

CREATING SAFE, SUSTAINABLE, MULTI-MODAL URBAN TRANSPORTATION



The National Association of City Transportation Officials (NACTO) is a coalition of the largest cities and transit agencies in North America – hubs of economic activity, home to the majority of people, and the sites of our greatest transportation challenges and solutions. Cities, with their promise of diversity, inclusion, and opportunity for all, are the lifeblood of our country, our democracy, and our economy. NACTO's mission is to build cities as places for people, with safe, sustainable, accessible, and equitable transportation choices that connect people with opportunities, support a strong economy, and contribute to a high quality of life.

A connected transportation system makes our metropolitan economies possible, and we look to states, the US Congress, and the Administration to work with cities and transit agencies in formulating a legislative and regulatory environment that truly supports growth and prosperity for all.

NACTO is committed to empowering cities to realize their goals for stronger, safer, and fairer transportation and communities, and we look forward to working with others who share this commitment. NACTO supports infrastructure policies and transportation projects that align with our core values, which include safety, sustainability, equity in transportation choices, and accessibility for people of all ages, abilities, and backgrounds. We believe that transportation infrastructure should serve the public good and that the public sector should ensure the wise use of taxpayer dollars in building roadways, bridges, and transit.

NACTO's core principles and priorities for city transportation in state and federal legislation and regulation are:

1. Promote safe transportation systems
2. Increase equitable transportation access for all people and all modes
3. Support sustainable funding and financing for transportation projects
4. Improve transportation project selection and bring project decisions closer to the taxpayer, at the local level
5. Promote vibrant mobility that has a smaller climate change footprint
6. Manage new and emerging mobility technology

PRINCIPLE 1: PROMOTE SAFE TRANSPORTATION SYSTEMS

Policies at the national level should prioritize safety for all modes, encourage urban street designs that are safe for people walking and bicycling, and promote an approach to urban transportation that aims to eliminate fatalities and serious injuries on streets and highways.

Action: Adopt a national goal to eliminate fatalities on the nation's roadways

NACTO supports a future where no one is killed or severely injured by statistically predictable, preventable motor vehicle crashes. This future is attainable if governments at all levels work to reduce excessive speeding and reckless driving through better street design that prioritizes people walking, biking, and rolling, and through comprehensive speed management policies. NACTO supports comprehensive action plans to redesign streets in ways that increase safety for people walking, biking, and riding transit. States should adopt strong goals for traffic safety in their performance measures. NACTO encourages USDOT FHWA to act on NTSB's research linking speed to the US's soaring traffic fatality rate by focusing on speed management and reduction as they work to reduce traffic fatalities and injuries.

Action: Support the adoption of approaches to reducing traffic fatalities and injuries that prioritize changes to systemic flaws in physical design, land use planning, and enforcement practices

Reducing the unconscionably high traffic fatality rate in the US requires a strong focus on geometric design changes to our nation's roads, streets, and highways in ways that systematically lower speeds, provide designated space for all road users, and prioritize safety and mobility for people walking, biking, and rolling. Land use policies should shift towards encouraging development patterns that accommodate the needs of historically underserved communities. Governments should direct traffic fatality reduction efforts like Vision Zero and funding to these areas. Similarly, enforcement activities should be carefully considered and focused on the predominant behaviors that result in fatalities and severe injuries while remaining sensitive that manual enforcement is prone to racially discriminatory implementation in effect if not intent.

Action: Permit local control of city speed limits

States should permit cities to set their own speed limits, recognizing that default speed limits create predictable conditions for all users. Instead of requiring engineering studies to create lower spot speed limits, city and state standards and practices should focus on the need for safety-first engineering and planning when speeds in excess of 25 mph are present, or 20 mph in some cities. State rules or laws that set speed limits at the 85th percentile speed should be repealed, and states should remove guidance and practice references that encourage the use of 85th percentile speeds to set limits.

