

June 17, 2021

**MEMORANDUM**

**RE: Surface Transportation Reauthorization Act (STRA) of 2021 and the Surface Transportation Investment Act (STIA).**

**Background**

In late May the Senate Environment and Public Works (EPW) Committee Chairman Tom Carper (D-DE), Ranking Member Shelley Moore Capito (R-WV), and Transportation and Infrastructure Subcommittee Chairman Ben Cardin (D-MD) and Ranking Member Kevin Cramer (R-ND) introduced the Surface Transportation Reauthorization Act (STRA) of 2021. STRA is a five-year, \$303.5 billion reauthorization of core federal highway and bridge programs and represents a 22-percent increase from current FAST Act funding levels. The legislation focuses on increasing system resilience and includes environmentally friendly policies that look to reduce greenhouse gas emissions (GHG), improve project delivery, and make strategic steps to resolve long-term Highway Trust Fund (HTF) solvency by further developing a national vehicle mile traveled (VMT) pilot program. The committee passed STRA unanimously after adopting a manager's package of roughly [90 amendments](#).

Shortly after EPW's actions, House Transportation and Infrastructure (T&I) Committee Democrats introduced H.R. 3864, the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act a five-year, \$547 billion reauthorization of surface transportation program. INVEST in America provides \$343 billion for highways, bridges, and safety projects; \$109 billion for transit; \$95 billion for freight and passenger rail; \$8.3 billion to reduce carbon pollution; \$6.2 billion for mitigation and resiliency improvements; and \$5.7 billion in Member Designated Projects (earmarks). Beyond core investments, the INVEST in America Act emphasizes repairing the nation's existing highway/road and bridge infrastructure and directing high investment levels to passenger rail, public transit, pedestrian (cycling and walking) infrastructure, addressing climate change impacts, and resilience.

During the INVEST in America Act markup, over 200 amendments were considered. However, at the end of the marathon mark up the vote remained largely partisan ([38-26](#)) with Congressman Brian Fitzpatrick (R-PA1) and Resident Commissioner Jenniffer Gonzalez-Colon (R-PR) joining Democrats to vote the legislation out of committee. House Majority Leader Steny Hoyer has indicated that the legislation will be considered before the full House the week of June 28<sup>th</sup>. ASCE's analysis of the INVEST in America Act can be found [here](#).

Most recently, the Senate Commerce, Science, and Transportation Committee (CST) Chairwoman Maria Cantwell (D-WA) and Ranking Member Roger Wicker (R-MS) have introduced S. 2016, the Surface Transportation Investment Act (STIA). This five-year, \$78 billion authorization provides \$36 billion for rail infrastructure, \$27.8 billion for multimodal investments, and \$13 billion for safety programs. Beyond core funding levels, STIA authorizes many key agencies at the Department of Transportation (DOT) including the Office of the Secretary (OST), Federal Railroad Administration (FRA), Federal Motor Carrier Safety Administration (FMCSA), and the National Highway Traffic Safety Administration (NHTSA). Leading into Wednesday's markup roughly 250 amendments were proposed and approved en bloc with

bipartisan support. The vote on final passage was largely bipartisan (25-3) with Sens. Cruz, Lee, and R. Scott voting against the legislation. The Senate Banking and Finance Committees have yet to release their transit and revenue titles, however with the title from Commerce, the Senate is further along in their reauthorization process than last Congress.

As the authorizing committees work toward the next surface transportation authorization, the White House and congressional Democrats are preparing to go through the reconciliation process on a large-scale infrastructure package. Presidential counselor Steve Ricchetti noted earlier this week that the White House will assess in the coming days where negotiations stand before charting next steps forward. Congressional Democrats have indicated that they are pursuing a two-track strategy to enact President Biden's American Jobs Plan. The first part of the strategy would continue to work with congressional Republicans to pass a surface transportation reauthorization. The second part of the strategy, through budget reconciliation, would increase current tax rates to pay for all categories of infrastructure and nontraditional infrastructure priorities. House Budget Committee Chair John Yarmuth indicated that a markup of the fiscal year 2022 budget resolution could occur sometime next month with reconciliation instructions on the floor before the August recess.

