



	<p align="center">NARC Policy (finalized February 2011)</p>	<p align="center">US DOT Federal Surface Transportation Authorization - draft (May 2011) <i>details information most relevant to NARC policy -page in parentheses pertain to draft printable version- Significant changes from current policy highlighted in red</i></p>
FEDERAL ROLE IN SURFACE TRANSPORTATION:		
	Promote interstate commerce and economic vitality.	(172) FREIGHT MOVEMENT AND ECONOMIC VITALITY -- To improve the national freight transportation system, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.
	Promote the safety and security of the traveling public.	(172) SAFETY -- To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
	Protect and enhance the environment while streamlining the existing federal surface transportation program.	(172) ENVIRONMENTAL SUSTAINABILITY -- To enhance the performance of our transportation system while protecting and enhancing the natural environment
	Promote consistency between transportation improvements and state and local planned growth and economic development patterns.	<i>Not included in US DOT's draft federal surface transportation authorization.</i>
	Promote linkages between modes to create an integrated, intermodal and livable system.	(172) LIVABILITY -- To foster livable communities through placebased policies and investments that increase transportation choices and access to transportation services.
	Preserve and maintain the current transportation network.	(172) INFRASTRUCTURE CONDITION -- To maintain the highway infrastructure asset system in a state of good repair.
	<i>Not explicitly listed in NARC's federal surface transportation authorization policy.</i>	(172) SYSTEM RELIABILITY -- To improve the efficiency of the transportation system.
	Promote, support and strengthen the underlying regional transportation planning framework in all regions – large and small, urban and rural – as a crucial mechanism by which to accomplish these objectives.	(172) LONG RANGE PLANS ADDRESS NATIONAL GOALS -- State and MPO long-range transportation plans shall describe how the State or MPO will use program and project selection to help achieve the national goals identified in paragraph 1. *Planning seen as way to achieve the national goals.



LOCAL ELECTED ROLE:		
	Utilize the long-standing federal, state, regional and local intergovernmental partnership to establish national transportation goals and priorities that respond to our country's challenges.	(179, 195) The Secretary requires States and MPOs to cooperate with officials responsible for other types of planning activities that affect and are affected by transportation in the area; including State and local planned growth, economic development telecommunications infrastructure, infrastructure services, housing, health services, human services, environmental protection, airport operations, high-speed and intercity passenger rail, freight rail, transportation system safety, and freight movements.
	Reaffirm the role of the local elected officials, the closest unit of government to the people, as an integral partner in maintaining and improving the national surface transportation network.	<i>No concise statement in US DOT's draft policy regarding the importance of local officials.</i>
	Strengthen the federal commitment to locally determined metropolitan planning organizations and rural planning organizations board compositions and decision-making process, to represent the community and diversity of local challenges structures, which reaffirms the success of the regional.	<i>Not included in US DOT's draft federal surface transportation authorization.</i>
	Work with local elected officials to ensure government transparency and accountability for decisions.	(196-197) Both the MPO and State DOT will identify performance measures and intermediate and long-term targets to track attainment of the national transportation performance goals, including the factors specified in paragraph (1), and other factors that the Secretary determines are in the national interest. Identification and selection of performance measures by the State shall be coordinated with MPOs, and the MPOs shall work with the State to incorporate their performance measurements, to establish consistency.
PERFORMANCE MEASURES:		
	Recognize the unique policy setting and operational functions of MPOs when developing a federal performance measurement system.	(180) The metropolitan transportation planning process is responsible for establishing a performance-based approach to transportation decision-making to achieve federal goals.



