



CEAC Transportation Policy Committee

CEAC 14th Annual Policy Conference

Thursday, August 29, 2019 | 9:30 am - 11:00 am

Capitol Event Center

1020 11th Street, 2nd Floor

Sacramento, California

AGENDA

Chair, David Fleisch, Ventura County
Vice Chair, Scott DeLeon, Lake County
Vice Chair, Steve Kowalewski, Contra Costa County
Vice Chair, Rich Crompton, San Diego County

- 9:30 am I. **Welcome, Self- Introductions, and Opening Remarks**
Chair, David Fleisch, Ventura County
- 9:40 am II. **Caltrans Update**
Ray Zhang, Division Chief, Caltrans Division of Local Assistance
- 10:00 am III. **Transportation Funding and Legislative Update**
 - Local Streets and Roads Funding Program (pictures)
 - SB127 and others*Chris Lee, CSAC Legislative Representative*
Marina Espinoza, CSAC Legislative Analyst
- 10:10 am IV. **Federal Update**
 - Federal Transportation Reauthorization Priorities – ACTION ITEM*Chris Lee, CSAC Legislative Representative*
Marina Espinoza, CSAC Legislative Analyst
- Attachment One: CEAC Transportation Reauthorization Memo August 2019
Attachment Two: Draft FAST Act Reauthorization Priorities and Principles
Attachment Three: NACo FAST Act vs ATIA Comparison
- 10:30 am V. **City and County Pavement Improvement Center Update**
- 10:35 am VI. **TDA Task Force Update**
Marina Espinoza, CSAC Legislative Analyst
- 10:40am VII. **Committee Updates**
 - Active Transportation Program-Technical Advisory Committee (ATP-TAC)
 - California Traffic Control Devices Committee (CTCDC)
 - California Uniform Construction Cost Accounting Commission (CUCCAC)
 - Highway Bridge Program Committee (HBP)
 - Highway Safety Improvement Program (HSIP)
 - Transportation Cooperative Committee (TCC)
 - Others
- 10:55 am VIII. **Future Agenda Items**
- 11:00 am IX. **Other Items & Adjournment**

ATTACHMENTS

Attachment One..... CEAC Transportation Reauthorization
Memo August 2019

Attachment Two..... Draft FAST Act Reauthorization Priorities
and Principles

Attachment Three..... NACo FAST Act vs ATIA Comparison

Attachment One
CEAC Transportation Reauthorization Memo August 2019



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August 14, 2019

To: CEAC Transportation Committee

From: Chris Lee, Legislative Representative
Marina Espinoza, Legislative Analyst

Re: **Approval of Policy Priorities for Federal Transportation
Reauthorization Bill – ACTION ITEM**

Recommendation. Approve recommended policy priorities for reauthorization of the federal surface transportation bill.

Background. Congress passed and President Obama signed the Fixing America's Surface Transportation Act ("FAST Act") on December 4, 2015. The FAST Act was the first long-term transportation reauthorization bill in several years. It funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. In addition to funding surface transportation programs, the FAST Act made other transportation-related policy changes, including authorizing a pilot program for state and federal environmental law reciprocity that was long-sought by CSAC and CEAC. Changes like CEQA-NEPA reciprocity will allow California to stretch each additional federal transportation dollar further.

While the FAST Act provided five years of funding, it did not increase transportation revenues in order to address the structural shortfall in the federal Highway Trust Fund (HTF). The HTF relies on federally-imposed fuel taxes of 18.4 cents/gallon on gasoline and 24.4 cents/gallon on diesel fuel. These rates are not adjusted for inflation and were last increased by the federal government in 1993.

In California, federal surface transportation funds under the FAST Act amount to about \$5.6 billion in annual revenue to the State Highway Account. Approximately 60% of those funds are allocated to state highway projects, with the other 40% are allocated to federally-eligible projects sponsored by regional and local governments. In addition to funding allocated through regional transportation planning agencies, counties are eligible to receive federal transportation funds directly from the State in the form of grants for bridge projects, safety improvements, and active transportation projects.

The FAST Act doesn't expire until September 30, 2020, but committees in both houses of Congress have already begun policy discussions around reauthorization priorities. In April 2019, CSAC convened a working group of CEAC, including representatives of urban, suburban and rural counties, to provide technical feedback on reauthorization

priorities. The initial draft developed by the working group was reviewed and approved by the CSAC Housing, Land Use and Transportation Policy Committee on June 7, 2019 and the CSAC Executive Committee on August 1, 2019.

Policy Considerations. Given the long-term insolvency of the federal highway trust fund, a federal transportation funding fix continues to be the top priority for counties. To simply keep up with the pace of inflation, the spending levels authorized by the FAST Act would need to increase by \$114 billion over the course of a new six-year surface transportation reauthorization bill. At the same time, it is crucial that federal transportation programs provide long-term funding stability for transportation projects that can take multiple years to plan and construct. CSAC's adopted policy supports a variety of new user-based revenues sources, from increasing the federal gas tax to assessing a user fee that more accurately charges motorists for their use of the system.

California has joined cities, counties, regions and states across the country to increase infrastructure funding. Senate Bill 1 (Beall, 2017), invests \$54 billion over the next decade to fix roads, freeways, bridges, and as well as funding transit, safety programs and active transportation in every community in California. In addition, over 88% of the state's population lives in a county that has approved special taxes to fund regional transportation improvements, raising nearly \$200 billion over the next 30 to 40 years. California needs a strong federal partner to make needed "fix it first" investments to preserve our existing assets, deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility, address emerging issues including climate change resiliency, and keep the economy growing. This can only happen with a long-term funding fix for the federal HTF.

In addition to the overarching need to address the long-term funding of the HTF, local bridge rehabilitation and replacement, emergency relief projects, and safety projects continue to be acute needs for county road systems in California. Specific priorities recommended for these key items include:

- **Restore the Highway Bridge Program.** Provide dedicated revenue for local bridges on the federal aid highway system, either by creating a set-aside similar to the "off-system" highway bridge set-aside or by restoring the Highway Bridge Program as a core program. California essentially maintained the Highway Bridge Program, which was eliminated as a standalone program under a prior transportation authorization bill. The state has continued to allocate approximately \$300 million in federal funds to local bridge projects each year from the National Highway Performance Program and Surface Transportation Block Grant Program. Nevertheless, local bridge funding needs are acute and additional funding, as well as a dedicated program, is well warranted. California cities and counties own over 12,000 bridges, of which 829 need to be replaced and 1,834 need rehabilitation. Based on a conservative estimate from the 2018

Local Streets and Roads Needs Assessment, local agencies in California face a \$2.6 billion shortfall for bridge repair and rehabilitation over the next decade.

- **Ensure Eligibility for Emergency Relief Projects.** Provide relief for local agencies impacted by disasters by extending the statutory limit for emergency relief projects under the Federal Highways Administration (FHWA) to six years with the possibility of additional one-year extensions for just cause. In California, seven counties have 129 FHWA emergency relief projects worth over \$80 million related to severe winter storms in 2017. These emergency relief projects could lose funding without the extension granted by this policy proposal. CSAC recently co-sponsored a National Association of Counties policy resolution on this topic and CSAC's federal representatives have worked with members of the California delegation to introduce amendments to achieve this change. While attempts to attach amendments to other bills have been unsuccessful, the best opportunity to secure the change will be in the context of the reauthorization bill.
- **Focus on Safety.** Increase funding for safety infrastructure projects on the existing transportation system. Programs/projects must be aimed at reducing the greatest number of fatalities regardless of ownership of the system. Reauthorization should ensure that the rural road system, which is largely managed by counties and where fatality rates are the highest, retains dedicated funding. Counties face significant needs to retrofit their roads to better accommodate active transportation by cyclists and pedestrians, especially as accident rates for these modes of transportation increase. Accordingly, the reauthorization bill must promote bicycle and pedestrian safety programs and increase funding for these project types.

Action Requested. Staff requests that the Transportation Committee approve the attached federal transportation reauthorization policy priorities, which will be referred for final approval by the CEAC Board of Directors at their August 30 meeting, and the CSAC Board of Directors at their September 5 meeting.

Staff Contacts.

Chris Lee, (916) 327-7500 Ext. 521 or clee@counties.org.

Attachments.

- 1) Draft FAST Act Reauthorization Priorities

Attachment Two
Draft FAST Act Reauthorization Priorities and Principles



California State Association of Counties

*****DRAFT*****

CSAC PRIORITIES FOR FAST ACT REAUTHORIZATION

Pending Approval by CSAC Board of Directors

FAST Act Reauthorization Priority: Increase Federal Revenues for Transportation Infrastructure

Without immediate bold action by Congress, the Highway Trust Fund will continue to face insolvency. Existing federal revenues continue to fall short of meeting the funding needs to bring our nation's surface transportation infrastructure into the next century. Our future economic prosperity, , and our dedication to the health, safety, and welfare of the traveling public and all Americans demands a significant reinvestment into the transportation network. **CSAC urges Congress to enhance revenues for investment in our national transportation infrastructure.**

The California State Association of Counties (CSAC) – the unified voice of California's 58 counties – believes that until the funding issue is addressed, we will not make significant progress in improving our critical transportation infrastructure. California has joined states around the country in taking action to address its transportation infrastructure funding needs. The landmark Road Repair and Accountability Act of 2017 provides over \$5 billion annually to fix local roads, state highways and bridges and invest in transit and active transportation. At the regional level, over 80% of California's residents live in a county where voters have approved a dedicated local transportation tax measure. Despite these significant investments, California still depends upon a strong federal partnership to meet our transportation infrastructure needs.

The demands on our infrastructure are relentless – Californians log 300 million vehicle miles traveled annually, more than the current system was ever intended for. Local agencies in California own over 12,000 bridges, of which 829 need to be replaced and 1,834 need rehabilitation. At the same time, federal sources of revenue are declining due to necessary improvements in fuel economy and electric vehicle technology. In order to address pressing environmental concerns ranging from air quality and climate change to impacts on our water resources and energy demands, the nation must continue its work to advance technological improvements in fuel economy, alternative vehicles such as zero emissions vehicles, and reduce the amount people must drive to access work, school, home, services, and recreation. These challenges will only exacerbate our current funding dilemma.

CSAC's policy supports a variety of new revenues sources from increasing the federal gas tax to assessing a user fee that more accurately charges motorists for their use of the system than traditional revenues sources. Failing to address the severe funding issue within the next reauthorization effort will only negatively impact the condition of our system, our economy, our environment, and the overall quality of life for Americans. Increased revenue is our utmost priority for FAST Act reauthorization.

Once Congress addresses the funding issue, CSAC submits the following additional policy and programmatic priorities for consideration by Congress.

FAST Act Reauthorization Priority: Restore the Highway Bridge Program

- Provide dedicated revenue for on-system highway bridge projects, either by creating a set-aside similar to the off-system highway bridge set-aside or restoring the Highway Bridge Program as a core program.
- Increase dedicated funding for preventative maintenance on, and replacement of, bridges. This is a critical safety issue.

FAST Act Reauthorization Priority: Emergency Relief Projects

- Provide relief for local agencies impacted by disasters by extending the statutory limit for emergency relief projects under the Federal Highways Administration to six years with the possibility of additional one-year extensions for just cause.

FAST Act Reauthorization Priority: Focus on Safety

- Increase funding for safety infrastructure projects on the existing transportation system.
- Programs/projects must be aimed at reducing the greatest number of fatalities regardless of ownership of the system.
- Ensure the rural road system, where fatality rates are the highest, retains dedicated funding.
- Promote and increase funding for bicycle and pedestrian safety projects and programs.

Fast Act Reauthorization Priority: Fix-it-First

- Provide increased funding for maintenance and preservation of the existing system. Reinvesting in the system now prevents exponentially higher costs down the road.

FAST Act Reauthorization Priority: Streamlining Project Delivery & Environmental Review

- Support streamlining of federal regulations to facilitate more expeditious project delivery.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Extend the at-risk project pre-agreement authority available for transit projects to highway projects for non-construction activities and for construction activities once environmental review is complete.

FAST Act Reauthorization Priority: Increase Flexibility to Meet State, Regional, and Local Needs

- Maximize the use and flexibility of federal funds by not requiring minimum federal matches.
- Eliminate the need to program multiple phases for small projects.
- Eliminate need for TIP programming for air quality neutral projects.

FAST Act Reauthorization Priority: Assistance for Data Collection

- Provide funding, training, tools, and uniform standards for the collection of roadway and traffic data specifically for the local and rural roadways, including assistance and funding for data collection required by federal performance management rules.
- Provide assistance for data collection, and determining and quantifying GHG emissions, and other important data for addressing climate change in long-range transportation plans.

FAST Act Reauthorization Priority: Improve Environmental Stewardship & Address Climate Change

- Provide financial incentives to States that adopt and set greenhouse gas (GHG) emissions reductions targets and programs to accomplish those targets.
- Provide incentives in current programs and/or provide new funding sources for climate change neutral or friendly transportation projects and programs.
- Provide financial incentives for rural sustainability.
- Provide financial support for regional and countywide planning processes that integrate transportation and land use planning to reduce GHG emissions.
- Provide funding for retrofitting equipment and for alternate fuel infrastructure.

FAST Act Reauthorization Priority: Maintain Funding for Federal Lands Access Program (FLAP)

- Maintain funding for the FLAP for projects that provide access to, are adjacent to, or are located within Federal Lands.

For more information regarding these priorities and principles, please contact:

Joe Krahn, Paragon Government Relations, (202) 898-1444

Chris Lee, California State Association of Counties, (916) 650-8180

Attachment Three
NACo FAST Act vs ATIA Comparison



U.S. SENATE TAKES ACTION ON SURFACE TRANSPORTATION REAUTHORIZATION

NACo Analysis: America's Transportation Infrastructure Act (ATIA) vs.
Fixing America's Surface Transportation (FAST) Act of 2015

On Tuesday, July 30, the U.S. Senate Environment and Public Works (EPW) Committee unanimously approved a five-year surface transportation reauthorization measure spanning FY 2021 through 2025. The America's Transportation Infrastructure Act (ATIA) ([S. 2302](#)) authorizes \$287 billion in funding from the Highway Trust Fund for the nation's highway surface transportation programs over five years, representing a roughly 27 percent increase over the levels authorized in the previous legislation, the Fixing America's Surface Transportation (FAST) Act of 2015, which is set to expire in September 2020.

Counties own and operate 45 percent of public roads and almost 40 percent of the National Bridge Inventory, making this legislation and the funding it provides critical for local communities. Below are highlights of key provisions of importance to county governments:

- **Maintains the off-system bridge set-aside:** ATIA maintains the set-aside under the Surface Transportation Block Grant Program (STBGP) that mandates no less than 15 percent of a state's STBGP allocation be directed to the repair and rehabilitation of bridges off the federal-aid highways system. This set-aside is critical as it increases the amount and flexibility of STBGP dollars allocated to counties for the improvement of off-system bridges. Counties own and maintain 64 percent of the nation's 281,184 off-system bridges.
- **Streamlines the federal permitting process:** The bill codifies certain tenants of the "[One Federal Decision](#)" Executive Order, establishing a two-year goal for completion of environmental reviews; a 90-day timeline for related project authorization; a single environmental document and record of decision to be signed by all participating agencies; and an accountability and tracking system to be managed by the U.S. Secretary of Transportation.
- **NEW competitive grants for bridges:** The legislation authorizes more than \$6 billion over five years, including \$3.3 billion from the Highway Trust Fund, for a new competitive bridge grant program to address the growing backlog of bridges in poor conditions nationwide. Under this competitive program, states and counties may apply directly for funding through the U.S. Department of Transportation (DOT). Counties own and operate 38 percent of the National Bridge Inventory, over 50 percent of which are considered "structurally deficient" and in need of repair.
- **NEW funding and focus for resilient infrastructure:** ATIA emphasizes resiliency throughout the bill and expands the eligibility for resilient infrastructure projects to receive federal funding. Resilient measures counties could fund through the bill include relocating roadways to a higher elevation, stabilizing slopes, replacing culverts with bridges or upsizing culverts, tide gates and improving natural features. In addition, the legislation directs specific funding for highway infrastructure that could be affected by flooding, drought, wildfires, rockslides, levee and

dam failures and earthquakes. This is particularly important for counties, as 788 counties – or 26 percent – faced at least one major disaster declaration in 2018.

The bill also provides significant federal investments for communities to build long-lasting, resilient transportation infrastructure by creating the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) grant program. The PROTECT program would provide \$3.9 billion in formula grants and \$1 billion in competitive grants, respectively, over five years and would assist areas in recovering from and/or preparing for natural disasters by directing funds to develop resilient infrastructure in vulnerable communities. The PROTECT Program has two components:

- **NEW formula grant program:** Funded at \$786 million per year via the Highway Trust Fund, the formula grant portion of PROTECT will be distributed to states in the same share the state receives based on its core formula apportionments. These funds may be used for construction activities that improve the resiliency of assets to current and future weather events and natural disasters, for strategies that allow for a continuity of operations or rapid recovery of surface transportation systems that serve critical needs following a disaster, including evacuation routes, or to protect coastal infrastructure that is at long-term risk to sea level rise. The federal share is 80 percent; however, funding from other federal sources may be used to cover the remaining 20 percent.
- **NEW competitive grant program:** Funded at \$200 million per year from the Highway Trust Fund, this portion of the grant program is intended to enable communities to assess vulnerabilities and plan infrastructure improvements and emergency response strategies to address community needs. Local governments may apply directly to U.S. DOT for funding in this portion of the PROTECT program.
- **NEW programs for transportation safety projects:** The legislation increases and expands safety provisions, including designating “leading pedestrian intervals” as an eligible project and allowing states the flexibility to use Highway Safety Improvement Plan (HSIP) funds for educational campaigns on traffic safety and enforcement activities. ATIA creates several new safety grant programs:
 - **NEW formula safety incentive grant program:** ATIA establishes a formula safety incentive program for states funded at \$500 million per year from the Highway Trust Fund. Upon receipt of the funds, a state must then sub-allocate 65 percent of their share based on population. This incentive program would mandate states use half the funding for highway safety improvement projects, while the remaining half can be used for any project that is eligible under STGBP so long as the state can prove progress is being made to address its vulnerable road safety assessment. If performance data demonstrates a state is making progress in this area, the federal share is equal to 100 percent.
 - **NEW competitive traffic fatality reduction grant program:** ATIA also establishes a fatality reduction program funded at \$100 million annually from the Highway Trust Fund. Eligibility is directed toward state and local governments where data shows an adversely high number of fatalities or serious injuries resulting from traffic accidents have occurred. Successful applicants will be states and other units of government who can demonstrate progress in reducing these averages. The grant criteria, which may be

funded at up to a 100 percent federal share, is based on the ability of a state or local government to demonstrate one or more of the following:

- Reducing per capita serious injuries and fatalities
 - Reducing rates of serious injuries and fatalities per vehicles miles traveled (VMT)
 - Having the lowest per capita serious injuries and fatalities
 - Having among the lowest per-VMT serious injury and fatality averages
 - Innovative safety efforts
- **NEW pilot program to reduce wildlife-vehicle collisions:** The bill provides \$250 million over five years for a new competitive grant program geared toward projects designed to reduce the number of wildlife-vehicle collisions and to improve wildlife habitat connectivity. Local governments may apply directly to U.S. DOT for this grant, and at least 60 percent of funds must go toward projects in rural areas.
- **Increases sub-allocation amounts for Transportation Alternatives Program (TAP) Projects:** The bill increases the TAP set-aside within the STBGP, as well as its sub-allocation amounts, while also providing smaller communities greater access. TAP was created under the FAST Act and provides funding to projects considered alternative to traditional highway construction. Counties utilize the TAP program for pedestrian and bicycle facilities, trails, safe routes to school projects, community improvements and environmental mitigation, among others.
 - **NEW language added to give counties the opportunity to receive 100 percent of TAP set-aside funds allocated to states:** The legislation includes new language mandating states disperse funds they receive through the TAP set-aside with an opportunity to “allocate up to 100 percent of the funds referred to counties and other local transportation entities.” This provision will give counties the opportunity to receive more federal funding for specific infrastructure projects.
 - **Increases funding for the Nationally Significant Freight and Highway Projects Program:** The Nationally Significant Freight and Highway Projects Program, or INFRA, is increased by 22 percent under ATIA, with \$5.5 billion provided over five years. In general, INFRA provides federal funding for transportation infrastructure projects, which counties use to repair and rehabilitate America's highways and bridges. **However, the legislation also sets aside \$150 million for a pilot program that would prioritize projects for which states and local governments are willing and able to contribute greater amounts of funds to the non-federal match.**
 - **Increases investments in tribal and federal lands transportation programs:** The bill includes \$2.9 billion for the Tribal Transportation Program and \$2.1 billion for the Federal Lands Transportation Program over five years. Additionally, the bill sets aside \$250 million over five years for the construction and rehabilitation of nationally significant projects on federal and tribal lands. This is important for the 62 percent of counties that have federal public lands within our jurisdictions.
 - **NEW environmental provisions to reduce motor vehicle carbon emissions and road congestion:** The bill includes several new environmental provisions that will further assist counties in providing a healthy and safe environment for residents. The legislation includes \$3.8 billion over five years in formula and competitive grants to reduce on-road motor vehicle carbon emissions, along with truck emissions at port facilities. In addition, the

bill provides \$200 million in competitive grants to relieve congestion in major metropolitan areas. Lastly, ATIA reauthorizes the Diesel Emissions reduction Act (DERA) and directs the U.S. Comptroller General to evaluate the Congestion Mitigation and Air Quality Improvement Act

The timing remains unclear on when the remaining three U.S. Senate committees of jurisdiction over surface transportation will act. The rail and transit titles will need to be added to the legislation by the U.S. Senate Committee on Commerce and the U.S. Senate Committee on Banking, respectively. The Senate Finance Committee will also have to produce a "pay for" to cover the bill's transfers from the general fund, in addition to addressing the impending insolvency of the Highway Trust Fund that is predicted to be bankrupt by 2021. The Senate Finance Committee must find at least \$80 billion over five years in order to fund the gap between current projected dedicated revenues and spending levels prescribed in the EPW bill.

The Senate Environment and Public Works Committee marked up its iteration of the bill, outlined here, and it was unanimously approved by the committee. The U.S. House Committee on Transportation and Infrastructure, in conjunction with the U.S. House Committee on Ways and Means (who is also tasked with producing a "pay for"), will develop their own version of the surface transportation reauthorization, likely leading to an eventual conference between the two bills where differences are negotiated.

Key county priorities for any surface transportation reauthorization or comprehensive infrastructure package include:

- **Establish funding certainty through a long-term surface transportation reauthorization**
- **Promote long-term solvency of the Highway Trust Fund**
- **Provide direct funding to counties and increase local decision-making authority**
- **Maintain and increase the set-aside for off-system bridges**
- **Streamline the federal permitting process**

The chart accompanying this document outlines key county priorities that would be impacted by EPW's legislation, as well as how these priorities compare today under the current surface transportation authorization known as the FAST Act.

COUNTY PRIORITIES	FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT (P.L. 114-94)	AMERICA'S TRANSPORTATION INFRASTRUCTURE ACT (ATIA) (S. 2302)
<p>Long-term Funding Certainty</p> <p><i>Counties rely on the certainty of federal funding to plan and execute both major and minor transportation projects. For counties to confidently commit to critical transportation projects, a reauthorization must deliver consistent funding over several fiscal years.</i></p>	<ul style="list-style-type: none"> The FAST Act was signed into law in 2015, representing a fully funded five-year reauthorization for surface transportation programs following the expiration of the previous authorization, MAP-21 (P.L. 112-141). 	<ul style="list-style-type: none"> Like the FAST Act, ATIA also provides a five-year reauthorization for surface transportation programs for fiscal years (FY) 2021 - FY 2025. However, this initial draft version of the legislation does not yet contain a funding stream, other than funds authorized for use from the Highway Trust Fund (HTF).* <p><i>*The U.S. Senate Committee on Finance has jurisdiction over additional revenue. Transit and rail titles are also forthcoming from the U.S. Senate Committee on Banking and U.S. Senate Committee on Commerce, respectively.</i></p>
<p>Increased Investments</p> <p><i>Increased federal investment is necessary for counties to maintain the significant share of the national transportation network that is owned by local governments.</i></p>	<ul style="list-style-type: none"> The FAST Act authorizes a total of \$280 billion to be spent from the HTF on surface transportation program for FY 2016 – FY 2020 (average of \$56.2 billion, annually). 	<ul style="list-style-type: none"> ATIA authorizes a total of \$287 billion from the HTF for FY 2021 - FY 2025, an increase of roughly 27 percent over FAST Act levels (average of \$57.5 billion, annually). This is the largest amount of funding provided for a highway reauthorization bill in legislative history.
<p>Permit Streamlining</p> <p><i>Counties support streamlining the federal permitting process through concurrent reviews and increased thresholds for categorical exclusions, which can help reduce project delays.</i></p>	<ul style="list-style-type: none"> The FAST Act established the Federal Permitting Improvement Steering Council (FPISC) as means to advance efforts in the federal government to modernize the federal permitting and review processes. 	<ul style="list-style-type: none"> ATIA will codify certain tenants of the Trump Administration’s “One Federal Decision” Executive Order and implement several new requirements in order to streamline federal permitting regulations while ensuring we are good stewards of the environment: <ol style="list-style-type: none"> The U.S. Secretary of Transportation is required to issue a report on environmental review best practices;

COUNTY PRIORITIES	FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT (P.L. 114-94)	AMERICA'S TRANSPORTATION INFRASTRUCTURE ACT (ATIA) (S. 2302)																												
<p>Permit Streamlining, cont'd.</p>	<ul style="list-style-type: none"> The FAST Act established the Federal Permitting Improvement Steering Council (FPISC) as means to advance efforts in the federal government to modernize the federal permitting and review processes. 	<ol style="list-style-type: none"> DOT is required to establish a performance accountability system to include, at minimum, the environmental review schedule; and, Federal agencies that have oversight would be required to bundle their decisions. 																												
<p>Surface Transportation Block Grant Program (STBGP)</p> <p><i>Local governments understand the transportation needs, conditions and circumstances of their communities. Increasing the amount and flexibility of STBGP dollars suballocated to counties will allow local decision-makers to prioritize projects that best serve their communities.</i></p>	<ul style="list-style-type: none"> The FAST Act authorizes a total of \$58.3 billion for the STBGP, which includes flexible surface transportation program (STP) funding and a set-aside program that supports off-system bridges (\$776.5 million, annually), recreational trails and other alternative transportation projects. The FAST Act increases the STP set-aside over the life of the bill from 50 percent to 55 percent. <table border="1" data-bbox="615 878 1220 1127"> <thead> <tr> <th colspan="2">STBGP Authorization Levels</th> </tr> </thead> <tbody> <tr> <td>FY 2016</td> <td>\$11.2 billion</td> </tr> <tr> <td>FY 2017</td> <td>\$11.4 billion</td> </tr> <tr> <td>FY 2018</td> <td>\$11.7 billion</td> </tr> <tr> <td>FY 2019</td> <td>\$11.9 billion</td> </tr> <tr> <td>FY 2020</td> <td>\$12.1 billion</td> </tr> <tr> <td>TOTAL</td> <td>\$58.3 billion</td> </tr> </tbody> </table>	STBGP Authorization Levels		FY 2016	\$11.2 billion	FY 2017	\$11.4 billion	FY 2018	\$11.7 billion	FY 2019	\$11.9 billion	FY 2020	\$12.1 billion	TOTAL	\$58.3 billion	<ul style="list-style-type: none"> The total STBGP program share will grow under ATIA due to the roughly 28 percent increase in the overall bill. ATIA maintains the 55 percent level authorized in the final year of the FAST Act (FY 2020) for the sub-allocation of STBGP funds to metropolitan areas. Within STBGP, ATIA will increase the amount of the annual set-aside within the Transportation Alternatives Program (TAP) over the life of the bill to \$1.2 billion by FY 2025. The amount of the TAP set-aside that is required to be allocated by population will also rise from 50 percent to 57.5 percent. ATIA will also mandate states disperse the funds they receive through the set-aside with an opportunity to "allocate up to 100 percent of the funds referred to counties and other local transportation entities." <table border="1" data-bbox="1245 1105 1938 1360"> <thead> <tr> <th colspan="2">STBGP Authorization Levels</th> </tr> </thead> <tbody> <tr> <td>FY 2021</td> <td>\$11.96 billion</td> </tr> <tr> <td>FY 2022</td> <td>\$12.2 billion</td> </tr> <tr> <td>FY 2023</td> <td>\$12.45 billion</td> </tr> <tr> <td>FY 2024</td> <td>\$12.72 billion</td> </tr> <tr> <td>FY 2025</td> <td>\$12.99 billion</td> </tr> <tr> <td>TOTAL</td> <td>\$62.32 billion</td> </tr> </tbody> </table>	STBGP Authorization Levels		FY 2021	\$11.96 billion	FY 2022	\$12.2 billion	FY 2023	\$12.45 billion	FY 2024	\$12.72 billion	FY 2025	\$12.99 billion	TOTAL	\$62.32 billion
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<p>Surface Transportation Block Grant Program (STBGP), cont'd.</p>	<table border="1" data-bbox="615 293 1220 542"> <thead> <tr> <th colspan="2">STP Set-Aside Authorization Levels</th> </tr> </thead> <tbody> <tr> <td>FY 2016 x 51% sub-allocated =</td> <td>\$11.2 billion</td> </tr> <tr> <td>FY 2017 x 52% sub-allocated =</td> <td>\$11.4 billion</td> </tr> <tr> <td>FY 2018 x 53% sub-allocated =</td> <td>\$11.7 billion</td> </tr> <tr> <td>FY 2019 x 54% sub-allocated =</td> <td>\$11.9 billion</td> </tr> <tr> <td>FY 2020 x 55% sub-allocated =</td> <td>\$12.1 billion</td> </tr> <tr> <td>TOTAL</td> <td>\$28 billion</td> </tr> </tbody> </table>	STP Set-Aside Authorization Levels		FY 2016 x 51% sub-allocated =	\$11.2 billion	FY 2017 x 52% sub-allocated =	\$11.4 billion	FY 2018 x 53% sub-allocated =	\$11.7 billion	FY 2019 x 54% sub-allocated =	\$11.9 billion	FY 2020 x 55% sub-allocated =	\$12.1 billion	TOTAL	\$28 billion	<table border="1" data-bbox="1249 293 1938 542"> <thead> <tr> <th colspan="2">TAP Set-Aside Authorization Levels</th> </tr> </thead> <tbody> <tr> <td>FY 2021 x 55% sub-allocated =</td> <td>\$11.2 billion</td> </tr> <tr> <td>FY 2022 x 55% sub-allocated =</td> <td>\$11.4 billion</td> </tr> <tr> <td>FY 2023 x 55% sub-allocated =</td> <td>\$11.7 billion</td> </tr> <tr> <td>FY 2024 x 55% sub-allocated =</td> <td>\$11.9 billion</td> </tr> <tr> <td>FY 2025 x 55% sub-allocated =</td> <td>\$12.1 billion</td> </tr> <tr> <td>TOTAL</td> <td>\$34.27 billion</td> </tr> </tbody> </table>	TAP Set-Aside Authorization Levels		FY 2021 x 55% sub-allocated =	\$11.2 billion	FY 2022 x 55% sub-allocated =	\$11.4 billion	FY 2023 x 55% sub-allocated =	\$11.7 billion	FY 2024 x 55% sub-allocated =	\$11.9 billion	FY 2025 x 55% sub-allocated =	\$12.1 billion	TOTAL	\$34.27 billion
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<p>Bridge Funding</p> <p><i>Collectively, local governments own over half of the National Bridge Inventory, making federal funding for bridges both on and off the federal-aid highways system critical to ensuring America's transportation network is functioning at its full potential.</i></p>	<ul style="list-style-type: none"> • Under the FAST Act, not less than 15 percent of a state's allocation through STBGP is set-aside for bridges not on the federal aid-highways system. • The FAST Act created eligibility within the National Highway Performance Program (NHPP) to support all on-system bridges. 	<ul style="list-style-type: none"> • The FAST Act's off-system bridge set-aside is maintained under ATIA (\$776.5 million, annually). <ul style="list-style-type: none"> ○ ATIA would also allow low water crossing replacement projects to be eligible under this set-aside. • ATIA contains a new Bridge Investment Program funded by \$3.3 billion from the HTF and \$3.3 billion from the general fund over FY 2021 – FY 2025. <ul style="list-style-type: none"> ○ This competitive grant program will fund projects that replace, rehabilitate or increase the resiliency of both federal-aid highway bridges, as well as those off-system (80/20 share). <u>Counties may apply directly for these funds.</u> • ATIA makes off-system bridges eligible for up to 15 percent of a state's NHPP funds for protective features to improve resiliency. 																												