### **ASCE's Position**

ASCE submitted for the record support letters for both STRA and STIA. Executive Director Tom Smith applauded the efforts of committee leadership and was encouraged that each bill provides a vital funding increase as well as long-term stability for core surface transportation programs. These investments will help address the key issues that grow our current ten-year \$1.2 trillion investment deficit. Overall, ASCE is encouraged that each piece of legislation addresses the growing challenges facing our roads, bridges, multimodal, and freight corridors. Beyond addressing these critical challenges, each bipartisan bill provides a vital increase in funding levels to address project backlogs, ensures much-needed program stability, and gives added attention to safety, the impacts of climate change, and resiliency. These investments will help address the key issues facing our nation's surface transportation infrastructure and tackle the ten-year \$1.2 trillion surface transportation funding gap that was identified in the 2021 Infrastructure Report Card.

In [\*Authorization of The Nation's Surface Transportation Program: A Blueprint for Success\*](#), ASCE included core priorities for FAST Act reauthorization within federal-aid highways, public transportation, highway traffic and motor carrier safety, rail investment, multimodal transportation, and innovation (including financing tools). Some of ASCE's priorities and successes include:

- **Federal-aid Highways.** ASCE supports the creation of new grant programs that ensure a state of good repair and operational improvements for our nation's roads and bridges; elevate the impacts of climate change, reduce greenhouse gas emission, boost multimodal transportation options, encourage social equity, and reduce congestion; support enhanced resilience to address serve weather and mitigate potential damage; and increased funding for underserved communities including rural and economically disadvantaged communities. Furthermore, the INVEST in America Act includes two key provisions that ASCE has supported— enhanced bridge repair and investment and a new program for resilience.
- **Public Transportation.** ASCE supports language in the bill that prioritizes a transit system vision that is economically efficient, technologically and environmentally sound, and provides connectivity to all communities. Additionally, ASCE was successful in securing increased HTF transit funding and improved land use design for transit system expansion in the legislation.

- **Highway Traffic and Motor Carrier Safety.** ASCE strongly supports the provisions in the title that put to practice the principles of Vision Zero, a road traffic safety strategy that aims to eliminate all traffic fatalities and severe injuries. ASCE is also encouraged to see increased funding for traffic and vehicle safety programs.
- **Rail Investment.** ASCE supports the development, construction, and operation of an expanded passenger rail transportation system within the United States, including advanced technology high speed rail systems and is pleased to see that the bill increases funding for both Amtrak and rail safety programs.
- **Multimodal Transportation.** ASCE supports a strong Federal role in freight mobility and intermodal connectors and is pleased to see that the bill works to improve the national multimodal freight network through including revenue generating tools, increased funding, and addressing environmental and social challenges.
- **Innovation.** ASCE is encouraged that the legislation continues to increase investment in transportation research and technology development. Additionally, ASCE was pleased to see that the bill includes a study of the long-term benefits of alternative HTF revenue solutions, as well as further ITS studies and the creation of a national VMT pilot program. ASCE also supports reforms to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, as well as innovative financing tools that will amplify direct funding. We were successful in including meaningful reforms that would broaden access of this critical financing tool.

### **STRA Summary**

STRA is a five-year, \$303.5 billion reauthorization of core federal highway and bridge programs and represents a 22-percent increase from current FAST Act funding levels. \$273.2 billion, or 90-percent, of total highway funding from the HTF is distributed to states by formula. Topline funding includes:

- \$148 billion (\$116.3 billion under FAST Act) for the National Highway Performance Program (NHPP);
- \$64.8 billion (\$58.2 billion under FAST Act) for the Surface Transportation Block Grant Program (STBG);
- \$15.5 billion (\$11.5 billion under FAST Act) for the Highway Safety Improvement Program (HSIP);
- \$1.2 billion (\$1.1 billion under FAST Act) for Railway-Highway Grade Crossings;
- \$13.2 billion (\$12 billion under FAST Act) for the Congestion Mitigation and Air Quality Program (CMAQ);
- \$2.2 billion (\$1.7 billion under FAST Act) for the Metropolitan Planning Program;
- \$7.1 billion (\$6.2 billion under FAST Act) for the National Highway Freight Program (NHFP); and
- \$7.2 billion (\$4.2 billion under FAST Act) for Transportation Alternatives/STBGP Set-Aside.

