



NACE and Federal Legislative Update

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Executive Director

NACE

- Executive Director for NACE
- Served as Associate Legislative Director for Transportation and Infrastructure at the National Association of Counties (NACo)
- Served as Senior Policy Advisor for former U.S. Congressman and House of Representatives Transportation Committee Chairman John L. Mica
- BA in Political Science from the University of Central Florida
- Lives in Bethesda, Maryland

OBJECTIVES

NACE and Federal Legislative Update

- Provide Attendees with understanding of National Association representing their interests as it pertains to federal infrastructure policy
 - Recent legislation in Washington has led to unprecedented opportunities for county governments to access funds towards the completion of infrastructure funding.
 - With so many new programs, having the information to apply within program criteria and deadlines will enable counties to access funds that previously did not exist.
- 1.0 PDH



National Association of County Engineers

“The Voice of County Road Officials”

County Engineers Association of Maryland

April 14, 2022

FUTURE NACE CONFERENCES:



2022: Buffalo/Niagara Falls (Erie County), NY (April 24-27)

2023: Orange Beach (Baldwin County), AL (April 16-20)

2024: Palm Springs (Riverside County), CA (April 15-18)

NACE Legislative Priorities

- Permit and Approval Process Streamlining
- Increased Federal Funding for Locals
- More Opportunities for Direct Funding
- Surface Transportation Reauthorization
- Infrastructure Spending Bill
- Safety



NACE Legislative Victories

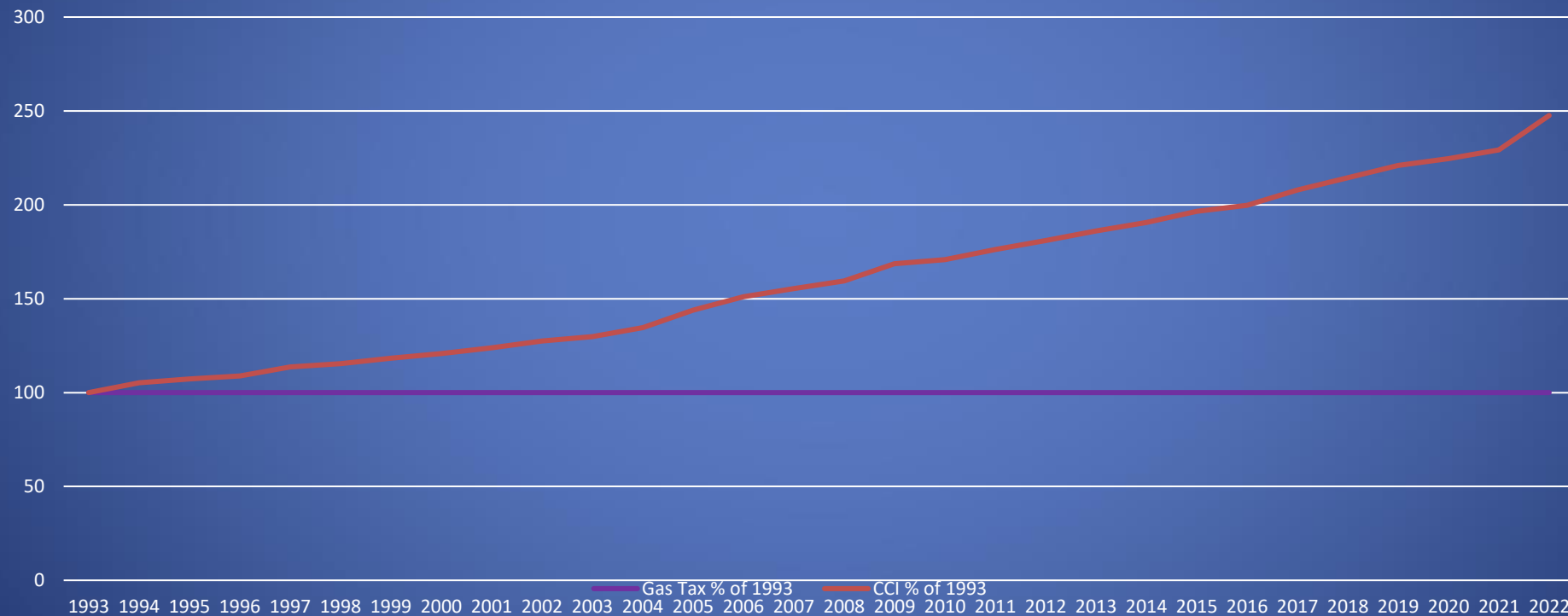
Through its advocacy and education of federal agency personnel and elected officials, specific local government friendly text has been inserted into major infrastructure legislation, including:

- New discretionary grant programs totaling in the billions of dollars which counties can apply for directly
- Reforms to strengthen the State-local relationship, enhance coordination, improve the flow of funds to communities of all sizes, and increase transparency
- Permit and Process Streamlining for local infrastructure projects, notably the “One Federal Decision” Executive Order as it pertains to environmental reviews



Federal Gas Tax History

Federal Gas Tax versus Construction Cost Index



Why Object to a Federal Gas Tax “Holiday”

- Gas tax needs to be increased rather than decreased or eliminated to make up for 150% inflation since last increase.
- For many years, congress has been artificially propping up the Highway Trust Fund using General Fund transfers and various gimmicks rather than appropriate User Fees.
- The Bipartisan Infrastructure Bill (BIB), rather than solving the lack of appropriate User Fees, has only continued to use the same methods. If there is a gas tax holiday, even more inappropriate funding sources will be needed.
- Historically, when gas tax goes down, the decrease is not fully reflected in the price at the pump – on average 1/3 of the tax change.

THE INFRASTRUCTURE INVESTMENT & JOBS PLAN

On August 10, the U.S. Senate passed the Infrastructure Investments and Jobs Act (IIJA) in a 69-30 vote. The bipartisan infrastructure legislation would provide \$973 billion over five years from FY 2022 through FY 2026, including \$550 billion in new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband and resilience.

Above baseline investments for sectors addressed in IIJA include:

Transportation: \$284 billion

Water: \$55 billion

Broadband: \$65 billion

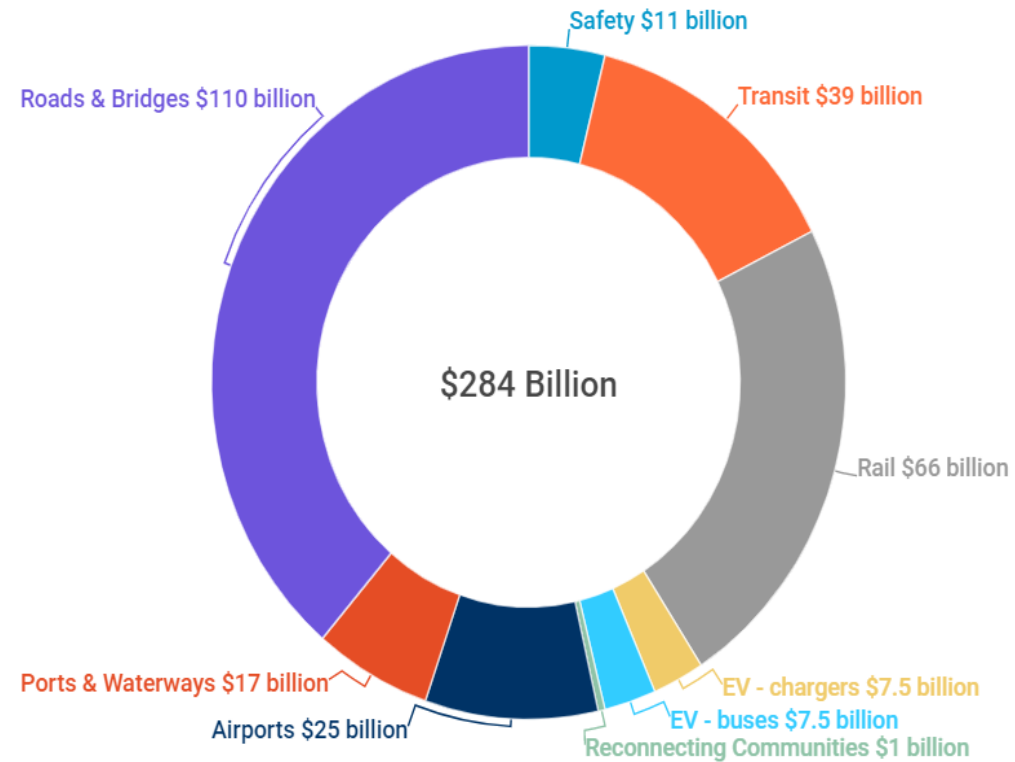
Energy & Power: \$73 billion

Environmental remediation: \$21 billion

Western water infrastructure: \$8.3 billion

Resiliency: \$46 billion

INFRASTRUCTURE INVESTMENT AND JOBS ACT BREAKDOWN OF TRANSPORTATION-RELATED FUNDS



Bipartisan Infrastructure Law

Funds highway programs for five years (FY 22-26)

- \$350.8 B (FY 22-26) for highway programs \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
- \$47.3 B in advance appropriations from the General Fund (GF)

More than a dozen new highway programs, including

- **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
- **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities

Focus on safety, bridges, climate change, resilience, and project delivery

- More opportunities for local governments and other non-traditional entities to access new funding
- \$90 B transfer (General Fund -> Highway Trust Fund) to keep the HTF Highway Account solvent for years

Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

THE INFRASTRUCTURE INVESTMENTS & JOBS ACT

Major Provisions for Counties

- Creates a new, \$40 billion Bridge Investment Program that off-system bridges would be eligible for to repair, replacement and rehabilitation.
- Codifies elements of the Trump Administration's "One Federal Decision" that would require one federal agency to be responsible for issuing a decision resulting from a National Environmental Policy Act (NEPA) review, among other reforms, such as limiting the allowable number of pages for a decision
- Increases project cost thresholds for categorical exclusions, thereby making more projects eligible for streamlining
- Authorizes \$3.5 billion for the Weatherization Assistance Program in FY 2022
- Includes \$5 billion over five years for a new grant program to support activities that reduce the likelihood and consequence of impacts to the electric grid due to extreme weather, wildfire and natural disaster
- Establishes a new competitive grant program for local governments to address and eliminate at-grade rail crossings
- Establishes a new State and Local Cybersecurity grant program
- Private Activity Bonds (PABs): additional authorization of \$15 Billion

Surface Transportation Reauthorization: Highways, Transit & Rail Programs

Surface Transportation Block Grant (STBG) Program

- Increases the off-system bridge set-aside. Under the bill, not less than 20 percent of a state's STBG allocation would need to be spent on bridges that are located off of the Federal-aid HWY system (up from 15 percent under current law).
- Increases the off-system bridge set-aside | \$5.18 billion over five years
- Creates a new set-aside for transportation projects in rural areas.
- Creates a new population tranche for STBG suballocated funds (new category is for areas with a population of 50,000 to 200,000).
- Increases the amount of funding set aside for the Transportation Alternatives Program (TAP) and increases the minimum percentage of TAP funding that is sub-allocated on the basis of population.
- Adds new eligibilities to STBG, including construction of wildlife crossing structures, electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, projects that facilitate intermodal connections between emerging transportation technologies, resilience features, cybersecurity protections, etc.

Changes to Surface Transportation Block Grant Program (STBG)

Topics	Changes
Eligible projects	Adds several new types of eligible projects, including: <ul style="list-style-type: none">• EV charging infrastructure• protective features to enhance resilience• wildlife crossing projects
Off-system bridges	<ul style="list-style-type: none">• Increases off-system bridge set-aside• Adds eligibility to include replacing a low water crossing with a bridge
Sub- allocation	<ul style="list-style-type: none">• Population categories for sub-allocation split into smaller ranges:<ul style="list-style-type: none">○ < 5,000○ [NEW] 5,000 – 49,999○ [NEW] 50,000 – 200,000○ >200,000• Requires States to consult with RTPOs and MPOs for urbanized areas with 50,000-200,000 pop. before using certain suballocated funding
Rural Areas	<ul style="list-style-type: none">• Permits States to use up to 15% of funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge landing, dock and waterfront infrastructure projects

Increases funding for the Transportation Alternatives Program (TAP) (\$7.2 billion over five years). Funding for TAP would increase by becoming 10 percent of the entire STBGP before other set-asides. The percentage states are required to sub-allocate to local governments based on population would also increase from 50 to 59 percent, and an option would be provided for states to sub-allocate up to 100 percent.