Action: Replace the recommendation to set speeds within 5 miles per hour of the 85th percentile speed with contextual speed setting methods in the MUTCD

The FHWA *Manual on Uniform Traffic Control Devices* (MUTCD) should be updated to require consideration of factors such as crash history and pedestrian and bicyclist safety when setting speed limits, in addition to prevailing speeds. The 85th percentile methodology for speed setting draws from studies conducted on rural roads, largely inapplicable to the multimodal streets prevalent in the country's largest cities. More recent studies focusing on urban streets established the link between vehicle speeds and speed limits on city streets. For example, in 2018, the Insurance Institute for Highway Safety found that lowering the speed limit by five miles per hour on city streets significantly reduced speeding, especially in the extremes. These findings should be reflected in state and federal speed setting guidance.

Action: Fully support safety programs for people walking, bicycling, and rolling

People walking, bicycling, and rolling are disproportionately at risk of injury or death due to automobile-oriented street designs and policy frameworks, and bicyclist and pedestrian injuries and fatalities in the United States are rising from an already unacceptably high level. To redress the fact that almost no federal safety funding is allocated to walking and bicycling safety, NACTO calls on states and the federal government to prioritize performance measures that address bicycle and pedestrian safety, and to increase funding within existing programs such as the Transportation Alternatives Program and the Highway Safety Improvement Program for safety improvements such as traffic calming, signalized crosswalks and islands, complete street retrofits and active transportation infrastructure, and safety cameras to improve enforcement of speeding.

Action: Permit automated speed enforcement

Cities should utilize, and states should allow, automated speed enforcement tools to help reduce traffic fatalities and injuries. Data shows that speed camera enforcement is one of the most effective forms of traffic enforcement, reducing unlawful, dangerous speeding by over 60% and reducing the burden on law enforcement. In future legislation, NACTO urges the federal government to permit the use of Highway Safety Improvement Program (HSIP) funds for automated traffic enforcement. NACTO urges all states to authorize the use of automated speed enforcement, without restrictions, in accordance with NTSB's "Reducing Speeding-Related Crashes Involving Passenger Vehicles" study.

Action: Adopt and strengthen requirements for side guard protections on trucks and explore promising new vehicle design technologies to improve safety

NACTO commends the National Highway Traffic Safety Administration (NHTSA) for advancing rules that will require rear impact guards and other safety features in single-unit trucks and tractor trailers. Following recent product testing by the IIHS, NACTO calls on NHTSA to adopt requirements for Angel Wing-style side impact guards on all trucks to prevent underride and increase protections for other road users. NACTO also looks to NHTSA to adopt requirements to enhance direct vision through vehicle design (such as cab-over design, high-visibility "peeper-window" doors, and enhanced mirrors), to complement rear impact guards and other safety strategies. In addition, NACTO encourages NHTSA and city and state governments to explore promising new safety technologies such as intelligent speed governors, automatic emergency braking (AEB), and forward collision warning (FCW) and to require that all such sensors are designed to accurately detect moving cyclists, pedestrians, and other non-vehicular road users. Finally, NACTO encourages government at all levels to take advantage of all opportunities to "right-size" vehicle fleets to meet urban contexts, and use planned fleet purchases to strengthen the market for appropriately sized, high-quality, high-visibility, and high-performance vehicles.

Action: Increase legal protection for people walking, biking, and rolling

At least eight states and a number of cities have passed "Vulnerable Road User" laws that deter dangerous driving behavior and hold dangerous drivers accountable, and provide legal protection to people who are injured or killed while walking or using a bicycle, wheelchair, or other non-motorized transportation. Without such laws, there are often no criminal charges or legal consequences for people operating motor vehicles who injure or kill walking, biking, or rolling – even while the driver is breaking other traffic laws. NACTO urges the passage of "Vulnerable Road User" laws at every level around the country and nationally.