	<p>Create a tiered system of performance measures that is flexible and appropriate for the level of government each measurement is intended to address. This would include:</p>	<p>(172) Generally, the Secretary shall establish performance measures addressing safety and infrastructure condition. After that, the Secretary may establish performance measures for the remaining goal areas, and identify actions necessary to advance implementation for the remaining goal areas.</p>
	<p>(A). Strategic level performance measures, employed by the federal government to evaluate how well federal expenditures meet the federal goals;</p>	<p>(172) NATIONAL TARGETS -- Based on available information and stakeholder input, the Secretary shall set national targets for achieving the safety and infrastructure condition goals and shall set national targets for the remaining goal areas.</p>
	<p>(B). Tactical level performance measures, employed by state governments to evaluate the expenditure of funds against state and federal level measurements; and,</p>	<p>(173) STATE TARGETS -- In consultation with the Secretary, each State shall set a State performance targets supporting the safety and infrastructure condition national goals. The States will set State targets for the rest of the national goal areas, in consultation with the Secretary, after the Secretary has identified the performance measures and associated targets for the remaining goals.</p>
	<p>(C). Operational level performance measures, employed by the MPO, that evaluate the effectiveness of a region's federally required planning process against the expenditure of federal funds.</p>	<p>(181) REGIONAL TARGETS --The MPO will identify and select performance measures and intermediate and long-term targets for those measures to use in tracking attainment of critical outcomes for the region, including the safety and infrastructure condition national goals, and other factors deemed appropriate by the MPO. Identification and selection of performance measures by the MPO shall be coordinated with the State to establish consistency.</p>
	<p>Encourage MPOs to establish operational level performance measurements that are flexible and tied to the regional planning process and incorporate MPO defined policies.</p>	<p>(173) PROGRAM DECISIONMAKING -- Program and project decisions at the State and MPO level shall reflect national goals through the performance-based planning and programming processes.</p>
	<p>Work with MPOs to ensure that locally adopted measures complement and further federal measures.</p>	<p>(181) REGIONAL TARGETS --The MPO will identify and select performance measures and intermediate and long-term targets for those measures to use in tracking attainment of critical outcomes for the region, including the safety and infrastructure condition national goals, and other factors deemed appropriate by the MPO. Identification and selection of performance measures by the MPO shall be coordinated with the State to establish consistency.</p>
	<p>Provide additional funds and administrative flexibility to MPOs that have, through performance measurements, met defined goals, and provide a basic allocation of</p>	<p>(181) REGIONAL TARGETS --The MPO will identify and select performance measures and intermediate and long-term targets for those measures to use in tracking attainment of critical outcomes for the region, including the safety and infrastructure condition national</p>



	resources to MPOs that are still working to meet those goals.	goals, and other factors deemed appropriate by the MPO. Identification and selection of performance measures by the MPO shall be coordinated with the State to establish consistency.
STREAMLINING:		
	Condense the existing program categories and existing organizational structures within the U.S. DOT to reflect outcome-based needs that are tied to the federal role.	(2-10) Realigns the federal transportation program around outcomes, including: <ul style="list-style-type: none"> • National High Speed Performance Rail System • Surface Transportation Infrastructure Reform • Surface Transportation Safety • Amendments to the Internal Revenue Code • Research • Misc.
	Grant expedited environmental and permitting review of projects that demonstrate a capacity to shorten processes and move quickly, or that have the ability to be funded with greater local and/or state matching funds.	<i>No section identified pertaining to this concept in US DOT's draft federal surface transportation reauthorization proposal.</i>
	Explore the use of federal management teams to facilitate efficient environmental review of nationally and regionally significant projects. These teams would be comprised of all related federal agencies and would have authority on a project-by-project basis to facilitate efficient environmental review. The authorization of one environmental review by one federal agency per project would allow federal agencies the flexibility to determine how to implement this provision with concurrent rather than sequential reviews.	(52) MODAL COOPERATION -- Relevant DOT modal administrations shall provide expertise to a lead modal administration on a multi-modal project in which they have expertise. In such cases, a relevant DOT administration's categorical exclusion(s) may be applied once the relevant DOT administration reviews the project on behalf of the lead administration and determines the project satisfies the conditions for one or more Categorical Exclusion under the relevant DOT administration's NEPA implementing regulations or procedures.
	Require local, state and federal agencies to adhere to shortened permitting review times. If a review is not complete in a timely fashion, the opportunity to comment would be lost. Agencies should have to raise all issues during their initial review. The federal government should not allow new issues to be raised during re-review after comments have been addressed	<p>The Secretary shall establish mandatory timeframes for permitting and approval decisions of other Federal agencies to ensure the acceleration of project delivery.</p> <p>(308) COMMENT DEADLINES -- The lead agency shall establish the following deadlines for comment during the environmental review process for a project:</p> <ul style="list-style-type: none"> • 60 days after publication in the Federal Register for comments by agencies and the public on a draft environmental impact statement, unless--



	<p>unless the issue resulted from the change in project. Additionally, U.S. DOT should be the responsible federal agency for ensuring expediency and accuracy.</p>	<ul style="list-style-type: none"> ○ a different deadline is established by agreement of the lead agency, the project sponsor, and all participating agencies; or ○ the deadline is extended by the lead agency for good cause. <ul style="list-style-type: none"> ● 30 days from availability of the materials on which comment is requested for all other agency or public comment periods in the environmental review process, unless-- <ul style="list-style-type: none"> ○ a different deadline is established by agreement of the lead agency, the project sponsor, and all participating agencies; or ○ the deadline is extended by the lead agency for good cause. <p>DEADLINES FOR DECISIONS UNDER OTHER LAWS -- 180 days after the date on which the Secretary made all final decisions of the lead agency with respect to the project, or 180 days after the date on which an application was submitted for the permit or license, in any case in which a decision under any Federal law relating to a project is required.</p>
	<p>Simplify environmental permitting with an integrated approach that considers the size and scope of the project.</p>	<p>(52) When considering the environmental impacts of a proposed multi-modal project, if the lead DOT administration determines that the components of the project under their expertise satisfy the conditions for one or more categorical exclusions under their NEPA implementing regulations and does not require the preparation of an Environmental Analysis or an Environmental Impact Statement, the modal administration can also apply one or more categorical exclusion under another Department of Transportation operating administration's relevant DOT administration implementing regulations or procedures for other components of the project.</p>
	<p>Encourage overlapping project development activities and ways to reward or at least hold harmless agencies taking such risks. Currently, the system penalizes the agencies who take risks when trying to expedite project delivery.</p>	<p>(305) CONCURRENT REVIEWS -- Each Federal agency shall, to the maximum extent practicable--</p> <ul style="list-style-type: none"> ● carry out obligations of the Federal agency under other applicable law concurrently, and in conjunction, with the review required under NEPA, unless doing so would impair the ability of the Federal agency to carry out those obligations; and ● formulate and implement administrative, policy, and procedural mechanisms that enable the agency to ensure completion of the environmental review process in a timely, coordinated, and environmentally responsible manner. <p>(208-209) TRANSPORTATION LEADERSHIP AWARDS --A competitive program to --</p> <ul style="list-style-type: none"> ● reform the way transportation investments and decisions are made and implemented to achieve performance outcomes and integrate performance management into project selection;