Key sections and programs in the STRA include:

### **Core Federal-aid Highway Programs**

- Amends 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. States have expanded eligibility to use NHPP funds for resiliency, cybersecurity, and underground utility infrastructure. ***ASCE has long advocated for added resiliency on our nation's highways and supports this provision.***
- Revises the Emergency Relief (ER) program to include repairing damage from natural disasters over wide areas caused by wildfire and sea level rise. ER program funds can be

used to support protective features designed to mitigate the risk of recurring damage of the cost of future repairs from extreme weather events, flooding, or other natural disasters.

- Expands STBG eligibility to include 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, and rural barge landings, docks, and waterfront infrastructure projects, and the construction of certain privately-owned ferry boats and terminals.
- Amends the Nationally Significant Freight and Highway Projects (NSFHP) program (also known as the INFRA grant program) by raising the cap on eligible multimodal projects to 30 percent of the amounts made available for grants in each of fiscal years (FY) 2022 through 2026. ***ASCE supports this provision because it expands funding availability for critical surface transportation infrastructure.***
- Provides HSIP flexibility to fund certain non-infrastructure activities and behavioral safety projects, such as educational campaigns about traffic safety and enforcement activities. ***ASCE advocates for improved roadway safety and supports this provision.***
- Increases the Federal Lands Transportation Program (FLTP) cap from \$10 billion to \$20 billion and may be used to improve public safety and reduce wildlife vehicle collisions.
- Establishes a new competitive grant program to support state, local, and federal efforts that address the backlog of bridges in poor condition nationwide. \$3.2 billion is authorized for the program over 5 years.
- Adds eligibility for a capital project for the construction of a bus rapid transit corridor or dedicated bus lanes. This includes the construction or installation of traffic signaling and prioritization systems, redesigned intersections that are necessary to develop bus rapid transit corridors, on-street stations, fare collection systems, information and wayfinding systems, and depots.
- Directs DOT to update the Manual on Uniform Traffic Control Devices (MUTCD), and to continue to update the manual no less than every four years.
- Directs the Department of Transportation (DOT) to create the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Council to ensure the unique transportation needs of rural areas and tribes are fully addressed. Establish a rural surface transportation grant program to expand surface transportation infrastructure in rural areas. This program is authorized at \$2 billion and is authorized over 5 years.

#### **Project Delivery and Process Improvement**

- Enhances coordination among Metropolitan Planning Organizations (MPO) by encouraging states and MPOs to use social media and other web-based tools to encourage public participation in the transportation planning process. ***ASCE is encouraged that this provision provides added transparency and public participation in infrastructure investment.***
- Requires DOT to encourage states to develop a voluntary human capital plan for the immediate and long-term transportation-related personnel and workforce needs of the state.
- Requires states and MPOs to spend at minimum 2.5-percent of funds on the adoption of complete street standards and policies, to develop a complete streets prioritization plan, engage in mass transportation planning, or for transit-oriented development planning.
- Requires DOT to review work zone processes not more than once every 5 years.