PRINCIPLE 2: INCREASE EQUITABLE TRANSPORTATION ACCESS FOR ALL PEOPLE AND ALL MODES

Transportation is a major factor in access to jobs, education, and other opportunities for people in low-income communities and people of color who have been historically disenfranchised, as well as for attracting employers to cities. Ensuring equitable investment in these communities strengthens and brings together entire cities, providing a strong foundation for future prosperity. Low-cost transportation modes, including walking, bicycling, and public transit, remain the most critical areas of investment to support access to opportunity for marginalized communities and a high quality of life for residents in all neighborhoods through the 'green dividend' of reducing car reliance.

Action: Invest in public transit to meet the nation's current and future mobility needs

Transit is the lifeblood of city transportation, providing spatially-efficient mobility and freeing up street space for biking and walking, public space, freight delivery, emergency vehicles, and other critical transportation needs. Transit investments make roadway investments more valuable; both are needed to get people to work and school in cities across the country. In metropolitan areas, most expressways cannot be widened without negative impacts on businesses and residents, while transit investments can dramatically improve mobility while saving commuters money. Deteriorating mass transit infrastructure across the country fails to deliver adequate service to riders and undermines local and regional economies. The federal government should increase federal funding for public transit to fully serve all Americans, honor funding agreements in a timely fashion, and ensure the stability of future funding by maintaining the Mass Transit Account within the Highway Trust Fund.

Action: Support racial and social equity as a principle for prioritizing projects and programs

Historical inequities in investment patterns across the United States have contributed significantly to the lack of opportunities, lack of mobility, and the higher burden of traffic violence in low-income and communities of color. Project and programming decisions should invigorate opportunities within communities, take into account historical degradation of communities through transportation decisions, and plan and build communities with those who live there. Further, investments in transportation should be evaluated as part of multisector investments in cities.

Action: Fully support safe and inviting pedestrian and bicycle facilities

States should provide substantial support to walking and bicycling facilities through their dedicated transportation funds to both remediate existing dangers and provide more opportunities for low-cost travel in metropolitan areas. New cycling facilities should be designed to be safe and inviting for people of all ages and abilities. While many metropolitan areas are seeing significant growth in walking, bicycling and transit, state and federal funding to support these modes is lagging. Communities around the country are experiencing increased fatalities for these modes, which could be reversed through appropriate investment. In particular, additional state funding should be set aside for upgrades to meet the standards of the Americans with Disabilities Act as part of standard repaving, resurfacing, and street reconstruction projects.

Action: Fully support modern city street design standards

States should endorse, use, and support cities in using the NACTO design guides to create safer, more inviting streets that encourage walking, biking, transit use, and public space. NACTO applauds FHWA and the nine states that have endorsed the *Urban Street Design Guide* to date.

Action: Support tax parity for all commuters whether driving, taking transit or cycling

NACTO urges Congress to retain pre-tax benefits for commuters who use transit or bicycle to work, as well as tax deductions for employers that provide commuter benefits. NACTO also urges the federal government to recognize bike share as a form of mass transit and include bike share membership costs as eligible expenses under qualified transit benefits.

Action: Oppose laws that criminalize walking or biking and prevent the discriminatory application of laws that target people of color who are walking, cycling, and riding transit

Many jurisdictions have laws that target people walking and bicycling with significantly higher penalties than those levied on motor vehicle drivers who exhibit dangerous behaviors, putting the safety of all roadway users at risk. When combined with insufficient infrastructure, these laws effectively prevent the practical use of the roadway by people walking and bicycling. Any laws that further restrict the use of the right of way by people walking or biking should be opposed to prevent discouragement of sustainable, legal modes of transportation and the exacerbation of the unequal legal burden placed on people walking and biking in the traffic system.

These laws have also been disproportionately enforced in low-to-moderate income communities of color, a discriminatory practice that places people of color at significant risk and exposes people in communities that may lack financial resources to the negative impacts of mounting fees and fines. States should strike down laws that criminalize biking or walking for unproven safety benefits such as “Texting While Walking” or “Distracted Pedestrian” laws, obstruction of traffic, helmet requirements, and bicycle registration requirements.