Topic	Changes
Funding	<ul style="list-style-type: none"> Increases funding, setting it at 10% of total STBG funds each FY Increases from 50% to 59% the portion of TA funds that must be suballocated to areas of the State based on population Continues to permit States to transfer up to 50% of TA funds to any other apportioned program but establishes new conditions Allows States to use up to 5% of available funds (after suballocation) to fund staff to administer the TA program and assist applicants
Eligible projects	<ul style="list-style-type: none"> Reaffirms eligibility for safe routes to school projects and activities Adds activities relating to vulnerable road user safety assessments
Eligible entities	<ul style="list-style-type: none"> Adds as eligible entities MPOs representing a pop. $\leq 200,000$, any nonprofit entities, and States at the request of another eligible entity
Federal share	<p>Subject to certain requirements:</p> <ul style="list-style-type: none"> provides for a Federal share up to 100% allows HSIP funds to be used toward the non-Federal share allows non-Federal share requirements to be met on an aggregate basis instead of by project

THE INFRASTRUCTURE INVESTMENTS & JOBS PLAN

Major Provisions for Counties

- Adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)
- Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include:
 - Grade separation projects.
 - Construction or installation of features, measures and road designs to calm traffic and reduce vehicle speeds.
 - Installation or upgrades of traffic control devices for pedestrians and bicyclists, including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals.
 - Roadway improvements that provide separation between pedestrians and motor vehicles or between bicyclists and motor vehicles, including medians, pedestrian crossing islands, protected bike lanes and protected intersection features.

Changes to National Highway Performance Program (NHPP)

Augments the purpose of the NHPP to include a focus on measures that increase resiliency to the impacts of sea level rise, extreme weather events, flooding, and other natural disasters, such as earthquakes and rockslides. Expands eligibility for States to use NHPP funds for resiliency, cybersecurity, and undergrounding utility infrastructure. The bill also allows a State to use up to 15 percent of its NHPP funding for protective features on a Federal-aid highway or bridge that is off the NHS if the protective feature is designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

Topic	Changes
Program purpose	Adds as an additional program purpose: <ul style="list-style-type: none">• providing support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters
Eligible projects	Adds new eligible projects: <ul style="list-style-type: none">• undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project• resiliency improvements (including protective features) on the NHS• activities to protect NHS segments from cybersecurity threats.• protective features (related to mitigating risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters) on Federal-aid highways/bridges off the NHS (≤15% of NHPP funds)
Asset management plans	<ul style="list-style-type: none">• Requires consideration of extreme weather and resilience in lifecycle cost and risk management analyses

Surface Transportation Reauthorization: Highways, Transit & Rail Programs

FY 2022 – FY 2026

Highlights for Counties:

CREATES NEW BRIDGE INVESTMENT PROGRAM (BIP)

- Counties could apply directly to USDOT for the competitive portion of the BIP to carry out small and large bridge projects. Eligible projects would be defined as those meeting the following goals, including:
- Reducing the number of bridges already in poor condition or those that are in fair condition but are at risk of falling into poor condition in the next three years
- Reducing the number of bridges and the amount of individual vehicle miles traveled (VMT) over bridges in poor or vulnerable condition, as well the VMT over bridges that do not meet current design standards or that have weight restrictions
- The federal share for projects would be no more than 50 percent for large projects (defined as those costing more than \$100 million) and no more than 80 percent for any other project. Off-system bridges would be eligible.
- While states would receive the BIP formula funds, the bill would create a 15 percent set-aside within the program to address off-system bridges, much like STBG.