		<ul style="list-style-type: none"> • encourage innovation and reward applicants that are most aggressive in implementing best practices; • strengthen collaboration among different levels of government and across governmental agencies to create a more interconnected transportation system; • increase the amount of transportation funding at all levels that is allocated in ways that generate the strongest performance and multiple outcomes; and "(E) encourage the development of a multimodal transportation system focused on connecting people to opportunities and goods to markets.
	<p>Examine the value of addressing potential environmental impacts earlier in the process (during planning) and not require reconsideration of these impacts. As an example, some alternatives can be ruled out at the planning stage and these should not be returned for consideration at later stages.</p>	<p>(53-54) IN GENERAL -- Notwithstanding any other provision of law, the lead Federal agency, in consultation with other lead agencies and project sponsors, may adopt and use in proceedings relating to any class of action under the NEPA and in any other environmental review of a transportation project or program, any planning product. The lead Federal agency may adopt such planning products in their entirety or may select portions for adoption.</p> <p>NEPA APPLICABILITY.--Nothing in this section shall make NEPA applicable to the transportation planning process conducted under this title. Initiation of the NEPA process as a part of, or concurrently with, transportation planning activities shall not subject transportation plans and programs to NEPA.</p>
	<p>Require agencies to commit to the agreed upon impacts/mitigation at the planning stage to encourage early and meaningful involvement and active participation.</p>	<p>(56) EFFECT OF ADOPTION -- Any planning product adopted by the lead Federal agency under this section shall not be reconsidered or made the subject of additional interagency consultation during environmental review of the project or program unless the lead Federal agency, in consultation with lead agencies and project sponsors as appropriate, determines that there is significant new information or new circumstances that affect the continued validity or appropriateness of the adopted planning product.</p>
	<p>Update Technical Advisory 6640.8A, Guidance for Preparing and processing Environmental and Section 4(F) Document, which has not been reexamined since 1987. The U.S. Federal Highway Administration (FHWA) should modernize this Advisory to include current and streamlined practices.</p>	<p><i>Not included in US DOT's draft federal surface transportation authorization.</i></p>



	<p>Develop common regulatory approaches within and across modal programs. For example, most U.S. Federal Transit Administration programs have different requirements for applying, receiving and administering grants than FHWA.</p>	<p><i>Not included in US DOT's draft federal surface transportation authorization.</i></p>
REGIONAL TRANSPORTATION PLANNING:		
	<p>Statement of Federal Policy</p>	<p>(172-174) POLICY -- It is in the national interest to –</p> <ul style="list-style-type: none"> • encourage and promote the safe and efficient management, operation, and development of multimodal surface transportation systems that efficiently serve the mobility needs of people and freight, provide safe routes to key community destinations, and foster economic growth and development within and between States and urbanized areas, while fitting the needs and complexity of individual communities, maximizing value for taxpayers, leveraging cooperative investments, and minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes; • encourage the continued improvement, evolution, and coordination of the metropolitan and statewide transportation planning processes by and among MPOs, State DOTs, regional planning organizations, interstate compacts, and public transit and intercity service operators; and, • encourage and promote the following principles to ensure that transportation needs and decisions are integrated with community planning needs and priorities, and to maximize the effectiveness of the transportation investments: <ul style="list-style-type: none"> ○ Provide transportation choices; ○ Promote accessible, equitable, affordable housing; ○ Enhance economic competitiveness; ○ Support existing communities; ○ Coordinate policies and leverage investments; and, ○ Value communities and neighborhoods.
	<p>Promote, support and strengthen regional transportation planning in large and small, urban and rural regions.</p>	<p>(175)</p> <ul style="list-style-type: none"> • TIER I MPOS -- MPOs with 1,000,000 or more will be a Tier I MPOs and will fully implement the processes described in subsections (h) though (k) of this section within two years of the enactment of this Act. • TIER II MPOS -- MPOs between 200,000 and 1,000,000 will be a Tier II MPO and will follow processes set forth under subsection (l) of this section; • Existing MPOs under 200,000 are dissolved within two years, unless:



		<ul style="list-style-type: none"> ○ with the support of the Governor, ○ the MPO requests Tier II designation and the Secretary confirms it.
	<p>Recognize the important role played by state, metropolitan and rural transportation planning in the creation of a multi-modal transportation system which continues to promote federal goals.</p>	<p>(194) Increases, to coordination, the level of consultation required between State dots, metro and non-metro areas.</p>
	<p>Increase federal financial support for transportation planning in both metropolitan and nonmetropolitan regions.</p>	<p>(100-101) 1 percent set aside of the highway infrastructure performance program, the flexible investment program, and the livable communities program authorized under this title.</p> <p>These funds shall be apportioned to the States in the ratio which the population in urbanized areas or parts thereof, in each State bears to the total population in such urbanized areas in all the States as shown by the latest available census, except that no State shall receive less than 1/2 percent of the amount apportioned.</p>
	<p>Promote strategies to better integrate federal priorities into statewide and metropolitan planning by authorizing project selection authority in these programs to metropolitan planning organizations (MPO) and non-metropolitan regions.</p>	<p>(189) SELECTION OF PROJECTS -- All federally funded projects implemented within the boundaries of a metropolitan planning area (excluding NHS, IM and bridge projects) or under chapter 53 of Title 49 shall be selected from the approved TIP by the Tier I MPO in cooperation with the State and any affected public transportation operator.</p>
	<p>Establish non-metropolitan regional transportation planning organizations (RTPOs) where they currently do not exist, and recognize those that do. This will help meet the needs of contiguous local jurisdictions through the creation of a federally recognized, formal transportation planning process.</p>	<p>(194) NON-METROPOLITAN AREAS.--States shall coordinate with local officials in small urbanized and nonurbanized areas of the States in preparing the non metropolitan portions of statewide transportation plans and STIPs.</p> <p>(205) PROJECT SELECTION FOR URBANIZED AREAS OF LESS THAN 200,000 POPULATION AND ARE NOT METROPOLITAN PLANNING AREAS –</p> <ul style="list-style-type: none"> • Projects not on the NHS, bridge or IM - shall be selected, from the approved transportation improvement program by the State in cooperation with the nonmetropolitan local officials with responsibility for transportation. <p>Projects on the NHS, bridge or IM - shall be selected, from the approved statewide transportation improvement program, by the State in consultation with the nonmetropolitan local officials with responsibility for transportation.</p>



	<p>Providing upgrades and additional funding to RTPOs to assist them in the transportation planning process.</p>	<p><i>Not included in US DOT's draft federal surface transportation authorization.</i></p>
	<p>Reporting from the U.S. Federal Highway Administration (FHWA) and U.S. Federal Transit Administration (FTA) to Congress on the form, function and non metropolitan consultation cooperative decision-making processes adopted in state transportation plans for RTPOs.</p>	<p>(205) The Secretary shall find, at least every 5 years, that the statewide transportation planning process is consistent with this section and the MPO section.</p>
	<p>Maintain the current threshold for MPO size at 50,000 population.</p>	<p>(175)</p> <ul style="list-style-type: none"> • TIER I MPOS -- MPOs with 1,000,000 or more will be a Tier I MPOs and will fully implement the processes described in subsections (h) though (k) of this section within two years of the enactment of this Act. • TIER II MPOS -- MPOs between 200,000 and 1,000,000 will be a Tier II MPO and will follow processes set forth under subsection (l) of this section; • Existing MPOs under 200,000 are dissolved within two years, unless: <ul style="list-style-type: none"> ○ with the support of the Governor, ○ the MPO requests Tier II designation and the Secretary confirms it.
	<p>Extend planning and programming authority to MPOs of all sizes over all surface transportation assets within their geographic jurisdiction.</p>	<p>Only included for Tier 1 MPOs and excludes NHS, IM and bridge projects.</p>
	<p>Provide sufficient resources to meet the nation's transportation infrastructure needs, including significant new resources focused on improving mobility in the nation's metropolitan regions. The federal program should incentivize states and regions to raise and spend funds locally through a wide menu of options, including the ability to toll existing facilities and through public-private partnerships.</p>	<p>(162) METROPOLITAN CONGESTION REDUCTION – AUTHORIZATION -- The Secretary may permit States and other public authorities to impose tolls on highways, bridges or tunnels (including a highway, bridge or tunnel located on the Interstate System) in urbanized areas with populations over 1 million people (or, at the Secretary's discretion, other urbanized areas with high levels of congestion) to reduce or manage congestion on a highway, bridge or tunnel, or network of such facilities, located around or within the urbanized area.</p> <p>(167) SURFACE TRANSPORTATION REVENUE ALTERNATIVES OFFICE – The Secretary shall establish within the Federal Highway Administration a Surface Transportation Revenue Alternatives Office to analyze revenue-generating alternatives that could convey prices to users to reflect system use and other travel externalities while serving as a funding source for surface transportation programs.</p>
	<p>Streamline project development and delivery processes by building on the MPO planning process and creating direct links to the National Environmental Policy Act and</p>	<p>(53-54) IN GENERAL -- Notwithstanding any other provision of law, the lead Federal agency, in consultation with other lead agencies and project sponsors, may adopt and use in proceedings relating to any class of action under the NEPA and in any other environmental</p>