- Requires DOT, upon request of a state, to exercise all existing flexibilities to help expedite the permitting process.
- Codifies 'One Federal Decision' and requires DOT to complete environmental reviews in 2 years. Documentation is limited to 200 pages unless the lead agency establishes a new page limit for a project that has an undefined wide scope and is highly complex.
- Eliminates existing requirements for states repaying Federal-aid reimbursements for preliminary engineering costs on a project that has not advanced to right-of-way acquisition or construction within 10 years.
- Allows for a Federal Land Management Agency to use the categorical exclusions promulgated in the implementing regulations of the Federal Highway Administration (FHWA) if the use of the categorical exclusion does not otherwise conflict with the implementing regulations of the project sponsor.
- Requires DOT to track and annually submit to the Senate Environment and Public Works and House Transportation and Infrastructure Committees a report containing time to complete the National Environmental Policy Act (NEPA) process for an environmental impact statement and an environmental assessment. Allows for a Federal land management agency to meet NEPA obligations by relying upon an environmental document previously prepared by FHWA.
- Updates the Transportation Infrastructure Finance and Innovation Act (TIFIA) program to increase program use, streamline the application process, and increase transparency. This includes new eligibility for projects to acquire plant and wildlife habitats as part of an environmental impact mitigation plan, raise the threshold for securing multiple credit rating agency options from \$75 million to \$150 million, and DOT is required to provide applicants a timeline on whether or not their financing request will be approved or disapproved.

### **Resilience and Sustainability**

- Appoints 10 regional Centers of Excellence for Resilience and Adaptation and 1 national Center of Excellence for Resilience and Adaptation. These centers will support research that improves resilience on surface transportation infrastructure. Grants will be awarded at \$5 million or above for each fiscal year through 2031.
- Creates the Promoting Resilient Operations for Transformative, Efficient, and Cost saving Transportation (PROTECT) grant program, which helps states improve the resiliency of transportation infrastructure. \$7.2 billion is provided over a 5-year period. ***ASCE supports this new grant program and efforts to address transportation resilience.***
- Institutes a congestion relief program to provide competitive grants to states and local governments to advance solutions for congestion relief in highly congested areas. Minimum grant award size is \$10 million, and the bill provides \$250 million over 5 years. ***ASCE supports this provision and efforts to reduce congestion and surface transportation efficiency.***
- DOT is required to revise the FHWA's Emergency Relief program to include a definition of resilience, encourage complete street design principles, and develop best practices for improving the use of resilience. ***ASCE supports this revision to FHWA's ER program and efforts to address transportation resilience.***
- Includes new strategies to be included in the National Freight Strategic Plan, including strategies to promote resilience, economic growth and competitiveness, and strategies to reduce local air pollution and water runoff.
- Establishes the Carbon Reduction Incentive Program to encourage reduced carbon emissions. Grants would be made available to state or local governments that demonstrate

reduction in transportation emissions. The program will receive \$6.4 billion over 5 years.

***ASCE supports this provision and efforts to reduce greenhouse gas emissions.***

- Creates the Healthy Streets program which provides funding to deploy cool and porous pavements and expand tree cover to mitigate urban heat islands, improve air quality, and reduce flood risks. \$500 million is provided over 5 years.

### Miscellaneous

- Authorizes a study to provide the best available estimate of the total amount of fuel taxes paid by users of non-highway recreational vehicles into the HTF. Reauthorizes and renames the Surface Transportation System Funding Alternatives Program to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to support HTF solvency.
- Requires DOT and the Department of the Treasury to establish a pilot program to demonstrate a national motor vehicle per-mile user fee. Develops a pilot program to study access to transportation access to improve future planning of the surface transportation network. ***ASCE supports efforts to find a long-term HTF revenue solution and encourages further study on future user-fee mechanisms.***
- Creates a toll credit exchange on a pilot basis to enable DOT to evaluate the feasibility of a toll credit marketplace where states could sell, transfer, or purchase toll credits.
- Requires projects which cost \$100 million or more and utilize public-private partnerships to disclose and certify certain information relating to the private partner's satisfaction of the terms of the public-private partnership agreement not later than 3 years after the date of the opening of the project to traffic.
- Requires DOT to carry out a study to determine the feasibility of incorporating the use of bicycles into the disaster preparedness and disaster response plans of local communities.

