



## **America's Transportation Infrastructure Act**

America's Transportation Infrastructure Act of 2019 is the largest amount of funding provided for highway reauthorization legislation in history. The bill authorizes \$287 billion from the Highway Trust Fund over five years in investments to maintain and repair America's roads and bridges and to keep our economy moving. The legislation includes provisions to improve road safety, accelerate project delivery, improve resiliency to disasters, reduce highway emissions, and grow the economy. Below are a few of the highlights of the bill.

### **Funds Our Highways and Grows Our Economy**

The bill provides \$287 billion in highway spending from the Highway Trust Fund over five years, of which \$259 billion, or over 90%, is distributed to states by formula. The five-year funding level is more than a 27% increase above the FAST Act and will be the largest highway bill in history. The legislation maintains each state's share of highway formula funding and expands the flexibility and eligible uses of formula funds provided out of the Highway Trust Fund.

#### ***INFRA Funding***

The bill increases funding for the Nationally Significant Freight and Highway Projects program, known as "INFRA," by providing \$5.5 billion over five years. The bill increases funding flexibilities, and prioritizes certain critical interstate projects. The bill increases the minimum amount (from 10 percent to 15 percent) of INFRA funds to go towards smaller projects. The bill sets aside \$150 million per year for a pilot program that prioritizes projects offering a higher non-federal match. The bill also creates new grant administration transparency requirements.

### **Enhances and Improves Road and Bridge Safety**

#### ***New Competitive Grants for Bridges***

The legislation authorizes over \$6 billion over five years, including \$3.3 billion from the Highway Trust Fund, for a competitive bridge program to address the backlog of bridges in poor condition nationwide. Every state with a well-justified proposal will receive funding to improve the condition and safety of its aging bridges. In addition, in order to enable agencies to support the large bridge projects that they often struggle to complete due to lack of adequate funding, no less than 50% of the program will support bridges with a total project cost larger than \$100 million.

## ***Safety Incentive Programs***

In addition to increases in the existing Highway Safety Improvement Program, the bill includes a new safety funding supplemental of \$500 million per year distributed to states based on their current formula share to support projects that would lower driver and pedestrian fatalities. States can receive greater project flexibility if they meet certain safety planning requirements. In addition, states can compete for additional funding awards by making progress on reducing fatalities.

## ***Program to Reduce Wildlife-Vehicle Collisions***

The bill provides \$250 million over 5 years for a new grant program for projects designed to reduce wildlife-vehicle collisions. In addition, the bill adds new funding eligibilities for the construction of wildlife crossing structures within formula and competitive programs, and prioritizes the research and development of animal detection systems to reduce the number of wildlife-vehicle collisions.

## **Cuts Red Tape**

The bill codifies core elements of the “One Federal Decision” policy for highway projects including establishing: a 2-year goal for completion of environmental reviews; a 90-day timeline for related project authorizations; a single environmental document and record of decision to be signed by all participating agencies; and an accountability and tracking system managed by the Secretary of Transportation (Secretary). In addition, the bill provides project sponsors with the flexibility to apply the core elements of the “One Federal Decision” policy to highway projects that require an environmental assessment.

The bill provides flexibility to the Department of Transportation (DOT) during the environmental review process, allowing the agency to set a schedule for projects, and limiting a possible extension request for other participating agencies to only one year. In addition, the bill requires the Secretary to provide a list of categorical exclusions applicable to highway projects to regulatory agencies and directs those agencies to publish a notice of proposed rulemaking to adopt relevant categorical exclusions within one year.

To accelerate project delivery and to ensure the equitable treatment of states by the Department of Transportation, the bill requires the Secretary to exercise all available flexibilities under current law, as long as they are in the public interest. The bill requires the Secretary to develop a simplified template for federal-state stewardship agreements and to remove non-statutory approval requirements from such agreements. The bill amends DOT regulations to lower paperwork burdens on states associated with traffic management plans for highway projects, work zone process reviews, and intelligent transportation system standards.

## **Delivers Projects Cheaper and Faster**

The bill increases funding for the Technology and Innovation Deployment Program. These funds include \$100 million in new and innovative construction technologies for smarter, accelerated project delivery.

## **Reinvests in Tribal and Federal Lands**

The legislation provides increased funding for tribal and federal lands transportation programs, which includes \$2.9 billion for the Tribal Transportation Program and \$2.1 billion for the Federal Lands Transportation Program over five years. In addition, the bill provides \$250 million over five years in dedicated funding for the Nationally Significant Federal Lands and Tribal Projects program, which will fund the construction and rehabilitation of nationally significant projects on federal and tribal lands.

The bill also requires the Secretary, acting through the Chief of the Forest Service, to develop a national strategy to carry out the Forest Service Legacy Roads and Trails Remediation Program to perform critical maintenance, urgent repairs, and improvements on National Forest System roads, trails, and bridges.

## **Improves Resiliency, Protects the Environment and Reduces Pollution Emissions**

### ***New Formula and Competitive Grants for Resiliency Projects***

The bill invests \$4.9 billion over 5 years in a new resiliency program to protect roads and bridges from natural disasters such as wild fires, and extreme weather events such as hurricanes, flooding, and mudslides. The new program will include both formula and grant funding. This program will distribute funding to states based on their current formula share. From the \$4.9 billion it establishes an annual competition (\$1 billion over 5 years) for resiliency projects nationwide, including projects designed to improve resilience in coastal states and funds for emergency evacuation routes.

### ***Carbon Emissions Incentive Programs***

The bill includes \$3 billion over 5 years in new funding distributed to states based on their current formula share to support projects that would lower highway-related carbon emissions. States can receive greater project flexibility if they meet certain emissions planning requirements. In addition, states can compete for \$500 million over 5 years in additional funding by making progress on lowering their per capita emissions.

### ***Competitive Grants for Alternative Fuel Infrastructure***

In preparation for the expected increase of alternative fuel vehicles, the bill establishes a competitive grant program funded at \$1 billion over 5 years, for states and localities to build hydrogen, natural gas, and electric vehicle fueling infrastructure along designated highway corridors, which lack such infrastructure.

### ***Other Emissions Reduction Provisions***

The bill authorizes a new program to help states reduce traffic congestion (\$200 million over 5 years), and a new program to reduce truck idling at ports (\$370 million over 5 years). Other provisions include reauthorization of the Diesel Emissions Reduction Act (DERA) program, which reduces emissions from diesel engines, and the Utilizing Significant Emissions with Innovative Technologies (USE IT) Act, to support carbon capture, utilization, and sequestration research.

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