NEW BRIDGE INVESTMENT PROGRAM COUNTIES CAN APPLY FOR DIRECTLY

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	\$12.5 B (FY 22-26), including— <ul style="list-style-type: none"> • \$3.3 B (FY 22-26) in Contract Authority from the HTF; and • \$9.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO (w/ pop. >200K) • Local government • Special purpose district or public authority with a transportation function • Federal land management agency • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory • Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species
Other key provisions	<ul style="list-style-type: none"> • At least 50% of funding reserved for certain large projects; option for multi-year funding agreements • Different process for funding projects ≤\$100 M cost • Sets aside average of \$40M per FY for Tribal transportation bridges

New Discretionary Grant: RECONNECTING COMMUNITIES PILOT PROGRAM

- Planning Grants | \$150 million over five years. Counties could apply directly to USDOT for planning funds to carry out feasibility studies on the impact of removing or mitigating physical infrastructure barriers, including within communities, to improve accessibility and facilitate economic development at an 80 percent federal share. Applications would be evaluated on criteria including the age of the facility, its impact on accessibility and its current role in meeting traffic demands.
- Capital Construction Grants | \$350 million over five years. USDOT would make awards to the owner of an eligible facility, including at-grade crossings, limited access highways, viaducts and other principal arterial facilities acting as a barrier. The facility owner could partner with a county to carry out eligible projects, including the removal, retrofit or mitigation of an eligible facility and the replacement of an existing facility with a new facility that restores connectivity.

Purpose	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Funding	\$1 B (FY 22-26), including— <ul style="list-style-type: none">• \$500 M (FY 22-26) in Contract Authority from the HTF; and• \$500 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<u>Planning grants:</u> <ul style="list-style-type: none">• State• MPO• Local government• Tribal government• Nonprofit organization <u>Capital construction grants:</u> Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)
Eligible activities	<ul style="list-style-type: none">• Planning grants (≤\$2M)• Grants (≥\$5M) for capital construction projects, including the removal and replacement of eligible facilities

Surface Transportation Reauthorization: Highways, Transit & Rail Programs FY 2022 – FY 2026

Highlights for Counties:

ADDRESSES THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

- Allows counties to determine local roadway design. The MUTCD would be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice. The IIJA would also create new standards to facilitate the rollout of EV charging stations.
- Requires USDOT to update the MUTCD. The required update would provide for the protection of vulnerable road users, testing and integrating automated vehicle technology, the installation of electronic traffic. It would also incorporate recommendations issued by the National Committee on Uniform Traffic Control Devices that have not yet been incorporated.
- Requires first update to provide for protection of vulnerable road users to the greatest extent possible, among other specified elements

CODIFIES THE RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS (ROUTES) COUNCIL

ROUTES, an initiative of the previous administration, seeks to address disparities in rural transportation. Under IIJA, USDOT would be required to create an internal ROUTES Council tasked with providing technical assistance to rural areas for grant applications, researching and developing strategies to resolve rural transportation issues; and gathering information from stakeholders.

New Discretionary Program: Rural Surface Transportation Grants

\$2 BILLION OVER FIVE YEARS

A rural area would be defined as "an area outside an urbanized area with a population over 200,000." Eligible counties could apply directly to USDOT for these funds to carry out a wide variety of highway and bridge projects that increase connectivity, improve safety, and facilitate the movement of goods and people at a federal cost share of 80 percent. Counties could also bundle projects.

Purpose	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
Funding	\$2 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State• Regional transportation planning organization (RTPO)• Local government• Tribal government
Eligible projects	<ul style="list-style-type: none">• Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program• Highway freight project eligible under NHFP• Highway safety improvement project• Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area• Integrated mobility management system, transportation demand management system, or on-demand mobility services
Other key provisions	<ul style="list-style-type: none">• Sets aside each FY: ≤10% for grants to small projects (<\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities

SURFACE TRANSPORTATION REAUTHORIZATION

EXPEDITES EVALUATIONS FOR PROJECTS WITHIN AN OPERATIONAL RIGHT-OF-WAY

- Federal agencies would be required to provide, at minimum, a preliminary review of applications for projects within an operational right-of-way within 45 days of submission. Other deadlines would also be created, and federal agencies not meeting a prescribed timeline would be subject to reporting requirements.

INCREASES COST THRESHOLDS ELIGIBLE FOR CATEGORICAL EXCLUSIONS

- Small projects, the threshold would increase from \$5 million to \$6 million
- Large projects, it would increase from \$30 million to \$35 million, thereby making more projects eligible.

