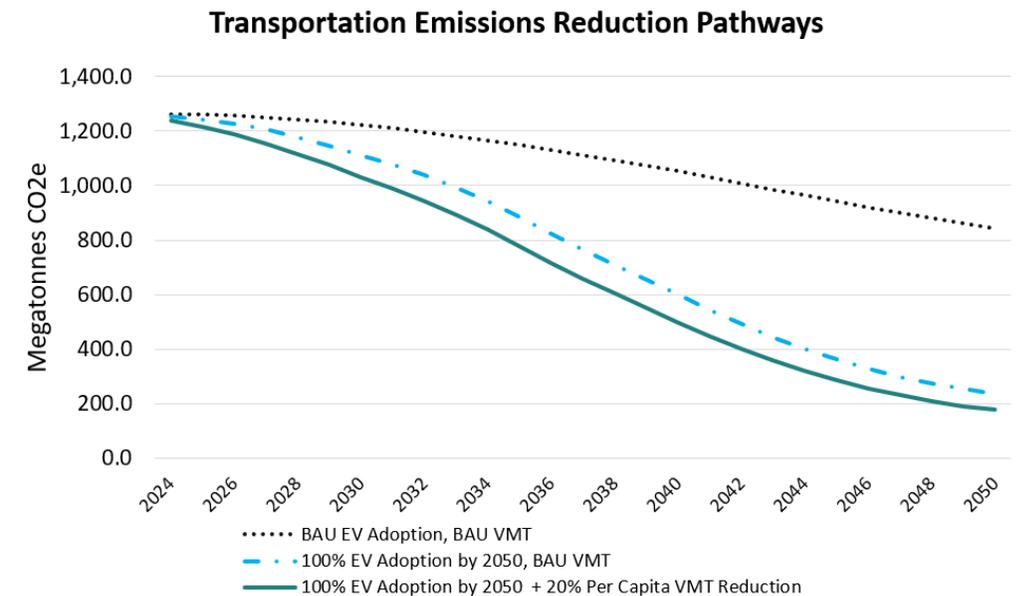


Transportation Investments Are Made At Enormous Scale, and Offer Enormous Opportunity for Impact

Problem: Of the more than \$200 billion spent on transportation infrastructure annually at local, state, and federal scales, roughly \$50 billion is spent on new roads or highway expansions that increase dependence on personal vehicles, reduce consumer choice, inhibit economic growth, and dig the transportation pollution hole deeper.

Opportunity for impact:

- Holistic approach to create transportation systems that serves users
- Investing in vehicle electrification in addition to supporting the growth of transit, bicycle, and pedestrian infrastructure will maximize benefits.
- In addition to climate impacts, the **benefits of associated public health impacts and household cost savings would be in the trillions of dollars**



Source: RMI "Smarter MODES" Calculator



Issues at Stake for the Next Surface Transportation Bill

1. HTF insolvency
2. Highway vs transit funding
3. Maintaining progress on climate
4. Flexing funding

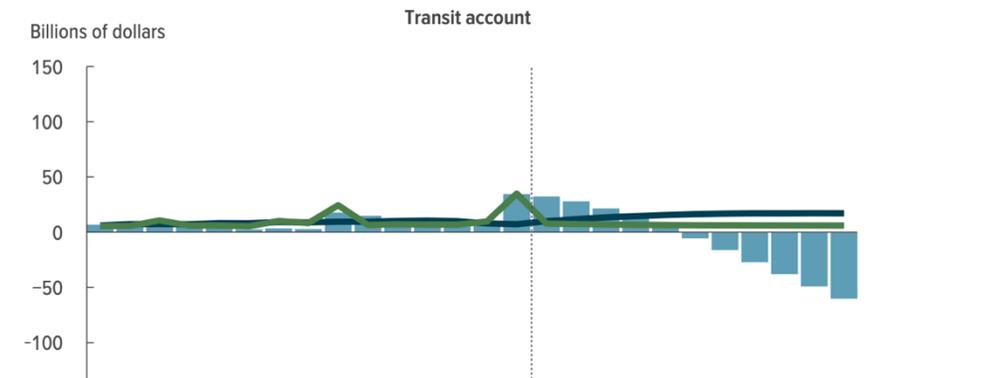
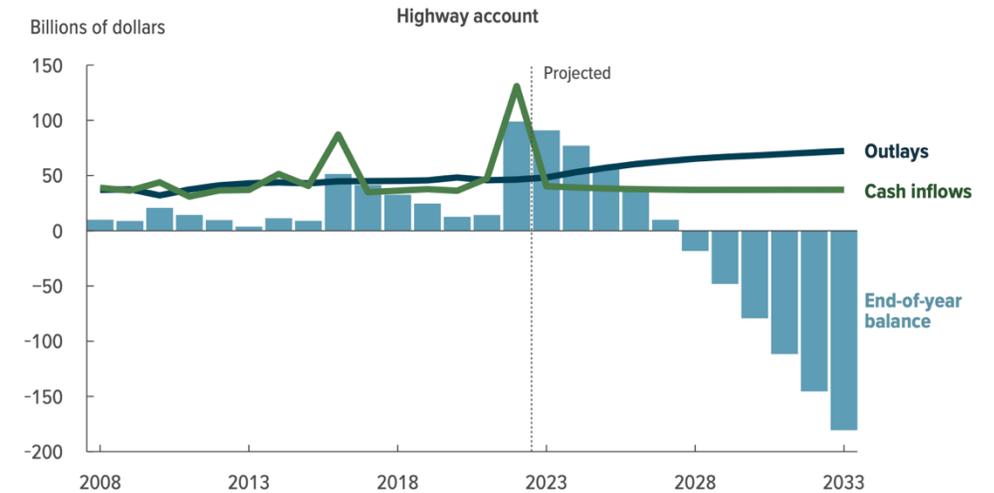


