



Policy Update

June 9, 2022

House Transportation and Infrastructure Committee holds hearing on roadway safety. On Wednesday, the House Subcommittee on Highways and Transit held a hearing entitled: Addressing the Roadway Safety Crisis: Building Safer Roads for All. The purpose of this hearing was to discuss the safety of our nation's roadways, explore programs and policies included in the Infrastructure Investment and Jobs Act (IIJA) to improve roadway safety, and learn from key stakeholders about their role in implementing these programs and other roadway safety strategies. Witnesses included: The Honorable Elaine Clegg, City council President (Frm. AMPO President), Boise, Idaho on behalf of the National League of Cities Shawn Wilson; Secretary, Louisiana Department of Transportation and Development on behalf of the AASHTO; The Honorable Ludwig P. Gaines Executive Director, Washington Area Bicyclist Association; Billy Hattaway, Principal Fehr & Peers; and Cindy Williams President, TIME STRIPING, INC., Board of Directors Member, American Traffic Safety Services Association on behalf of the American Traffic Safety Services Association.

Chair Eleanor Holmes Norton (Del-DC) lead off the hearing with a statement that directed recipients of the Federal funds to plan and use tools established in the IIJA to save lives and turn the tide on needless roadway deaths. For far too long, the US has accepted too many crashes and fatalities and that safe mobility for all users was a focus of the IIJA. She continued that the historic funding for improving safety should encourage recipients to think creatively and invest wisely.

Ranking Republican Rodney Davis (R-IL) noted that traffic fatalities are still too high – even during the pandemic. He pointed out the IIJA increased, by 34%, the funding to the Highway Safety Improvement Program (HSIP), the formula program to the States as well as the \$5 billion grant program for the Safe Streets & Roads for All. He concluded that, unfortunately the purchasing power of IIJA funds has dropped due to inflation.

T&I Chairman Peter DeFazio (D-OR) commented that for too long the country has emphasized speed and throughput on the nation's roadways and that the US ranks 64th globally in fatalities per capita and the country needs to invest the Federal funding and get it done!

The video and testimony from the hearing can be found [here](#).

US House of Representatives Passes the 2022 Water Resources Development Act (WRDA). On June 8, the House approved HR 7776, by a vote of 384-37. WRDA 2022 authorizes the study and construction of locally-driven projects that were developed in cooperation and consultation with the Corps. HR 7776 authorizes the construction of 18 pending Reports of the Chief of Engineers. These reports are the final recommendations to Congress by the Corps on rigorously studied water resources infrastructure priorities. It authorizes 72 new feasibility studies for future water resources development projects and directs the Corps to expedite the completion of 14 feasibility studies currently underway.

June 9, 2022 - U.S. Department of Transportation's Federal Highway Administration is seeking comments regarding a [Notice of Proposed Rulemaking \(NPRM\)](#) on proposed minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program. A final rule may be

published at any time after close of the comment period and after FHWA has had the opportunity to review the comments submitted. According to the press release, “these minimum standards will help ensure our national EV charging network is user-friendly, reliable, and accessible to all Americans, and interoperable between different charging companies, with similar payment systems, pricing information, charging speeds, and more. The proposed rule would establish the groundwork for states to build federally-funded charging station projects across a national EV charging network, an important step towards making electric vehicle charging accessible to all Americans. No matter what kind of EV a user drives, what state they charge in, or what charging company they plug into, the minimum standards will ensure a unified network of chargers with similar payment systems, pricing information, charging speeds, and more. The standards also establish strong workforce requirements for installation, maintenance, and operations to increase the safety and reliability of charging station function and use, and create and support good-paying, highly-skilled jobs in communities across the country.”

A FAQ sheet for the NEVI Formula Program can be found [here](#).

AMPO will provide additional information after a review of the NPRM.

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