ESTABLISHES A NEW CULVERT REMOVAL, REPLACEMENT AND RESTORATION GRANT PROGRAM

- Counties could apply directly to USDOT for a new competitive grant program to carry out eligible projects that replace, remove or repair culverts that would improve or restore fish passage for certain fish, with a priority given those species who are endangered or at risk of becoming endangered, or projects that address fresh-water runoff that impact certain marine life.
- USDOT would be required to provide technical assistance to underserved communities. The section would authorize \$800 million annually, with a federal share of no more than 80 percent.

New Discretionary Grant Program: Local and Regional Project Assistance Program

(Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD)

Purpose	Projects with a significant local or regional impact that improve transportation infrastructure
Funding	\$7.5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none">• State (and DC)• Territory• Local government• Public agency or publicly chartered authorities established by one or more States• Special purpose district or public authority with transportation function• Federally-recognized Indian Tribe• Transit agency
Eligible projects	<ul style="list-style-type: none">• Highway/bridge projects eligible under title 23• Public transportation projects• Passenger or freight rail projects• Port infrastructure investments• Surface transportation components of an airport• Projects for investment in surface transportation facilities on Tribal land• Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff• Any other surface transportation projects considered necessary to advance program goals

Changes to INFRA Grant Program (Discretionary)

Purpose	Multimodal freight and highway projects of national or regional significance
Funding	\$8 B (FY 22-26), including: <ul style="list-style-type: none">• \$4.8 B (FY 22-26) in Contract Authority from the HTF; and• \$3.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	Adds eligibility for: <ul style="list-style-type: none">• Multistate corridor organizations
Eligible projects	Adds eligibility for: <ul style="list-style-type: none">• A highway, bridge, or freight project on the National Multimodal Freight Network• Marine highway corridor projects functionally connected to NHFN and likely to reduce on-road emissions;• Wildlife crossing projects; and• Surface transportation projects within the boundaries of or functionally connected to an international border crossing area;
Other key provisions	<ul style="list-style-type: none">• Increases flexibility to use INFRA funds (up to 30% per FY) on non- highway freight projects• Sets aside ≥15% (instead of 10%) of grant funding for small projects and at least 30% of the set-aside amount for projects in rural areas

Carbon Reduction Program (Formula)

Establishes a Carbon Reduction Program to reduce transportation emissions. Eligible projects include the construction, planning, and design of on-road and off-road trail facilities for pedestrians and bicyclists, advanced transportation and congestion management technologies, the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, and the development of a carbon reduction strategy, among others.

Purpose	Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
Funding	\$6.4 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none">• States (including DC)
Distribution formula	<ul style="list-style-type: none">• Apportioned to States by formula• 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)
Other key provisions	<ul style="list-style-type: none">• Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval.• DOT must certify that a State's strategy meets the statutory requirements.

New Discretionary Program: Safe Streets and Roads for All

Purpose	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
Funding	\$5.0B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none">• MPO• Political subdivision of a State (e.g., local governments)• Tribal government
Eligible projects	<ul style="list-style-type: none">• Comprehensive safety action plan (planning grant)• Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
Other key provisions	<ul style="list-style-type: none">• Sets aside not less than 40% of total funding each FY for planning grants.• Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.

New Discretionary Program: Wildlife Crossings Pilot Program

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	<ul style="list-style-type: none">• \$350 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State highway agency (or equivalent)• MPO• Local government• Regional transportation authority• Special purpose district or public authority with a transportation function• Indian Tribe• Federal land management agency
Eligible projects	<ul style="list-style-type: none">• Projects to reduce wildlife-vehicle collisions
Other key provisions	<ul style="list-style-type: none">• Sets aside not less than 60% of grant funds for projects in rural areas• Provision related to pilot program requires:<ul style="list-style-type: none">○ study of methods to reduce wildlife-vehicle collisions;○ workforce development and technical training courses with;○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity.