PRINCIPLE 3: SUPPORT SUSTAINABLE FUNDING AND FINANCING FOR TRANSPORTATION PROJECTS

Wise fiscal stewardship of the federal transportation program is necessary to maintain precious public good-will and the resources needed to support a strong transportation system. Current federal transportation funding is dominated by formula programs that are applicable for a defined set of project types and, in the case of highway funds, administered by the states. These funds have historically been supported by user fees (typically taxes assessed on users of the system, through fuel taxes and other recurring sources). Since the gas tax has not been raised in 24 years, funding has dwindled, and Congress has increasingly looked to one-time support from the General Fund and other sources. A more sustainable model should be found going forward to reduce the insecurity of funds and increase resources for needed maintenance and repair.

Action: Support an increase in fuel tax and other user fees

The federal Highway Trust Fund is currently on an unsustainable trajectory for future funding, undermining long-term transportation planning at all levels. Congress and the Administration should take every opportunity to create a stable funding source for roadways and transit. The Highway Trust Fund is primarily funded through taxes on fuel, both for diesel and gasoline. Federal fuel tax rates have not been raised since 1993, and their purchasing power has since declined significantly. Current spending levels cannot be supported beyond 2020 without new funding shifted to the Highway Trust Fund. Additionally, NACTO supports alternative road use fees, such as VMT or “pay-per-mile” fees for trucks and motor vehicles to supplement fuel taxes.

Action: Support sustainable, recurring funding sources for critical infrastructure projects

Funding for infrastructure investments should be based on recurring and ongoing sources to support not only initial project implementation, but also ongoing maintenance. The lifecycle costs of transportation projects have historically been underestimated and underfunded, resulting in the current state of disrepair on the nation’s roadways and bridges. Funding for new projects and maintenance should be predicated on a clear understanding and commitment to future needs.

Action: Support Public-Private Partnerships that work for the public and private sector

Public-Private Partnerships (P3s) offer an opportunity to improve project delivery and operations for public services through lower costs and a greater focus on the customer. NACTO supports P3s where risk and reward are paired on each side of the partnership, and where the public benefits from the project match the public’s investment via tax credits or other mechanisms. This means avoiding P3s that simply offload difficult public policy decisions, and embracing P3s that provide a lower total cost of ownership for the taxpayer. NACTO also opposes P3s that limit the government’s ability to address future needs through contract terms that restrict future investments. Poorly formulated and executed P3s often lead to higher borrowing costs, and higher total costs over the lifetime of the project. Best practices in P3s align incentives with the private sector to speed project delivery, reduce costs (operating and capital), support multi-modal investments, and protect the public’s long-term interest.

Action: Expand eligibility for tolling and congestion pricing on existing roadways

The reduction in funding available through traditional user fees such as gas taxes has drained the coffers of public agencies working to maintain existing roadways and bridges. With no gas tax increase since 1993, the federal Highway Trust Fund is running on fumes. NACTO calls on Congress and the states to give localities the tools to raise funds for critical maintenance and replacement projects by permitting tolls and other pricing of existing facilities, such as congestion pricing.

Action: Accelerate the Capital Investment Grants (CIG) program delivery

In 2018, Congress demonstrated a worthy commitment to investing in critical infrastructure projects including transit, with \$2.6 billion made available through the Capital Investment Grants (CIG) program. However, the Federal Transit Administration’s delay in obligating funding for these crucial projects in a timely manner has threatened projects from Dallas to Minneapolis to Seattle to New York, driving up construction and materials costs and losing out on job creation opportunities. NACTO urges the FTA to move these critical investments forward without further delay, and increase transparency throughout the evaluation and awarding process so that cities and regions can plan and build around promised monies.

Action: Expand the BUILD grant program to support transit projects by removing eligibility restrictions and caps on individual awards

NACTO urges the federal government to expand the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program, which replaced the TIGER program in 2018, and to make this popular program more available to transit projects that support urban and rural economies. BUILD provided \$1.5 billion in funding for important and innovative transportation projects in cities and towns last year. However, eligibility restrictions for this competitive funding pool are constraining the program's efficacy and leaving municipalities across the country unable to make necessary investments in their communities.