	<p>project development.</p>	<p>review of a transportation project or program, any planning product. The lead Federal agency may adopt such planning products in their entirety or may select portions for adoption.</p> <p>NEPA APPLICABILITY.--Nothing in this section shall make NEPA applicable to the transportation planning process conducted under this title. Initiation of the NEPA process as a part of, or concurrently with, transportation planning activities shall not subject transportation plans and programs to NEPA.</p>
	<p>Address mega-regional transportation issues by incentivizing multi-regional/multi-state collaboration that addresses corridor-scale development patterns and flows.</p>	<p>(178-179) COORDINATION IN MULTISTATE AREAS -- The Secretary shall encourage each Governor and the appropriate MPO to coordinate transportation planning for the entire metropolitan area, including:</p> <ul style="list-style-type: none"> • Coordination Along Designated Transportation Corridors -- The Secretary can consider the effectiveness of this process when granting discretionary multistate corridor projects, facilities and services. • Interstate Compacts --During MTP and TIP development, studies concerning planning for regional transportation (including, but not limited to, high-speed and intercity rail corridor studies, commuter rail corridor studies, intermodal terminals, and interstate highways) in support of intercity or multistate area projects, and services that have been developed by interstate compacts, agreements. • Nonattainment Areas -- MPOs shall consult with each other and the State in the coordination of MTPs and TIPs when sharing a metropolitan area or CAA nonattainment or maintenance area. • Transportation Improvements in Multiple Metro Areas. -- If a transportation improvement is located in more than one MPO area, the MPOs shall coordinate MTPs and TIPs regarding the transportation improvement. • Coordination of Adjacent MPOs--The Secretary shall require MPOs adjacent to each other to coordinate their planning processes.
	<p>Empower MPOs in the nation’s largest regions to work in cooperation with the state Departments of Transportation (DOT) through a changed definition of the relationship to “MPOs shall work in cooperation with the State.</p>	<p>(175)</p> <ul style="list-style-type: none"> • TIER I MPOS -- MPOs with 1,000,000 or more will be a Tier I MPOs and will fully implement the processes described in subsections (h) though (k) of this section within two years of the enactment of this Act. • TIER II MPOS -- MPOs between 200,000 and 1,000,000 will be a Tier II MPO and will follow processes set forth under subsection (l) of this section; • Existing MPOs under 200,000 are dissolved within two years, unless: <ul style="list-style-type: none"> ○ with the support of the Governor,



		<ul style="list-style-type: none"> ○ the MPO requests Tier II designation and the Secretary confirms it.
	Direct an additional allocation of federal transportation capital funding to the largest metropolitan regions that takes into account population, gross domestic product and congestion levels.	<i>Not included in US DOT's draft surface transportation authorization.</i>
	Direct funding to the larger MPOs with specific and required performance measurements.	<p>(180-181) ESTABLISHMENT OF A PERFORMANCE BASED APPROACH TO MTP AND TIP DEVELOPMENT -- The metropolitan transportation planning process shall provide the basis for a performance-based approach to transportation decision-making to achieve the national outcomes.</p> <p>NATIONAL PERFORMANCE OBJECTIVES -- The Secretary shall identify performance measures and targets to use in track the attainment of national transportation performance goals, beginning with safety and infrastructure condition, and other factors that the Secretary deems necessary.</p>
	Creating new revenue, free of financial impositions on local governments or MPOs, to fund these activities.	<i>Not included in US DOT's draft surface transportation authorization.</i>
	Providing additional federal funding to address congestion relief and improve mobility.	(162) METROPOLITAN CONGESTION REDUCTION – AUTHORIZATION -- The Secretary may permit States and other public authorities to impose tolls on highways, bridges or tunnels (including a highway, bridge or tunnel located on the Interstate System) in urbanized areas with populations over 1 million people (or, at the Secretary's discretion, other urbanized areas with high levels of congestion) to reduce or manage congestion on a highway, bridge or tunnel, or network of such facilities, located around or within the urbanized area.
	Granting more authority to MPOs to use on federal funds for congestion projects to address the problem in a systematic manner by officials at the level of government most familiar with the issues and solutions.	(162) METROPOLITAN CONGESTION REDUCTION – AUTHORIZATION -- The Secretary may permit States and other public authorities to impose tolls on highways, bridges or tunnels (including a highway, bridge or tunnel located on the Interstate System) in urbanized areas with populations over 1 million people (or, at the Secretary's discretion, other urbanized areas with high levels of congestion) to reduce or manage congestion on a highway, bridge or tunnel, or network of such facilities, located around or within the urbanized area.
	Provide for the development of major metropolitan region transportation plans in the context of comprehensive regional plans that include land use,	(179) The Secretary requires Tier 1 MPOs to cooperate with the officials who are responsible for planning activities that affect and are affected by transportation in the area. These include: State and local planned growth, economic development telecommunications



