



**Committee on Transportation and Infrastructure**  
**U.S. House of Representatives**

Washington, DC 20515

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June 6, 2016

**BACKGROUND MEMO**

TO: Members, Subcommittee on Highways and Transit  
FROM: Staff, Subcommittee on Highways and Transit  
RE: Roundtable Policy Discussion on “Implementing the Innovation Provisions of the FAST Act”

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**PURPOSE**

On Thursday, June 9, 2016, at 10:00 a.m., in 2167 Rayburn House Office Building, the Subcommittee on Highways and Transit will hold a roundtable discussion on “Implementing the Innovation Provisions of the FAST Act.” The Subcommittee will hear from the Michigan Department of Transportation, Cubic Corporation, the Alliance of Automobile Manufacturers, and the Los Angeles County Metropolitan Transportation Authority.

**BACKGROUND**

On December 4, 2015, the President signed H.R. 22, Fixing America’s Surface Transportation Act (FAST Act) into law (P.L. 114-94). Title VI of the FAST Act reauthorizes the federal surface transportation research programs of the Department of Transportation (U.S. DOT) through fiscal year 2020 and includes several reforms and new competitive grant programs in order to promote innovation and support the use of transportation technologies.

**Invests in Innovation**

Title VI of the FAST Act reauthorizes the programs for the research activities of the U.S. DOT and includes several provisions to promote innovation and the use and deployment of transportation technologies to address various surface transportation needs. The FAST Act provides dedicated Highway Trust Fund authorizations to carry out research and development, technology deployment, training and education, intelligent transportation systems activities, grants to University Transportation Centers, and to administer the Bureau of Transportation Statistics (BTS).

### Emphasizes Transportation Technologies

The FAST Act ensures that these programs are implemented and Intelligent Transportation Systems (ITS) are deployed in a technology neutral manner. The ITS program supports various initiatives, including the research, development, testing, and validation of autonomous and connected vehicle technologies. The FAST Act also promotes technology neutral policies that accelerate vehicle and transportation safety research, development, and deployment by promoting innovation and competitive market-based outcomes, while using federal funds efficiently and leveraging private sector investment across the automotive, transportation, and technology sectors.

### Promotes Safety

The FAST ACT encourages the Federal Highway Administration and other federal agencies, states, local governments, and stakeholders to examine additional ways that they can safely and expediently drive the adoption, deployment, and delivery of innovative technologies and techniques that would enhance the safety and efficiency of the Nation's roadways.

### Establishes New Competitive Grant Programs

The FAST Act establishes two new competitive grant programs. First, it creates a competitive advanced transportation and congestion management technologies deployment grant program to promote the use of innovative transportation solutions. The deployment of these technologies will provide Congress and U.S. DOT with valuable real life data and feedback to inform future decision making.

The FAST Act also establishes a grant program for the deployment of alternative user based revenue mechanisms, which incentivizes states to explore alternative user fee funding mechanisms that could maintain the long-term solvency of the Highway Trust Fund.

### Updates Federal Regulations

The use of transportation technologies by state and local partners is growing, and the FAST Act makes several changes to ensure that federal regulations promote innovation, not stand in its way. By updating federal regulation, the FAST Act promotes the adoption of new technologies.

## **PARTICIPANT BIOGRAPHIES**

### **Mr. Kirk Steudle, Director, Michigan Department of Transportation (MDOT)**

- Steudle, a trained engineer, has served as director of MDOT since 2006, under two gubernatorial administrations.
- Under his leadership, MDOT has become a leader in the testing and deployment of transportation technologies.

### **Rear Admiral John E. Roberti, Vice President, Government Relations and Strategy, Cubic Corporation**

- Roberti previously served in the US Navy, archiving the rank of Rear Admiral.
- Roberti is a graduate of Pennsylvania State University and the Naval War College.
- Cubic provides transportation services, including integrated payment and information solutions.

### **Mr. David Schwietert, Executive Vice President of Federal and Government Relations and Public Policy, Alliance of Automobile Manufacturers**

- Schwietert had a long career of public service; he most recently served as Staff Director of the U.S. Senate Committee on Commerce, Science, and Transportation, overseeing U.S. DOT and related agencies.
- The Alliance of Automobile Manufacturers is an association of 12 vehicle manufacturers.

### **Dr. Joshua Schank, Chief Innovation Officer, Los Angeles County Metropolitan Transportation Authority (L.A. Metro)**

- Schank previously served as President and CEO of the Eno Center for Transportation, a transportation policy think tank.
- At L.A. Metro, Schank oversees the newly created Office of Extraordinary Innovation.
- L.A. Metro serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties.