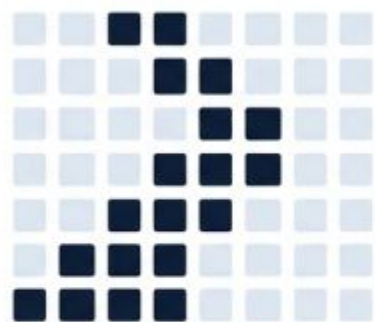




# FRAME

**A Structural Solution to the Mobility Crisis**

## Our Legacy

*Why this is important.*

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***"Our unity as a nation is sustained by free communication of thought and by **easy transportation** of people and goods. The enactment of a modern highway program is a giant step toward this objective... [It is] essential to the national interest."***

DWIGHT D. EISENHOWER

34TH U.S. PRESIDENT // FEBRUARY 22, 1955

# The Problem

*The case for change.*

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## The Multi-Dimensional Crisis: Spending Decoupled from Performance

*The case for change.*

### CONGESTION

**+142%**

Increase in annual traffic delays since 1990.  
\$269B annual cost.

### TRANSIT PARADOX

**+18% Service /  
-24% Ridership**

Service hours increased while ridership  
collapsed (since 2000).

### SAFETY REGRESSION

**57% Surge**

Increase in pedestrian deaths since 2000,  
while overall fatalities stalled.

### ASSET DECAY

**\$176 Billion**

Transit maintenance backlog (+125%  
increase). 43% of roads in poor condition.

## The Problem

*The case for change.*

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Since 1990, **annual traffic delays have increased 142%** representing nearly eight full workdays lost.

According to the *2025 Texas A&M Transportation Institute Urban Mobility Report*, annual traffic delays have surged from 26 to 63 hours per commuter since 1990—while national congestion costs have more than doubled in real terms, rising from an inflation-adjusted \$153 billion in 1990 to a record \$269 billion today in wasted time and fuel.

## The Problem

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**Transit service has increased by 18% since 2000, ridership has dropped by 24%** since then and *34% from its 2014 peak.*

According to the *American Public Transportation Association (APTA) 2024 Fact Book*, passenger trips fell from 9.9 billion in 2019 to approximately 7.1 billion today, a steep decline from the 10.8 billion peak in 2014. This occurred as service increased from 212 million vehicle revenue hours in 2000 to 248 million hours today—an 18% increase in service.

## The Problem

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Since 2000, roadway fatalities have plateaued at approximately 40,000 annually, while **pedestrian deaths have surged by 57%.**

According to data from the *National Highway Traffic Safety Administration (NHTSA)* and the *Governors Highway Safety Association (GHSA)*, the fatality rate per 100 million miles traveled has declined from 1.53 in 2000 to 1.26 today; however, annual traffic deaths remained virtually unchanged (41,945 vs. 42,514) while pedestrian fatalities climbed from 4,763 to 7,500 over the same period.

## The Problem

*The case for change.*

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Since 2000, the **transit maintenance backlog has surged by 125%** in real value to \$176 billion, while **43% of the national roadway network has remained trapped in poor or mediocre condition.**

According to the *Federal Transit Administration (FTA)* and the *American Society of Civil Engineers (ASCE)*, the national "state of good repair" backlog has surged from an inflation-adjusted \$78 billion in 2000 to over \$176 billion today—a period during which 43% of the nation's road network has remained trapped in poor or mediocre condition.

## The Problem

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**Our user fees stopped paying for our transportation infrastructure in 2008**, nearly 18 years ago. Since 2000, the federal gas tax has lost over 50% of its purchasing power.

According to the Congressional Budget Office (CBO), the Highway Trust Fund was exhausted in 2008, ending its 52-year history as a self-sustaining program. Since then, it has required \$275 billion in emergency General Fund bailouts to sustain a system whose primary revenue source has not been adjusted for inflation since 1993.

*We know what we need to do.*

# Executive Summary: A ‘Year Zero’ Structural Reset

Moving beyond antiquated models, the FRAME Act establishes a comprehensive structural reorganization of **United States National Policy**, beginning from a ‘Year Zero’ baseline to rebuild the American mobility economy.

## The Legacy Model (Current)

- Passive Provider of Capital
- Input-Driven Allocations
- Fragmented Silos
- Structural Insolvency

## The FRAME Model (Future)

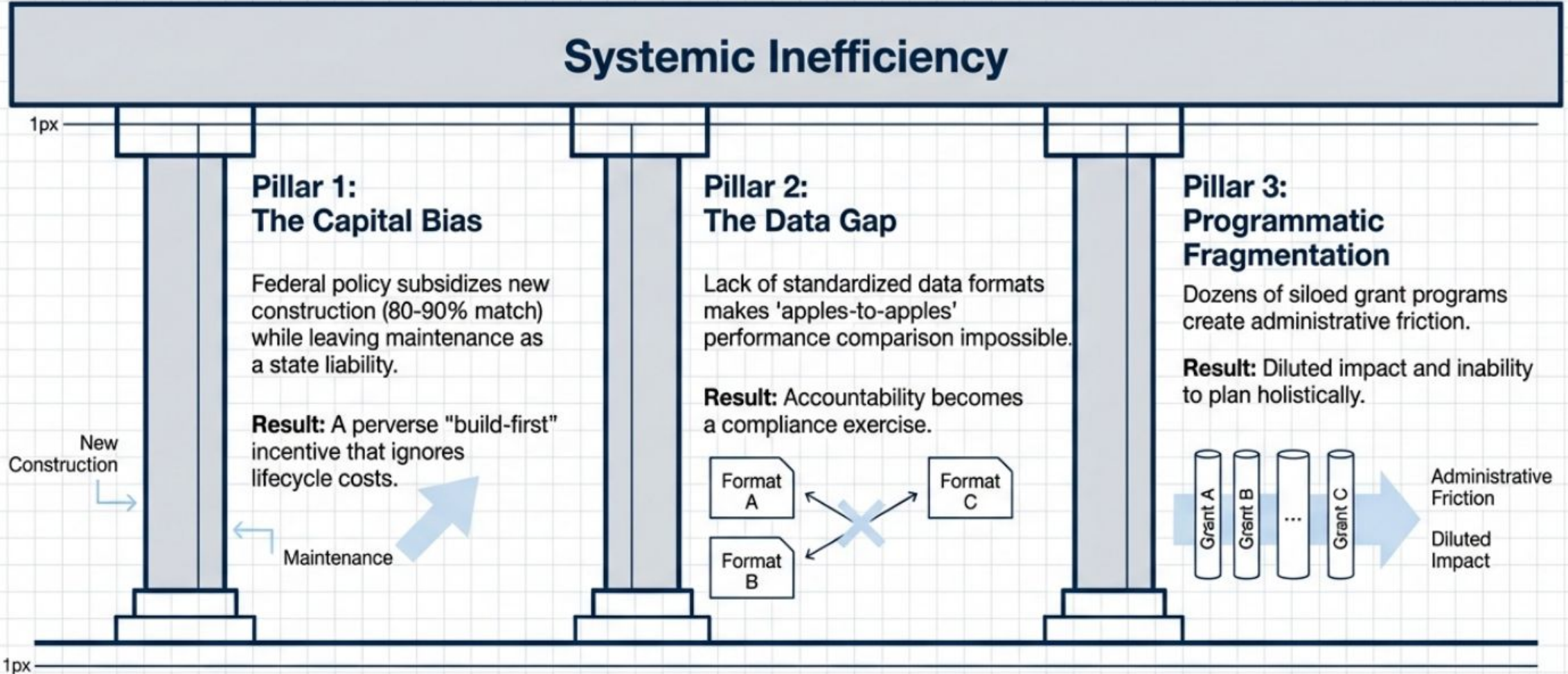
- Active Steward of Outcomes
- Outcome-Driven Block Grants
- Consolidated Architecture
- User-Pays Solvency

“We did not look at the previous transportation bill and ask, ‘What can we add?’ We looked at the American economy and asked, ‘What do we need?’”

# The Problem

*The case for change.*

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**Takeaway: The system is designed to deploy capital, not to optimize mobility.**

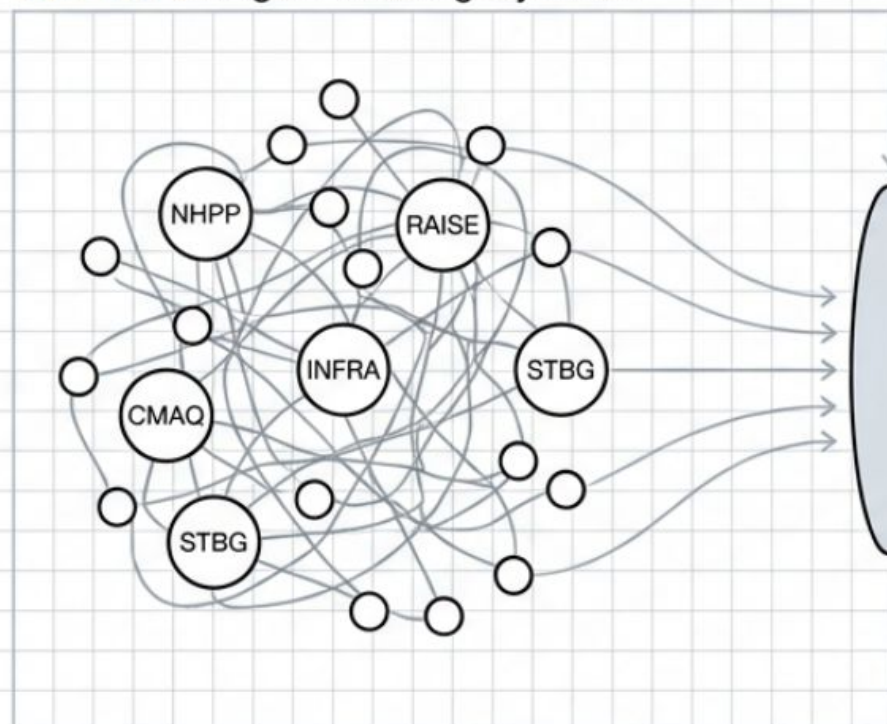
# The Solution

*We know what we need to do.*

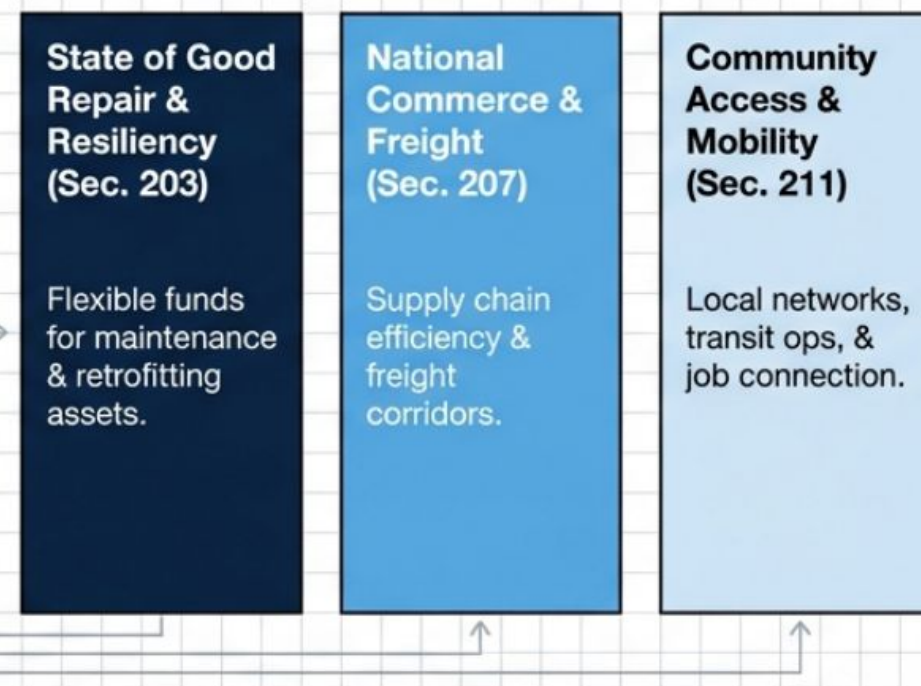
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## The Solution Architecture: The Great Consolidation

**BEFORE:** Fragmented Legacy Code



**AFTER:** Streamlined Formula Block Grants (Title II)



Consolidation eliminates friction, providing State flexibility exchanged for strict accountability.

## The Solution

*We know what we need to do.*

National Policy now mandates a "**Fix-It-First**" priority, requiring the restoration of existing infrastructure before authorizing the expansion of the federal footprint.

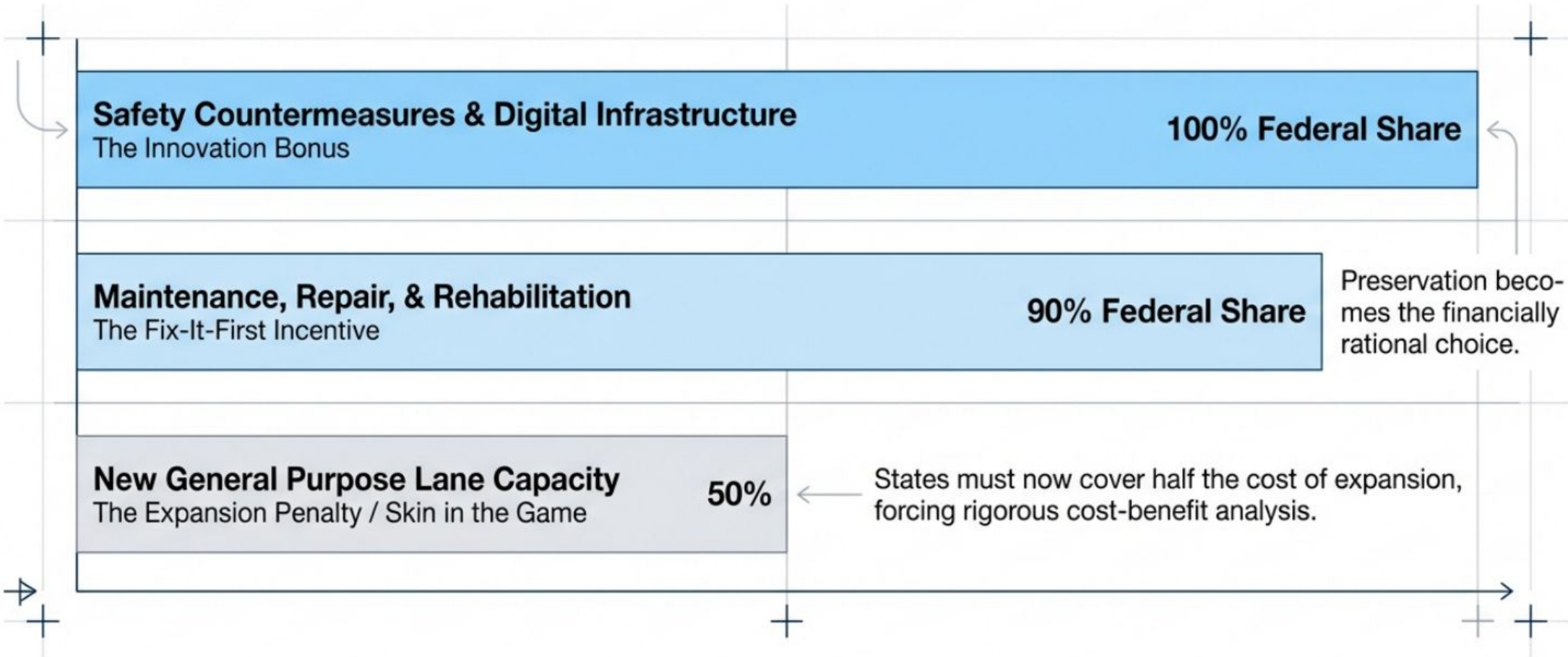
The FRAME Act enforces fiscal discipline by providing a 90% federal cost-share for the preservation of current assets, while zeroing out subsidies for new capacity in jurisdictions that have failed to meet "Target Condition Standards" for their existing roads and bridges.

# The Solution

*We know what we need to do.*

## Behavioral Lever A: The Variable Federal Cost-Share

Section 106 reverses the “Capital Bias” by aligning incentives with national goals.



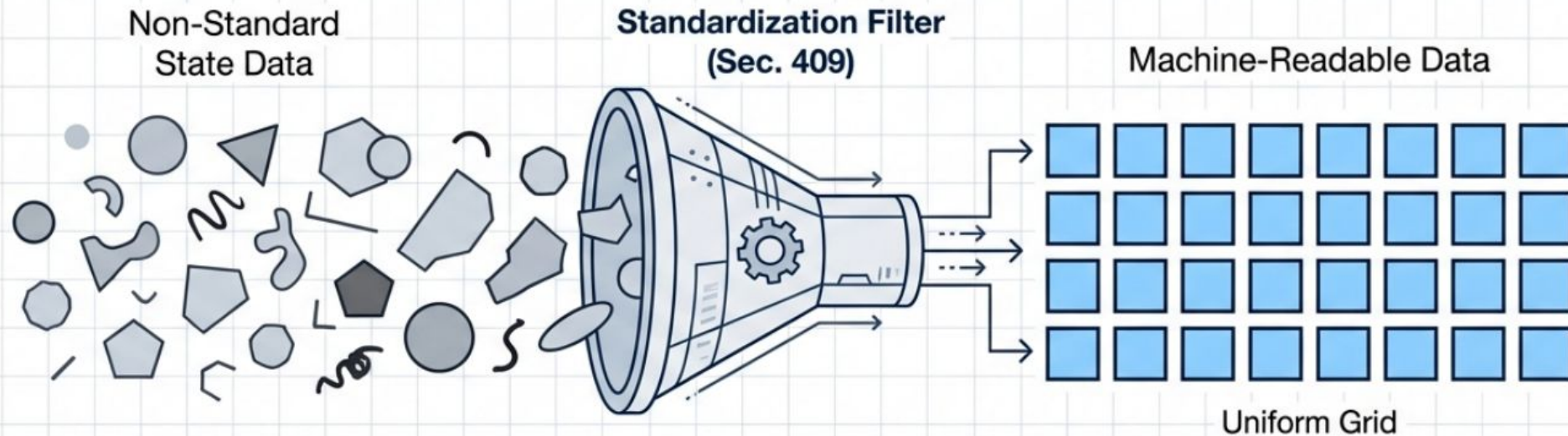
# The Solution

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## Behavioral Lever B: The National Transportation Data Standard

Section 409 establishes data transparency as a prerequisite for funding.



### Standardization (Sec. 409):

Mandates uniform, machine-readable formats for infrastructure condition, safety, and reliability across all 50 states.

### National Infrastructure Data Portal (Sec. 410):

Centralized, public-facing repository accessible via API.

### Radical Transparency:

Enables the "State Infrastructure Health Report Card" (Sec. 407) for objective benchmarking.

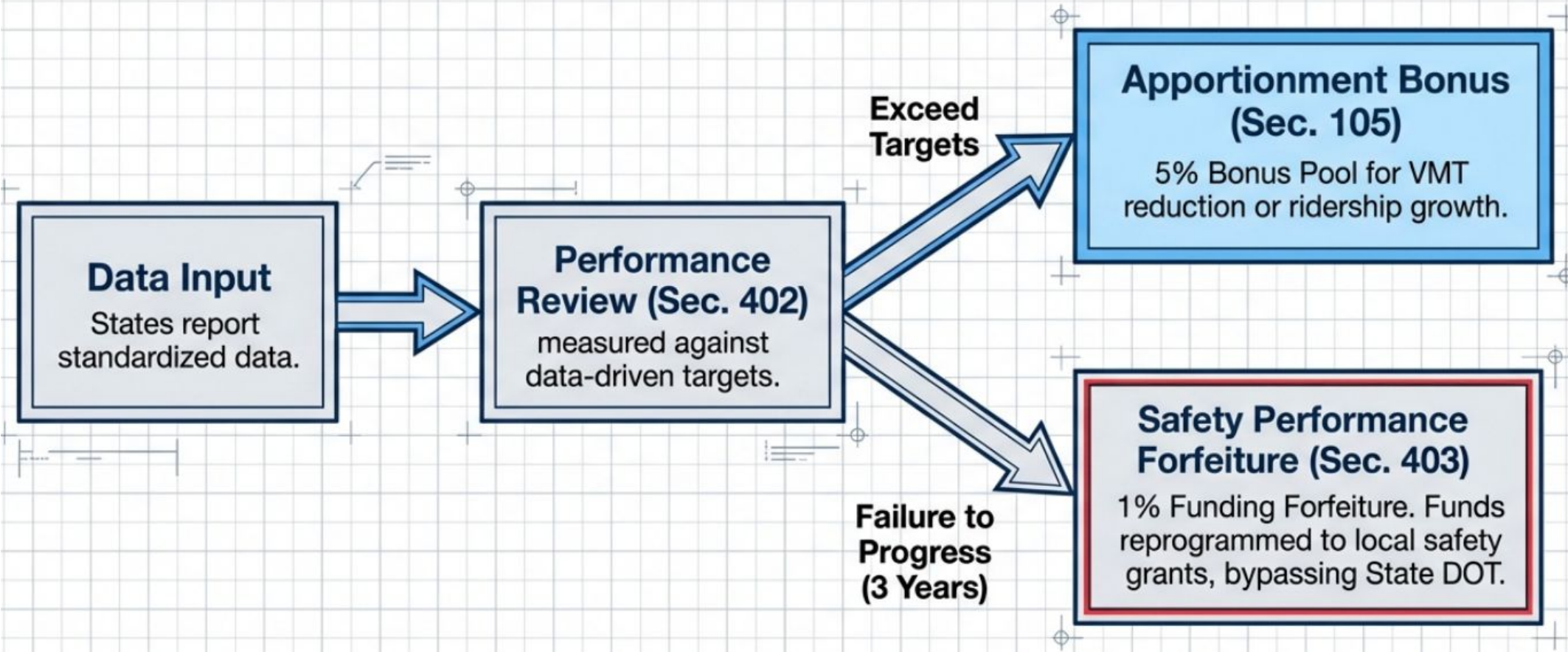
From anecdotal planning to empirical benchmarking.

## The Solution

*We know what we need to do.*

# Accountability: The “Pay for Performance” Framework

Section 409 establishes data transparency as a prerequisite for funding.



## The Solution

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*We know what we need to do.*

National Transit Policy centers on a **"Ridership-First" expansion model**, creating a new performance-based pipeline to significantly increase federal investment in high-utilization corridors.

The FRAME Act replaces antiquated, stagnant funding with a *Year Zero reset that rewards service excellence*; by tying funding to ridership growth and operational reliability, the Act provides the fiscal engine to scale transit into a high-capacity, competitive pillar of the national mobility economy.

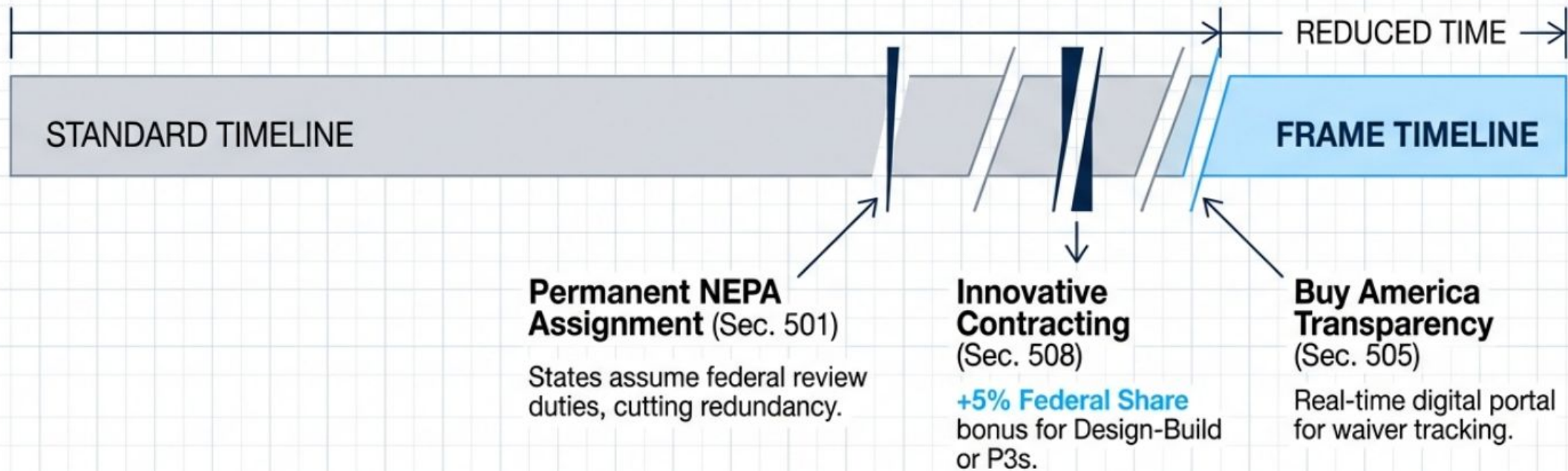
# The Solution

*We know what we need to do.*

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## Accelerating Delivery & Unlocking Private Capital

Reducing the “Time Tax” through regulatory streamlining.