To achieve BUILD's full potential, the Administration should remove the \$25 million cap on individual awards in favor of a holistic cost-benefit analysis to determine grant amounts and increase program funding for transit. Funding for transit projects leverages broader economic benefits than almost any other infrastructure initiatives including generating manufacturing and construction jobs as well long-term operations and maintenance opportunities across diverse skill and education levels. Furthermore, communities that stand to benefit most from programs such as BUILD and CIG are often least able to leverage new funding matches for critical investments. NACTO encourages the Administration to lower local match requirements for grant approval to accommodate communities at all resource levels.

Action: Expand and reform existing financing support programs (e.g., TIFIA and the Railroad Rehabilitation and Improvement Financing Program, RRIF)

NACTO urges the federal government to encourage more private sector investment in transportation through mechanisms such as a national infrastructure bank and Build America Bonds, to complement the federal government's commitment to public investment in infrastructure. The Transportation Infrastructure Finance and Innovation Act (TIFIA) program has been instrumental in bringing many visionary projects to fruition around the US, and should be expanded.

Action: Support a fair, accurate decennial Census count while ensuring the confidentiality of public use data

Statistically valid public census data is critical to government transparency and policy formation, especially in the urban and transportation planning fields. An accurate count is essential for policymaking at the local level as well as for the federal government to determine funding levels for communities. The Administration should fully fund the Census Bureau's testing, outreach, and operations work to maximize response rates and gather accurate data to ensure that urban and rural communities alike receive funding tailored to their specific needs and characteristics. Additionally, the Bureau should guarantee the confidentiality of microdata without compromising its usefulness for policy and planning research purposes.

PRINCIPLE 4: IMPROVE TRANSPORTATION PROJECT SELECTION AND BRING PROJECT DECISIONS CLOSER TO THE TAXPAYER, AT THE LOCAL LEVEL

Transportation projects should be selected based on local priorities, not faceless processes at the state and federal level. Federal policies can promote this by giving cities the authority and flexibility to select and build the transportation projects that address their particular challenges. NACTO calls for the alignment of responsibility, experience, and funding at the city level to promote the efficient use of taxpayer dollars. State departments of transportation should support city initiatives to implement projects within the NACTO *Urban Street Design Guide*, and cities should have the flexibility to use federal funds in accordance with local objectives.

Action: Make direct-aid agreements available for road and bridge projects in cities

NACTO supports a direct-aid relationship between the Federal Highway Administration and cities, a move that could significantly reduce red tape and speed project delivery. NACTO urges that such relationships be modeled on the successful direct recipient relationship that cities already have with the Federal Transit Administration. Many NACTO member agencies have the same or greater staff capacities and technical expertise as many state departments of transportation, yet are subject to arduous pass-through rules and regulations. These processes generally add little or no value to city projects, but invariably add months or years to project delivery.

Action: Invest in metropolitan areas

Metropolitan areas rely on states to pass through dedicated transportation funding from federal and state levied sources to support the sustainable growth of local economies. States should work closely with cities to select and prioritize projects that will work together with land use plans to reduce congestion, improve quality of life and reduce the environmental footprint of the transportation sector long-term.

Action: Make metropolitan planning performance-based

Project selection under the metropolitan planning process should be performance-based, incentivizing projects that improve multi-modal transportation options, enable access to transit, improve safety, manage congestion, aid in energy conservation and efficiency efforts, improve air quality, and reduce greenhouse gas emissions.

Action: Review new roadways or major expansion projects based on a rigorous cost-benefit evaluation

FHWA evaluation for new road projects should be significantly enhanced to include rigorous cost-benefit analysis that also accounts for lifecycle costs and the opportunity costs represented by deferred maintenance on other parts of the system. In addition, evaluation criteria should weigh all benefits comparably, including the project's ability to improve multi-modal transportation options and access to transit, reduce greenhouse gas emissions, provide social benefits of public space, relieve congestion, aid in energy efficiency efforts, and improve air quality. Projects should be required to coordinate transportation and land use planning using transit-oriented development strategies to increase affordable housing investment near transit and employment centers.