New Discretionary Program: PROTECT Grants

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State (or political subdivision of a State) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i>
Eligible projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other key provisions	<ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to 40% of the grant for construction of new capacity

New Discretionary Program: Charging and Fueling Infrastructure

Purpose	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
Funding	\$2.5 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State or political subdivision of a State • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Territory
Eligible projects	<ul style="list-style-type: none"> • Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure • Operating assistance (for the first 5 years after installation) • Acquisition and installation of traffic control devices
Other key provisions	<ul style="list-style-type: none"> • Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors • Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks

Other IIJA Provisions/Programs

Congestion Relief Program

Establishes a Congestion Relief Program to provide competitive grants to States, local governments, and MPOs for projects in large urbanized areas to advance innovative, integrated, and multimodal solutions

Purpose	Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1M+.
Funding	\$250 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State• MPO• City or municipality
Eligible projects	<ul style="list-style-type: none">• Planning, design, implementation, and construction activities to achieve the program goals, including:<ul style="list-style-type: none">○ deployment and operation of integrated congestion management systems, systems that implement or enforce HOV toll lanes or pricing strategies, or mobility services; and○ incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods.• Subject to certain requirements and approval by the Secretary, provides for tolling on the Interstate System as part of a project carried out with a grant under the program

Safe Routes to School

Codifies the Safe Routes to School Program and amends the program to apply it through 12th grade to enable and encourage high school students to walk and bike to school.

New Discretionary Grant Program: National Infrastructure Project Assistance Program (mega projects)

Purpose	Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none">• State• MPO• Local government• Special purpose district or public authority with transportation function• Tribal governments• Partnership between Amtrak and one or more other eligible entities
Eligible projects	<ul style="list-style-type: none">• Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS• Freight intermodal or freight rail projects that provide a public benefit• Railway-highway grade separation or elimination projects• Intercity passenger rail projects• Certain public transportation projects
Other key provisions	<ul style="list-style-type: none">• Sets aside 50% of grant funding for projects costing more than \$100 M but less than \$500 M, and 50% for projects costing \$500 M or more

SURFACE TRANSPORTATION REAUTHORIZATION

Streamlining

- Codification of One Federal Decision – Creates new environmental review procedures and requirements for major projects. Under the bill, DOT is required to develop a schedule consistent with an agency average of two years to complete an EIS and requires accountability to the public when milestones are missed. Environmental documents under this section are limited to 200 pages unless a review is of unusual scope and complexity. The Secretary of DOT is directed to work with relevant Federal agencies to adopt appropriate categorical exclusions to facilitate project delivery.
- Efficient Implementation of NEPA for Federal Lands Management Projects – Allows for a Federal land management agency to more efficiently satisfy NEPA obligations by relying upon an environmental document previously prepared by FHWA. The bill allows for a Federal Land Management Agency to use the CEs promulgated in the implementing regulations of the FHWA if the use of the CE would not otherwise conflict with the implementing regulations of the project sponsor.
- Surface Transportation Project Delivery Program Written Agreements – Extends the time period for a State to have an agreement to assume the responsibilities under NEPA, from a term of not more than 5 years, to allow for any State that has participated in a program under this section for at least 10 years, to have a term of 10 years.
- Developing a two-year timeline for completing environmental reviews on major projects—defined as a project requiring multiple reviews, permits or studies
- Issuing any related authorizations no later than 90 days following a record of decision issuance
- Limiting reviews to 200 pages
- Requiring federal agencies to identify existing categorical exclusions that, if also applied by another agency, would have the potential to expedite project delivery

Surface Transportation Reauthorization: Highways, Transit & Rail Programs

National Motor Vehicle Per-Mile User Fee Pilot

Directs the Secretary of DOT, in coordination with the Secretary of the Treasury, to establish a pilot program to demonstrate a national motor vehicle per-mile user fee. In carrying out the pilot program, the Secretary, in coordination with the Secretary of the Treasury, shall provide different methods that volunteer participants can choose from to track motor vehicle miles traveled, solicit volunteer participants from all 50 States, the District of Columbia, and the Commonwealth of Puerto Rico, ensure an equitable geographic distribution by population among volunteer participants, and include commercial vehicles and passenger motor vehicles. For the purposes of the pilot program, the Secretary of the Treasury shall establish, on an annual basis, per-mile user fees for passenger motor vehicles, light trucks, and medium- and heavy-duty trucks, which amount may vary between vehicle types and weight classes to reflect estimated impacts on infrastructure, safety, congestion, the environment, or other related social impacts.