	<p>housing, economic development, natural resources, energy and climate change, and promote livable communities.</p>	<p>infrastructure, infrastructure services, housing, health services, human services, environmental protection, airport operations, high-speed and intercity passenger rail, freight rail, transportation system safety, and freight movements.</p>
	<p>Allow MPOs in the nation’s largest regions to develop plans and programs for projects on all assets within their regions.</p>	<p>(184) An MTP shall contain the following the existing transportation infrastructure, including an inventory of highways, local streets and roads, bicycle and pedestrian facilities, transit facilities and services, commuter rail facilities and services, high-speed and intercity passenger rail facilities and services, freight facilities (including freight railroad and port facilities), multimodal and intermodal facilities, and intermodal connectors that, together, function as an integrated metropolitan transportation system.</p> <p>(189) SELECTION OF PROJECTS -- All federally funded projects implemented within the boundaries of a metropolitan planning area (excluding NHS, IM and bridge projects) or under chapter 53 of Title 49 shall be selected from the approved TIP by the Tier I MPO in cooperation with the State and any affected public transportation operator.</p>
	<p>Select demonstration MPOs to construct projects in consultation with their state DOTs.</p>	<p>(64) LOCAL TRANSPORTATION PROJECT DELIVERY ACCELERATION PILOT PROGRAM. IN GENERAL -- A local government and its respective State may enter into an agreement for the local government to assume the responsibilities of the State with respect to highway projects within the jurisdiction of the local government that are selected for Federal-aid funding.</p> <p>LOCAL GOVERNMENT PARTICIPATION –</p> <ul style="list-style-type: none"> • Up to three local governments to participate in the pilot program. • A local government must: <ul style="list-style-type: none"> ○ have 2,500,000 people or more, ○ demonstrate to the satisfaction of the Secretary that it has the necessary organizational structure, agreements, processes, controls, and staff to ensure that project development and delivery meets all applicable Federal requirements; and ○ have in place the necessary financial management systems and processes to carry out cost accounting, billing, certifications, improper payments review, recordkeeping, audits, and related requirements. <p>FUNDING.--Funds for the projects for which local oversight has been approved shall be deducted from the amounts apportioned for appropriate programs to the State in which the local government lies and transferred to the local government.</p>



SAFETY:		
	<p>Promote strategies to integrate safety into statewide and metropolitan planning (e.g. reducing the occurrence of distracted driving).</p>	<p>(325) The Secretary may conduct research and development activities, including demonstration projects and the collection and analysis of highway and motor vehicle safety data and related information needed to carry out and support this section, with respect to--</p> <ul style="list-style-type: none"> • all aspects of highway and traffic safety systems and conditions relating to vehicle; • human behavioral factors and their effect on highway and traffic safety, including but not limited to, driver education, distracted driving, and new technologies installed in or brought into vehicles; • countermeasures to increase highway and traffic safety to evaluate their effectiveness; and • the effect of State laws on any aspects, activities or programs described in subparagraphs (A), (B) and (C).
	<p>Direct safety money to urban and rural regions through a mechanism similar to the Surface Transportation Program (Title 23, Sect. 133).</p>	<p><i>Not included in US DOT's draft surface transportation authorization.</i></p>
	<p>Authorize project selection authority in safety programs to MPOs and non-metropolitan regions, which inherently ties funding more directly to safety needs.</p>	<p>(189) SELECTION OF PROJECTS -- All federally funded projects implemented within the boundaries of a metropolitan planning area (excluding NHS, IM and bridge projects) or under chapter 53 of Title 49 shall be selected from the approved TIP by the Tier I MPO in cooperation with the State and any affected public transportation operator.</p> <p>NATIONAL HIGHWAY SYSTEM PROJECTS -- Projects carried out within the boundaries of a metropolitan planning area on the NHS, bridge or IM program under this title shall be selected for implementation from the approved TIP by the State in cooperation with the MPO designated for the metropolitan planning area.</p>
	<p>Support the federal collection and dissemination of safety data among states and regions, as well as provide funding to regions to collect and utilize this data.</p>	<p>(159) HIGHWAY SAFETY DATA IMPROVEMENT PROGRAM -- The Secretary shall establish and implement a highway safety data improvement program that:</p> <ul style="list-style-type: none"> • provides support for the enhancement of State roadway inventory data systems and analysis for all public roads; • collects roadway safety data to be linked to highway basemaps; • informs and supports the Highway Safety Improvement Program; and, • improves the timeliness, accuracy, completeness, consistency, integration, and accessibility of the roadway safety data of the State that is needed to identify priorities for national, State, and local highway and traffic safety programs.



	<p>Support the Local and Rural Roads Safety Program.</p>	<p>(156) RURAL ROADS -- SET ASIDE -- Not less than 10 percent of funds apportioned to a State under [section 104(b)(4)] for fiscal year 2012 and each fiscal year thereafter shall be set aside for projects to improve the safety on public rural roads.</p> <p>SPECIAL RULE.--A State may use funds set aside for purposes of this paragraph pursuant to this subsection for any project under this subsection if the State certifies to the Secretary that the State has met all State needs for safety improvements on public rural roads for the current fiscal year.</p>
	<p>Recognize the significant role MPO and non-metropolitan regions play in coordinating transportation and emergency evacuation activities.</p>	<p>(150) EMERGENCY RELIEF PROGRAM. An emergency fund is authorized for expenditure by the Secretary for the repair or reconstruction of highways, roads, and trails, in any part of the United States, including Indian reservations, that the Secretary finds have suffered serious damage as a result of—</p> <ul style="list-style-type: none"> • natural disaster over a wide area, such as by a flood, hurricane, tidal wave, earthquake, severe storm, or landslide; or • catastrophic failure from any external cause. <p>SUBSTITUTE TRAFFIC -- Maintenance and operation costs of ferryboats or additional transit service providing temporary substitute highway traffic service, less the amount of fares charges, may be spent by Federal-aid highways.</p>
<p>FINANCING-FUNDING:</p>		
	<p>Provide sufficient resources to meet the nation’s transportation infrastructure needs, including significant new resources focused on improving mobility in the nation’s metropolitan regions. The federal program should incentivize states and regions to raise and spend funds locally through a wide menu of options, including the ability to toll facilities and through public-private partnerships.</p>	<p>(162) METROPOLITAN CONGESTION REDUCTION – AUTHORIZATION -- The Secretary may permit States and other public authorities to impose tolls on highways, bridges or tunnels (including a highway, bridge or tunnel located on the Interstate System) in urbanized areas with populations over 1 million people (or, at the Secretary’s discretion, other urbanized areas with high levels of congestion) to reduce or manage congestion on a highway, bridge or tunnel, or network of such facilities, located around or within the urbanized area.</p> <p>(167) SURFACE TRANSPORTATION REVENUE ALTERNATIVES OFFICE – The Secretary shall establish within the Federal Highway Administration a Surface Transportation Revenue Alternatives Office to analyze revenue-generating alternatives that could convey prices to users to reflect system use and other travel externalities while serving as a funding source for surface transportation programs.</p>
	<p>Support an increase of the federal fuel tax and index it to inflation.</p>	<p><i>Not included in US DOT’s draft federal surface transportation authorization.</i></p>