Action: Cut project delivery time by reducing duplicative reviews

Project reviews by multiple agencies create exponential delays in project delivery and increased costs, often without changing the underlying project in any significant or positive way. State and federal review processes should be evaluated and made concurrent, revised, or eliminated where they are redundant. Reviews based on critical environmental and labor protections should be streamlined, while maintaining their essential functions.

Action: Fund a national multi-modal freight research program

Truck traffic in cities is a growing issue due to the rise of online shopping and local deliveries. NACTO calls on the federal government to fully fund a national multi-modal freight research program to study urban freight solutions that go beyond conventional piecemeal approaches and engage both public and private partners. USDOT should lead a planning and research effort for a national freight system that supports economic development while also addressing and mitigating the negative impacts of freight movement, including local air pollution and the safety risks of trains and heavy truck traffic on neighborhoods and local communities. Metropolitan areas and key ports should be a focus for the national freight system, as they represent some of the most complex and important links.

Action: Connect America's cities with world-class high-speed intercity passenger rail

A federal commitment to improving rail infrastructure is critical to encouraging a growing market for medium-distance travel in the US, while alleviating traffic at hub airports. NACTO urges the federal government to place high-speed intercity passenger rail on equal footing with other surface transportation programs by providing dedicated federal funding for intercity passenger rail.

PRINCIPLE 5: PROMOTE VIBRANT MOBILITY THAT HAS A SMALLER CLIMATE CHANGE FOOTPRINT

The transportation sector is consistently the second largest contributor of the greenhouse gases causing anthropogenic climate change, and transportation recently surpassed the electricity sector as the greatest source of carbon dioxide emissions. Policies at the state and national level should promote reductions in greenhouse gas emissions from mobility by reducing car use, supporting low-carbon modes of transportation, and incentivizing walkable land use patterns.

Action: Include greenhouse gas emissions as a transportation performance measure

NACTO recommends that federal and state agencies track greenhouse gas emissions as part of performance measures for transportation. Federal, state and metropolitan planning agencies should measure greenhouse gas emissions from transportation, establish greenhouse gas reduction targets, and assess and report on progress toward those goals.

Action: Maintain Corporate Average Fuel Economy (CAFE) and tailpipe emissions standards for passenger vehicles and light-duty trucks while developing stricter standards for future model years

Cities rely on federal emissions standards to improve local air quality while mitigating the future impacts of climate change. The transportation sector is responsible for the largest share of greenhouse gas emissions in cities and federal standards such as CAFE are critical towards achieving reduction targets. NACTO recommends the Administration preserve a fuel economy goal of 54.5 miles per gallon for cars and light trucks by model year 2025 to cut carbon emissions and other pollutants associated with fuel combustion. NACTO also urges preserved authority for states to adopt more stringent air pollution standards for motor vehicles than the federal government in order to meet their own climate and air quality goals.

Action: Support integrated transportation and land use planning and construction

In most states, local government is the seat of land use control, and increased coordination between land use and transportation planning benefits the local community. The federal government should promote this coordination through planning and funding policies. States and MPOs should prioritize transportation projects that take all modes into account, positively contribute to public life, and support smart growth land use decisions such as complete streets initiatives, form-based codes and rigorous station area planning.

Action: Adopt vehicle miles traveled (VMT) reduction goals in project rating and environmental review, and remove level of service (LOS)

States should adopt reforms to environmental review rules to remove vehicular LOS and similar unsustainable, self-undermining goals from the environmental review process and the project rating process. Reforms to the State of California's CEQA process allow VMT generated by projects to be reported as an environmental impact in place of motor vehicle delay / LOS. Other jurisdictions should follow suit by removing LOS entirely from environmental review, and by adopting project rating systems that prioritize public and private investments that reduce VMT and increase the share of low impact travel modes such as public transit, walking, and cycling.

