

REAUTHORIZATION OF MAP-21



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REQUESTED ACTION: Congress should pass a long-term MAP-21 reauthorization bill with enhanced funding levels to ensure adequate investment in national, state, and local transportation infrastructure. Without action by Congress, the Highway Trust Fund will continue to face insolvency and dwindling federal revenues will continue to fall short of providing the necessary funding to bring our nation's surface transportation system into the next century. Additional specific actions include the following:

FIX-IT-FIRST

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

In California, counties and cities are facing a \$79.3 billion funding shortfall over the next ten years for the maintenance and preservation of the local transportation system. Pavement conditions are "at risk" and without a surge of new revenue, 25 percent of local roads will be in failed condition by 2024.

FOCUS ON SAFETY

- Congress should restore the Highway Bridge Program (HBP), which, prior to MAP-21, provided a dedicated source of federal funding for all eligible bridges.
- In the absence of reinstating the HBP, Congress should provide a dedicated federal funding stream for locally owned on-system bridges, while maintaining the current off-system bridge set-aside.

In California, over half of local agency bridges are located *on* Federal-aid Highways - these critically important structures, a high percentage of which are structurally deficient or functionally obsolete, must compete for very limited Surface Transportation Program funding.

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

STREAMLINING PROJECT DELIVERY & ENVIRONMENTAL REVIEW

- Approve a state-federal environmental reciprocity pilot program.

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) provide generally equivalent environmental protections, though NEPA analysis considers a small number of environmental impacts that are not covered by CEQA. To compensate for this discrepancy, areas of analysis only required by NEPA could be easily included in CEQA analysis for federally-funded transportation projects.

NEPA delegation to Caltrans has improved some aspects of the federal environmental review process for California counties, but it does not address the fundamental issues of duplication, increased costs, and delays related to the overlapping requirements of CEQA and NEPA.

- Eliminate unnecessary, costly, and time consuming technical studies to qualify for a NEPA Categorical Exclusion (CE). These studies add time and cost to a project, although rarely change the outcome of the environmental review process. Depending on the technical studies required to qualify for a CE, the additional costs can amount to tens of thousands of dollars per project.
- Require a singular consistent format for NEPA environmental review documents for all federal agencies and departments.

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