### STIA Summary

STIA is a five-year, \$78 billion authorization which provides \$36 billion for rail, \$27.8 billion for multimodal grant programs and \$13 billion for safety programs. Like STRA, STIA is bipartisan, but is roughly 3-percent less than what had been provided in H.R. 3684, the INVEST in America Act. Topline funding includes:

- **\$36.1 billion (\$10.3 billion under FAST Act) for the Federal Railroad Administration (FRA) and Amtrak**
  - \$6.5 billion (\$2.5 billion under FAST Act) for Amtrak's Northeast Corridor (NEC) and \$12.6 billion (\$5.4 billion under FAST Act) for the National Network (NN);
  - \$137.5 million (\$105 million under FAST Act) for Amtrak's Inspector General;
  - \$7.5 billion (\$997 million under FAST Act) for Federal-State Partnership grants;
  - \$250 million (\$100 million under FAST Act) for Restoration and Enhancement grants; and
  - \$5 billion (\$1.1 billion under FAST Act) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program.
- **\$4.4 billion (\$3.2 billion under FAST Act) for the Federal Motor Carrier Safety Administration (FMCSA)**
- **\$7.8 billion (\$3.7 billion under FAST Act) for the National Highway Traffic Safety Administration (NHTSA)**

Key sections and programs in the STIA include:

## Multimodal and Freight Investments

- Establish an Office of Multimodal Freight Infrastructure and Policy within the Department of Transportation (DOT). Headed by an Assistant Secretary of Multimodal Freight, this new office would be responsible for developing and managing DOT's freight policy and funding programs.
- Update the National Freight Strategic Plan (NFSP) to include best practices for reducing environmental impacts and strategies for decarbonization, consider potential impacts of the freight system on rural and historically disadvantaged communities, and impacts of e-commerce on the multimodal freight system.
- Increase from 20-percent to 30-percent the amount of mileage a state can propose adding to the National Multimodal Freight Network. Every 4 years, states must update their freight plan and are required to include supply chain cargo flows, an inventory of commercial ports, findings and recommendation from any multistate freight compacts, and e-commerce impacts on freight infrastructure.
- Require DOT to provide up to \$2 million for new multistate compacts and \$1 million for existing multistate compacts. Currently, states and local governments that are regionally linked and have mutual interest in a specific freight corridor are eligible to enter a multistate compact to promote improved mobility.
- Authorize \$10 billion over 5 years for the National Infrastructure Project Assistance Program. This program would provide single or multi-year grants to projects generating national or regional economic, mobility, or safety benefits. Eligible large or smaller-scale eligible projects include highway or bridge infrastructure, freight rail or intermodal projects, railway-highway grade separation or elimination, and intercity passenger rail.
- Authorize \$7.5 billion over 5 years for the RAISE/BUILD program. Grant size limit is \$25 million. ***ASCE supports this provision and has long advocated for increased RAISE/BUILD program funding.***
- Authorize, over 5 years, \$6.5 billion (\$4.5 billion under FAST Act) for the Nationally Significant Freight and Highway Projects grant program (INFRA) through the Highway Trust Fund. Not less than 15-percent must be made eligible for multimodal freight projects. ***ASCE supports increased funding opportunities for nationally and regionally significant freight and highway projects.***
- Authorize \$18.7 million for the National Cooperative Freight Research Program (NCFRP). DOT is directed to work with the National Academy of Sciences to create an advisory committee to recommend and develop a national research agenda on ways to improve the efficiency and resiliency of freight movement. This program was not authorized in the FAST Act, but \$11.3 million was available under SAFETEA-LU.
- Authorize \$10 million for a new Rural and Tribal Infrastructure Advancement pilot program administered through the DOT's Build America Bureau. This pilot would provide financial, technical, and legal assistance to help rural and tribal communities with development phase activities for potential transportation projects.
- Modify the Railroad Rehabilitation and Improvement Financing (RRIF) program to include the eligibility of landside port infrastructure and transit oriented development projects, provide \$50 million each year (\$20 million per loan) to subsidize credit risk premiums, and require those premiums to be refunded upon repayment. Under current law, DOT is authorized to provide RRIF direct loan and loan guarantees up to \$35 billion to finance development of railroad infrastructure.
- Require DOT to submit a report to Congress within six months of enactment, and later biannually, reporting the number of applicants that applied for a RRIF loan for a transit-oriented

development project. The report will also include the number of loans provided to each applicant and an explanation of either providing or declining the loan request.