Action: Promote procurement and broad deployment of electric vehicles in city and transit fleets

With recent advances in battery technology and vehicle efficiency, transitioning urban transit fleets to electrification is the low-hanging fruit of reducing greenhouse gas emissions. However, higher up-front costs of procuring all-electric buses remains a barrier to many cities and agencies, even when cost savings justify investments. State governments can help speed the transition to electrified transit fleets through dedicated programs and funding schemes, saving transit operators money, enabling more efficient service investments, and reducing the climate footprint of frequent transit. Programs should enable transit agencies to upgrade their fleets quickly as technology advances, and begin to recoup costs on operations savings within a decade. Further, USDOT should allow all federal and state investment for the procurement and deployment of electric vehicles in city and transit fleets to proceed.

PRINCIPLE 6: MANAGE NEW AND EMERGING MOBILITY TECHNOLOGY

Mobility options in today's cities are rapidly evolving. New technologies such as ride-hailing apps, scooter share, and other on-demand mobility services are reshaping the landscape of urban transportation. Policies at the state and national level should assist city government in managing and regulating services utilizing the public right-of-way and making use of the data they generate. Additionally, highly automated vehicles are an emerging technology that will have widespread impacts on safety, mobility, land use, and the built environment. This technology presents the potential to reduce collisions, optimize fleets, and improve mobility, but also presents risks of increasing vehicle miles traveled, promoting longer car trips and urban sprawl, and further entrenching automobile-oriented design. Thoughtful public policy should regulate and manage autonomous vehicles and new mobility services as part of the sharing economy in a safe, equitable, multi-modal, urban transportation system.

Action: Support bike share and other forms of regulated shared active transportation as elements of urban transportation networks

NACTO supports shared active transportation systems that help cities meet their goals of increasing mobility, encouraging bike and scooter use, and providing safer, more equitable transportation networks. Shared systems must provide people with access to a network of safe, routinely maintained, street-legal vehicles and other reliable, high-quality equipment. Shared active mobility systems should be implemented in coordination with the public sector in order to provide equitable service to the public through enforceable commitments to coverage and service, connections to other transit options, and the creation of related programming such as affordable pricing, non-credit card and non-smart phone based access options, local and diverse hiring commitments, and dynamic public engagement. This coordination should also include requirements for open, shared data, which allows the public sector to take a holistic approach to mobility management in their cities. Public coordination must also allow for a means through which to address any issues that may arise around access, siting, distribution, public space allocation, and damaged or abandoned equipment in a cooperative and timely manner.

Action: Authorize cities to regulate ride-sharing services and transportation network companies (TNCs)

Ride-hailing apps such as Uber and Lyft have drastically changed the landscape of urban transportation, contributing to changes in traffic, transit ridership, and mobility overall. As managers of the public right-of-way, cities should retain the authority to regulate ride-hail services through mechanisms including but not limited to per-ride fees, fleet caps, and data sharing mandates.

Action: Support cities' access to aggregated, anonymized critical safety and transportation data

Cities need accurate, robust, and timely data to understand, manage, and maintain transportation networks. In particular, vehicle speed, travel time, and volume data is critical for data-driven efforts to improve safety. Understanding vehicle movement at the corridor level provides immense value, from informing speed limits to understanding where there are patterns of excessive speeds to evaluating the success of street redesign projects in meeting city safety goals.

Increasingly, an important source of real-time data about operations on city streets comes from technology companies, such as new mobility providers and cell phone companies. NACTO urges the federal government to require technology companies to make available aggregated, anonymized data about person movement, vehicle movement, and transportation demand, as it pertains to the public interest. NACTO

also urges USDOT to partner with the FCC to develop a program where cell phone companies can provide access to anonymized and aggregated vehicle data in the public interest of increasing traffic safety and evaluating city transportation projects.

Action: Support legalized and regulated land-based emerging mobility options that reduce overall VMT

Reducing transportation's impact on climate change requires providing consumers with better alternatives in a wide variety of urban, suburban, and rural contexts. Cities should have the ability to introduce, facilitate, and regulate alternative transportation modes such as e-bikes and scooters that can replace trips taken in greenhouse gas-emitting vehicles.