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<p>Freight Movement</p> <p><i>Counties are a critical part of the nation's movement of freight, often representing the first and last mile of these trips that fuel economic growth and keep Americans connected to the global economy.</i></p>	<ul style="list-style-type: none"> The FAST Act created the National Highway Freight Program that provides dedicated funding for states to be used for planning, engineering and construction projects that contribute to the movement of freight along the National Highway Freight Network. 	<ul style="list-style-type: none"> ATIA amends the limitation on the maximum designation of critical rural freight corridors (CRFC) from 150 miles to 300 miles, with any state having a below average population density in the 2010 census eligible to designate 600 miles, or 25 percent, of its primary highway freight system mileage as a CRFC. Once designated, these corridors receive dedicated federal funding through the National Highway Freight Program.
<p>Resilient Infrastructure</p> <p><i>Counties play a key role in emergency management and preparedness, which includes building resilient infrastructure for hazard mitigation.</i></p>	<ul style="list-style-type: none"> The FAST Act did not include resilient infrastructure programs. 	<ul style="list-style-type: none"> ATIA establishes the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) grant program, which would provide nearly \$1 billion in competitive grants each of FY 2021-2025 to improve the resiliency of transportation infrastructure. PROTECT contains both a formula grant program, funded at \$786 million annually, and a competitive grant program, funded at \$200 million annually.
<p>Transportation Safety</p> <p><i>Counties are responsible for the public safety of those who use the nation's highways, roads and bridges.</i></p>	<ul style="list-style-type: none"> Certain transportation safety programs were included in the FAST Act, but it did not include the specific programs included ATIA. 	<ul style="list-style-type: none"> ATIA provides federal funding to states and local governments for transportation safety projects aimed at reducing fatalities for nonmotorized road users, such as bicyclist and pedestrians. The bill authorizes \$600 million per year for formula and competitive grants for FY 2021-2025. The bill also provides \$250 million over five years for a new grant program for projects designed to reduce the number of wildlife-vehicle collisions that adversely impact road safety in many rural counties.

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<p>Carbon Emission Reductions</p> <p><i>Maintaining a healthy environment is a major component for counties in providing safe and vibrant communities.</i></p>	<p>The FAST Act did not include a climate title for environmental programs.</p>	<ul style="list-style-type: none"> • ATIA provides \$3.5 billion for formula and competitive grants over five year to expand investments in transportation improvements designed to reduce motor vehicle carbon emissions. • The legislation includes \$300 million over five years to reduce truck emissions at port facilities • The bill includes \$200 million in competitive grants to states and local governments for projects designed to relieve road congestion in highly congested metropolitan areas. • ATIA extends authorization of the Diesel Emissions Reduction Act (DERA) program through FY 2024. DERA provides funding to counties to help reduce particulate matter pollution. • The legislation directs the U.S. Comptroller General to evaluate the Congestion Mitigation and Air Quality Improvement Program (CMAQ)