## Rail

- Authorize over 5 years, \$1.3 billion for FRA's safety and operations programs and \$225 million for FRA's research and development programs. DOT may withhold funding for various Transportation Technology Center construction activities and for Rail Research and Development Center of Excellence grants.
- Authorize over 5 years, \$2.5 billion for the new Railroad Crossing Elimination grant program to carry out highway-rail grade crossing safety information and education programs.
- Require DOT to establish procedural requirements, including schedules, for Amtrak grant requests. Requests must categorize and identify the amount of funds each service types receives and spends by operating expenses, debt service, capital expenses, and contingency levels. Amtrak is also prohibited from ending service in rural communities.
- Rename Amtrak business lines as "service lines" and require Amtrak to submit annual updates on financial sources, uses statements, and forecasts to Congress. Information must also be provided to Congress on Amtrak-owned or controlled infrastructure and facilities as part of the newly required five-year service plans.
- Require the Northeast Corridor Commission (NCC) to create and update, every 5 years, service development and annual capital investment plans. NCC must also report ridership trends and progress made to eliminate the state-of-good-repair backlog.
- Authorize the Railroad Crossing Elimination program. The bill would allow for \$5 million over 5 years to be awarded to projects that make improvements to highway and pathway rail crossings that are frequently blocked by trains. 20-percent of funds are reserved for projects on rural lands.
- Expand eligibility of the Federal-State Partnership grant program to allow for the expansion of construction on new intercity passenger rail routes and projects that address state-of-good repair. 45-percent of program funds are directed to projects on the NEC, 45-percent of funds are directed to projects not located on the Northeast Corridor, and at least 20-percent of fund must benefit long-distance routes on the National Network. DOT is also required to develop intercity passenger rail corridor programs, with each corridor selected for development needing to work with DOT and relevant states to prepare a plan outlining capital projects.
- DOT is required to evaluate whether the railway-highway crossings program provides sufficient flexibility and resources for States to address grade crossing safety issues. The FRA Administrator is also required to update the agency's grade crossing accident prediction and severity model, as well as provide training on the use of the updated model within 2 years of the legislation's enactment.
- Require GAO to submit a report to Congress on the annual costs to public commuter railroads to operate and maintain Positive Train Control (PTC) systems. Each PTC-required railroad must submit a quarterly report on PTC system performance to the DOT. ***ASCE supports efforts to improve rail safety.***
- Authorize DOT to collect fees or rents from Transportation Technology Center (TTC) facility users to offset appropriated amounts in order to construct or repair buildings and facilities, including both outdoor infrastructure and indoor training areas. Establish a Center of Excellence to advance research and development that improves the safety, efficiency, and reliability of passenger and freight rail transportation.

## Safety

- Authorizes \$17.5 million (\$12.5 million under FAST Act) for the Highway Safety Research and Development program. DOT is directed to evaluate the effectiveness of innovative behavioral traffic safety countermeasures to inform guidance for state highway safety officials. **ASCE supports further research to improve roadway safety.**
- Improve priority safety programs by expanding eligibility of underutilized programs to focus on distracted and impaired driving, as well as educate drivers and law enforcement officers about proper practices for traffic stops.
- Create the Safe Streets and Roads for All Grant program, authorized at \$1 billion over 4 years. Funds will be directed to MPOs as well as local and tribal governments to develop and carry out comprehensive safety plans to prevent death and injury on roads and streets, or Vision Zero initiatives. **ASCE supports and advocates for the adoption of Vision Zero principles.**