Goal: Remove administrative friction to get projects built faster.

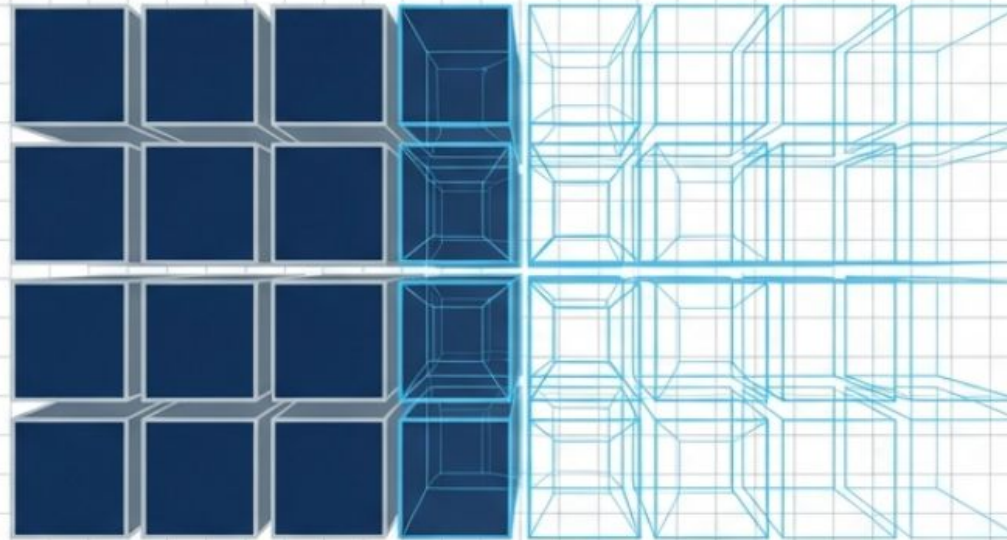
## The Solution

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# Modernizing Definitions: Software as Infrastructure

Section 107 codifies 'Bits as Bricks,' treating digital systems as capital assets.

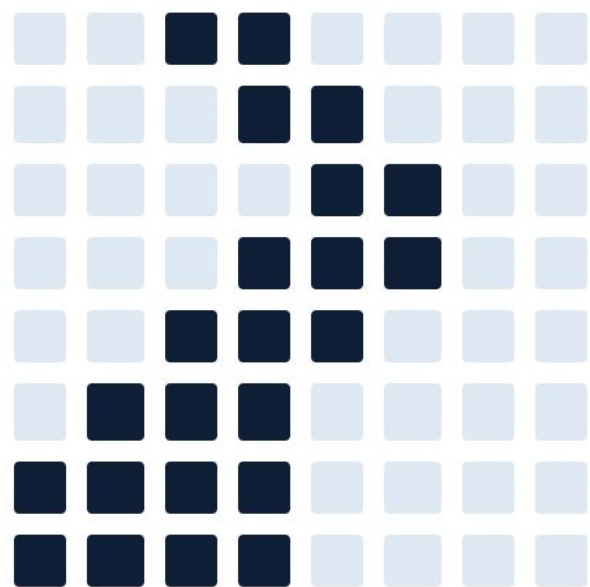


### The New Definition

Legally construes software, data systems, and digital twins as capital projects. Allows States to use federal capital funds for operational efficiency technologies (signal timing, dynamic pricing) rather than just physical construction.

### AV-Ready Standard (Sec. 607)

Establishes voluntary standards for machine-readable pavement markings and digital traffic control devices to prepare for the autonomous future.



# FRAME

A Surface Transportation Act  
for the 21st Century

The FRAME Act provides the legal architecture, fiscal tools, and moral clarity to rebuild America's mobility economy. It is time to stop managing decline and start engineering progress.