Key Roadblock: Keeping the Highway Trust Fund Solvent

Fiscal cliff:

- Primary source of funding for transportation is the Highway Trust Fund
- Revenue from fuel taxes is insufficient cover authorized spending amounts
- Taxes have not increased since 1993 and previous transportation bill have relied on transfers from the general fund - \$275 billion since 20
- Money anticipated to run out in 2028
- Wide array of policy solutions to fill this gap
 - EV fees
 - Road user charges
 - Pegging gas tax to inflation

in CBO's May 2023 Baseline Projections





The Highway Trust Fund Must Support Transit



Source: Transportation for America

Overview:

- HTF is currently split into:
 - Highway account (HA)
 - Mass transit account (MTA)
- 80% / 20% split
- Average spending on transit – 13%
- Covers capital expenses only
- COVID showed how essential transit is to keeping people and the economy moving
- Continued funding from HTF will be important to keeping the systems safe and reliable
- Need for additional operations funding (Johnson Stronger Communities Through Better Transit Act)



Formula and Discretionary Programs Should Maintain Continued Progress toward Climate Goals

Program funding for climate and accessibility:

- IIJA and IRA generated unprecedented levels of funding for transportation and created several new programs
- Transportation funding increased by 50% over last surface transportation bill



- New programs:
 - Carbon Reduction Program
 - Reconnecting Communities
 - Thriving Communities
- Discretionary programs were oversubscribed
- States used CRP funds to reduce emissions and improve access to modes of transportation



Federal Transportation Funds Can Be Flexed to Support Walking, Biking, Public Transit, and EV Charging Infrastructure

Current state:

- IIJA and IRA generated unprecedented levels of funding for transportation
- States have the ability to flex funding towards transit, bike/ped, and other clean transportation options (up to 50% of NHPP, STP, CMAQ, CRP)
- Infrastructure investments can either help or hinder the transition to clean transportation systems that also help reduce household costs and improve connections to economic centers and key services.

The average amount flexed today is **only 4%** – leaving hundreds of billions in clean transportation funding on the table.

MORE THAN \$239 BILLION AVAILABLE FOR FLEXIBLE FEDERAL TRANSPORTATION INVESTMENTS

Between 2022 and 2026, states can tap \$239 billion from four primary surface transportation programs (NHPP, STP, CMAQ, and CRP) to use for safer driving and enhanced walking, biking, public transit, and electric vehicle infrastructure.

TX \$23.6 B	NY \$10.1 B	MI \$6.3 B	NC \$6.3 B	VA \$6.2 B	NJ \$6.0 B	IN \$5.8 B	MO \$5.7 B		
	PA \$9.9 B	TN \$5.1 B	WA \$4.1 B	SC \$4.1 B	KY \$4.0 B	MN \$3.9 B	OK \$3.8 B	MA \$3.7 B	
CA \$22.2 B	IL \$8.6 B	AL \$4.6 B	MD \$3.6 B	CT \$3.0 B	MT \$2.5 B	KS \$2.3 B	NM \$2.2 B	NV \$2.2 B	
	OH \$8.1 B	WI \$4.6 B	CO \$3.3 B	OR \$3.0 B	IA \$3.0 B	UT \$2.1 B	WY \$1.6 B	ND \$1.5 B	RI \$1.3 B
FL \$11.4 B	GA \$7.8 B	AZ \$4.4 B	AR \$3.1 B	MS \$2.9 B	NE \$1.7 B	ID \$1.7 B	VT \$1.2 B	HI \$1.1 B	NH \$1.1 B
		LA \$4.2 B	AK \$3.0 B	WV \$2.6 B	SD \$1.7 B	DE \$1.1 B	ME \$1.1 B	DC \$1.1 B	



The Next Surface Transportation Bill Provides a Critical Opportunity to Change How We Spend Transportation Dollars

Goal: Build on progress made in IIJA to create a transportation system that is accessible, affordable, safe, and reliable.



Bake safety, climate, and accessibility across all programs



Put **people before pavement** when deciding on funding



Result in real shifts in funding, **reward** good state investments in transportation infrastructure



Thank You

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