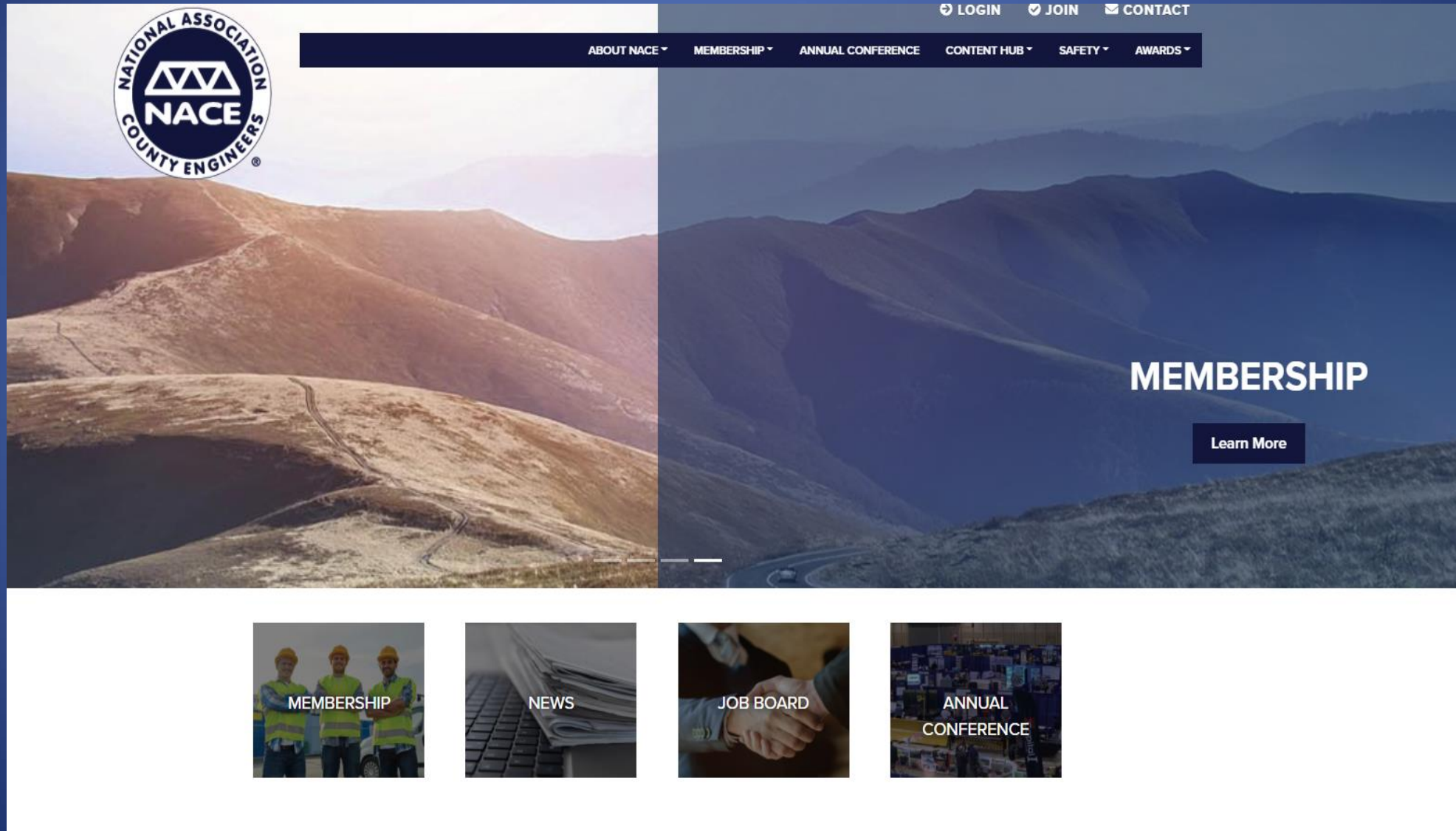
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THANK YOU!

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