



120 Park Avenue, 21<sup>st</sup> Floor  
New York, NY 10017  
nacto@nacto.org

National Association of  
City Transportation Officials

[www.nacto.org](http://www.nacto.org)

**Corinne Kisner**  
Executive Director

EXECUTIVE BOARD

**Robin Hutcheson**  
President  
Director of Public Works,  
City of Minneapolis

**Eulois Cleckley**  
Vice President  
Executive Director,  
Department of Transportation and  
Infrastructure, City of Denver

**Michael Carroll**  
Secretary  
Deputy Managing Director,  
Office of Transportation and Infrastructure  
Systems, City of Philadelphia

**Robert Spillar**  
Treasurer  
Director of Transportation, City of Austin

**Joseph Barr**  
Affiliate Member Representative  
Director of Traffic, Parking, and  
Transportation, City of Cambridge

**Janette Sadik-Khan**  
Chair  
Principal, Bloomberg Associates

June 17, 2020

The Honorable Peter DeFazio  
Chair, Committee on Transportation and  
Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20510

The Honorable Sam Graves  
Ranking Member, Committee on  
Transportation and Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20510

Dear Chair DeFazio, Ranking Member Graves, and Committee Members:

On behalf of our 84 member cities and transit agencies, NACTO thanks you for crafting the INVEST Act (H.R. 7095). This bill takes many important steps towards reorienting the federal transportation program around safety, equity, and sustainability. As cities work to build transportation systems aligned with these values, the policies and reforms contained in the INVEST Act would enable our federal partners to do the same. **NACTO urges the Committee to advance this much-needed legislation and would like to highlight our strong support for the following provisions:**

**Safety**

- Section 1602: Requiring the Secretary to revise the Manual of Uniform Traffic Control Devices to incorporate a safe systems approach to speed limit setting.
- Section 1403: Prohibiting states from setting regressive safety targets.

**Sustainability**

- Section 1403: Including greenhouse gas emissions as a transportation performance measure.
- Sections 1213 and 1304: Expanding opportunities at the state and Federal level to integrate land use and access to low-carbon transportation.
- Section 2402: Increasing funding for the Low and No-Emission Grant Program fivefold, enabling transit agencies to electrify their vehicle fleets.

**Transit**

- Section 2201: Reframing the federal transit program to prioritize ridership, service frequency, and person throughput and providing agencies with \$100 million in competitive grant funding to improve bus service following guidance from NACTO's Transit Street Design Guide.

- Section 2503: Creating a two-year reduced fare pilot project to enable transit agencies to experiment with reduced fares for low-income riders.

In addition to these key items already in the INVEST Act, **NACTO strongly supports the following amendments to the bill:**

- [Rep. Stanton, Amendment 26](#): The INVEST Act's proposed Carbon Pollution Reduction Program would contribute unprecedented resources for states to implement greenhouse gas-reducing projects. NACTO urges the adoption of this amendment to create suballocation in the new program so urban regions are full partners in implementing necessary projects alongside state partners.
- [Rep. Garcia, Amendment 63](#): The INVEST Act makes a strong effort to prioritize maintenance in the federal transportation program. Requiring states to conduct an updated cost-benefit analysis reflecting a wider range of factors would strengthen this provision.

Thank you for your leadership in moving this important legislation forward. NACTO appreciates the Committee's efforts to modernize the federal transportation program and looks forward to continued collaboration towards this goal.

Sincerely,



Corinne Kisner  
Executive Director, NACTO