

REAUTHORIZATION OF MAP-21



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REQUESTED ACTION: Enhance revenues for investment in our national transportation infrastructure. Without immediate action by Congress, the Highway Trust Fund will continue to face insolvency and existing federal revenues will continue to fall short of meeting the funding needs to bring our nation’s surface transportation infrastructure into the next century. In California, counties and cities are facing an \$82 billion funding shortfall over the next ten years for the maintenance and preservation of the local system. On average, pavement conditions are “at risk” and without a surge of new revenue, 25 percent of California’s local roads will be in failed condition by 2022. Additional specific actions include the following:

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.
- Increase dedicated funding for preventative maintenance on, and replacement of, bridges. An estimated 8,000 bridges nationally are structurally deficient or fracture critical; in California, 950 bridges need replacement and over 1,800 are in need of rehabilitation.

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.
- Ensure the rural road system, where fatality rates are the highest, has a dedicated funding source.
- Promote and increase funding for bicycle and pedestrian safety projects and programs.

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.

Improve Environmental Stewardship & Address Climate Change

- Provide financial incentives to States that adopt greenhouse gas (GHG) emissions reduction 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 transportation planning processes that integrate transportation with local land use planning for the mutual benefit of GHG emissions reduction.
- Provide funding for retrofitting equipment and for alternate fuel infrastructure.

Streamlining Project Delivery & Environmental Review

- Approve a state-federal environmental reciprocity pilot program.
- Support streamlining of federal laws and regulations to facilitate more expeditious project delivery.
- Ensure that federal project oversight is commensurate to the amount of federal funding.

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.

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.
- Provide assistance for data collection, and determining and quantifying GHG emissions, and other important data for addressing climate change through the analysis of various transportation alternatives in long-range transportation plans done in coordination with local land use plans.

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