## Research

- Expand membership from 20 to 25 individuals on the Intelligent Transportation Systems Program Advisory Committee. The Advisory Committee currently includes stakeholders from state and local government, as well as transportation agencies, private sector developers, labor unions, mobility providers, traffic management and cybersecurity experts, and auto manufacturers.
- Require DOT to create a website with resources on SMART community transportation projects. The website must include information on technical assistance, training, and project examples.
- Authorize \$50 billion over 5 years for the Bureau of Transportation Statistics (BTS). BTS is also directed to conduct outreach, identify data needs of local government officials, and develop relevant analysis tools to make informed decisions about infrastructure investments in rural and urban communities. **ASCE supports increased funding for transportation research programs.**
- Authorize \$500 million for the new Strengthening Mobility and Revolutionizing Transportation grant program. Grants will be awarded for city or community demonstration projects that incorporate innovative transportation technologies or uses of data such as connected or automated vehicles and intelligent sensor-based infrastructure. **ASCE supports further investment in SMART City technology.**
- Build off the work from the Transportation Research Board and the National Institute of Standards and Technology, by directing DOT to develop a process for state and local governments to make quantitative risk assessments that can help enhance the resilience of the surface transportation system.
- Establish within DOT the Infrastructure Permitting Improvement Center, which will seek to expedite permitting and environmental reviews for projects, work with modal administrators to improve permitting and project reviews and develop metrics to assess the timeliness of permitting and project reviews.
- Create the Rural Opportunities to Use Transportation for Economic Success Initiative (ROUTES) Office within DOT to identify and address the needs of applicants seeking federal grants and assistance for rural projects.
- Rename the Advanced Transportation and Congestion Management Technologies Deployment as the Advanced Transportation Technology Deployment program. Authorize \$300 million over 5 years to expand the program's efforts to improve the mobility of people and goods, extend the life of transportation infrastructure and preserving the environment.

- Require DOT to update the Research and Development Strategic Plan every five years and require the Secretary to review the results of research conducted by DOT every five years to identify opportunities to inform changes to laws, regulations, and policies that would improve the safety or efficiency of the transportation system. Lastly, require DOT to publish a description of the process used to select University Transportation Centers on their website.
- Repeal the Intermodal Transportation Advisory Board.

The following materials have also been made available by the EPW and CST Committees:

STRA Bill section-by-section:

[https://www.epw.senate.gov/public/\\_cache/files/a/5/a53f0dff-9ebc-4ab2-a74c-f11698c6a93d/C4B5572EE70DE0D4689DD1B00EFF24C9.section-by-section-clean-final.pdf](https://www.epw.senate.gov/public/_cache/files/a/5/a53f0dff-9ebc-4ab2-a74c-f11698c6a93d/C4B5572EE70DE0D4689DD1B00EFF24C9.section-by-section-clean-final.pdf)

STRA Bill text:

[https://www.epw.senate.gov/public/\\_cache/files/c/8/c8655fed-8f7c-457b-a010-3e028bc49b63/6636AFC54CEFBECD631118AED3415CB1.stra-final-bill-text-5-21.pdf](https://www.epw.senate.gov/public/_cache/files/c/8/c8655fed-8f7c-457b-a010-3e028bc49b63/6636AFC54CEFBECD631118AED3415CB1.stra-final-bill-text-5-21.pdf)

STIA Bill section-by-section:

<https://www.commerce.senate.gov/services/files/7A88B060-F769-4772-969E-29E9B2ABA903>

STIA Bill text:

<https://www.commerce.senate.gov/services/files/ACEB4B07-B232-4176-BDE8-8CC5C9531639>

*For questions, please contact the ASCE Government Relations team.*

**Emily Feenstra**, Managing Director, Government Relations and Infrastructure Initiatives, [efeenstra@asce.org](mailto:efeenstra@asce.org)

**Caroline Sevier**, Director, Government Relations, [csevier@asce.org](mailto:csevier@asce.org)

**Joe Brady**, Transportation & Aviation, [jbrady@asce.org](mailto:jbrady@asce.org)

**Martin Hight**, Resilience, Research & Development, STEM, [mhight@asce.org](mailto:mhight@asce.org)