Action: Require all automated driver assistance technologies to be tested by third parties for ability to sense and respond to cyclists, pedestrians, and other non-vehicular road-users in multimodal city contexts prior to registration

Autonomous vehicles have already been involved in traffic fatalities and serious injuries during their development phase. The safety promise of autonomous vehicles can only be realized if sensor technologies are designed and implemented with cyclists, pedestrians, and other non-vehicular road users in mind. NACTO calls on manufacturers to use third-party testing to ensure that the vehicle sensors they deploy - such as automatic emergency braking systems and lane centering and deviation systems - are sufficient to accurately detect and avoid moving cyclists, pedestrians, and other non-vehicle road users.

State Departments of Motor Vehicles should obtain objective test results for highly automated vehicles prior to registration in their state to ensure they will operate independently, without skilled operators, in all situations on uncontrolled access city streets, including in the presence of children playing, pedestrians, cyclists, parking vehicles, and cross-traffic, as well as weather conditions including fog, rain, ice and snow. Vehicles with lower levels of automation that intermittently require driver intervention have been shown to encourage unsafe driving behavior, with drivers reading more, texting more, sleeping, and generally being inattentive. Certification processes should show that the operation of highly automated vehicles in real-world situations meets or exceeds the minimum skills of human drivers in city street environments.

Action: Implement robust data-sharing requirements for all automated vehicle technology

State and federal agencies that register automated vehicles should require robust data-sharing as a foundational principle of their policies. As new transportation technologies rapidly emerge, they create data streams with vital information for transportation network management, proactive planning, and policymaking. These data created on city streets must be available to city governments in an open, accessible, and portable format in order to support sustainable, equitable, and affordable transportation.

Action: Standardize and require data-sharing for new mobility technologies in transportation such as scooters and e-bikes

Data is the foundation of 21st century transportation systems. New transportation technologies create data streams with vital information for management, proactive planning, regulation, and policymaking. These data created on city streets should be available to city governments in an open, accessible, and portable format in order to support sustainable, equitable, and affordable transportation. NACTO supports data-sharing standards as a tool to facilitate better working relationships between cities and private transportation providers.

Action: City transportation leaders should participate in the development of new regulations and rules governing autonomous vehicles

While most regulations governing autonomous vehicles will be written by state and federal agencies, city transportation leaders should be part of drafting such rules before implementation. The unique concerns and needs for operation of vehicles on city streets demand that states and the federal government work closely with city transportation experts as they develop rules and regulations governing how these vehicles obey common traffic laws, such as speed limits, requirements to yield to pedestrians in crosswalks, and (in some states) 3' passing laws for driving near bicyclists. Further, city officials should be consulted on the broader workforce development implications of shifting large fleets of vehicles from manual to automated operation, and should be engaged in conversations about how to address these changes.

Action: Require that autonomous vehicles comply with all local traffic laws

New technology in autonomous vehicles could greatly improve safety by increasing compliance with local laws on speed, yielding, and lane changes. However, some manufacturers are creating vehicles that continue to speed, fail to yield to pedestrians and to other vehicles, ignore 3' passing regulations, and conduct improper lane changes. Manufacturers must work together with transportation professionals at all levels to create autonomous vehicles that benefit city transportation safety and reduce the death toll on the nation's roadways. Cities and states must be able to prohibit the operation of autonomous vehicles that do not comply with local laws.

Action: Assess costs and plan for future transportation infrastructure funding

Autonomous vehicles using visual cues such as traffic signals, markings, and signs require higher levels of maintenance than currently supported by federal and state policies. The costs of these higher standards should be assessed and compared to the disposition of funding from dedicated transportation funds. Furthermore, the potential of a major shift in use patterns for the roadway system should be accounted for in planning for future funding sources, including pricing of specific roadway use and dedication of revenues to supporting that infrastructure.



National Association of City
Transportation Officials

120 Park Avenue, 21st Floor
New York, NY 10017

www.nacto.org
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