	<p>Adopt a “Transportation Account” that collapses all surface transportation funding into one funding stream – directed to states, MPOs and RTPOs – to develop the most appropriate and flexible transportation solutions possible</p>	<p>(66-86) NATIONAL INFRASTRUCTURE INNOVATION AND FINANCE FUND</p> <p>ELIGIBLE FUNDING RECIPIENT -- An eligible funding recipient is a non-Federal governmental entity, agency, or instrumentality, or a non-governmental entity such as a corporation, partnership, joint venture, or other instrumentality that seeks funding for an eligible project. An eligible funding recipient that is a non-governmental entity must have a non Federal governmental co-sponsor of the project.</p> <p>ELIGIBLE PROJECT.—An eligible project is a capital project that advances national objectives and that—</p> <ul style="list-style-type: none"> • is comprised of activities included in a regional plan, either at the time of submission of the application or prior to the obligation of funding; • has eligible project costs related to a single project, or has aggregate eligible project costs related to a program of projects that are coordinated to achieve a unified improvement; and • is one of the following: <ul style="list-style-type: none"> ○ A transportation-related project. ○ A project that is a component of a non-transportation project and that is by itself a transportation-related project. ○ An additional non-transportation component to a transportation project that satisfies the criteria laid out in sections 621(c) and 621(d) and is consistent with the strategy undertaken in 621(e). <p>ELIGIBLE PROJECT COST.--The term 'eligible project cost' includes a cost associated with development phase planning and design activities, construction, acquisition, rehabilitation, environmental remediation, interest expense during construction, and reasonably required reserves, and excludes operating costs, research and development costs, and any other costs not otherwise specifically provided for herein.</p> <p>(441) Transportation Trust Fund</p> <p>CREATION OF TRUST FUND.--Established in the U.S. Treasury, the Transportation Trust Fund, consists of such amounts as may be appropriated or credited to the Transportation Trust Fund. The Transportation Trust Fund is a successor to the Highway Trust Fund. All references to the Mass Transit Account of the Highway Trust Fund are deemed to be references to the Mass Transit Account of the Transportation Trust Fund and all references to the Highway Account of the Highway Trust Fund are deemed to be references to the Highway Account of the Transportation Trust Fund.</p>
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	<p>Increase federal financial support for transportation planning in both metropolitan and nonmetropolitan regions.</p>	<p>(100-101) 1 percent set aside of the highway infrastructure performance program, the flexible investment program, and the livable communities program authorized under this title.</p> <p>These funds shall be apportioned to the States in the ratio which the population in urbanized areas or parts thereof, in each State bears to the total population in such urbanized areas in all the States as shown by the latest available census, except that no State shall receive less than 1/2 percent of the amount apportioned.</p>
	<p>Create a mechanism to allow MPOs and their local constituencies to act as primary recipients of current and future federal resources.</p>	<p>(64) LOCAL TRANSPORTATION PROJECT DELIVERY ACCELERATION PILOT PROGRAM. IN GENERAL -- A local government and its respective State may enter into an agreement for the local government to assume the responsibilities of the State with respect to highway projects within the jurisdiction of the local government that are selected for Federal-aid funding.</p> <p>LOCAL GOVERNMENT PARTICIPATION –</p> <ul style="list-style-type: none"> • Up to three local governments to participate in the pilot program. • A local government must: <ul style="list-style-type: none"> ○ have 2,500,000 people or more, ○ demonstrate to the satisfaction of the Secretary that it has the necessary organizational structure, agreements, processes, controls, and staff to ensure that project development and delivery meets all applicable Federal requirements; and ○ have in place the necessary financial management systems and processes to carry out cost accounting, billing, certifications, improper payments review, recordkeeping, audits, and related requirements. <p>FUNDING.--Funds for the projects for which local oversight has been approved shall be deducted from the amounts apportioned for appropriate programs to the State in which the local government lies and transferred to the local government.</p>
	<p>Protect and preserve the budgetary firewalls that protect the Highway Trust Fund (HTF).</p>	<p><i>Not included in US DOT's draft federal surface transportation authorization.</i></p>
	<p>Establish a dedicated revenue stream with budgetary firewalls for a newly established national strategic freight mobility program that ensures a continuous stream of funding to meet current and future goods</p>	<p><i>Not included in US DOT's draft federal surface transportation authorization.</i></p>



	movement needs.	
	Provide a direct allocation of money to MPOs to plan for goods movement in and/or through their regions.	<i>Not included in US DOT's draft federal surface transportation authorization.</i>
	Enact legislation to create Regional Infrastructure Improvement Zones.	<i>Not included in US DOT's draft federal surface transportation authorization.</i>
FREIGHT:		
	Extend planning and programming authority to MPOs of all size over all surface transportation assets within their geographic jurisdiction.	Only included for Tier 1 MPOs and excludes NHS, IM and bridge projects
	Explicitly include MPOs in the development of the national freight plan. MPOs and states should be required to work together to develop a plan. The states should provide guiding principles and interregional and interstate coordination. The MPOs should provide the local level, community-based details through the metropolitan transportation plan.	<p>(87) OFFICE OF FREIGHT POLICY – The Office of Freight Policy is established in the Office of the Under Secretary of Transportation for Policy, and shall coordinate implementation of the National Freight Transportation Policy among the operating units of the Department of Transportation and among public and private stakeholders.</p> <p>(89) PLAN DEVELOPMENT -- In developing the Plan, the Secretary shall consult with appropriate public and private transportation stakeholders; use a transparent, objective, data-driven approach that includes market analysis; consider ongoing Federal, State, and corridor-wide transportation plans; provide for public notice and comment; as appropriate, establish advisory committees to advise on developing the Plan; acquire and analyze the data necessary to assess the conditions and performance of the National Freight Transportation System; consider freight flows and locations of freight traffic generators; and address the unique needs of exporters of freight.</p>
	Work with MPOs to establish proactive transportation policies that efficiently move goods to improve regional, state and local economies.	<p>(173) POLICY -- It is in the national interest to –</p> <ul style="list-style-type: none"> encourage and promote the safe and efficient management, operation, and development of multimodal surface transportation systems that efficiently serve the mobility needs of people and freight, provide safe routes to key community destinations, and foster economic growth and development within and between States and urbanized areas, while fitting the needs and complexity of individual communities, maximizing value for taxpayers, leveraging cooperative investments, and minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes;



	<p>Establish a national strategic freight mobility program and dedicated revenue stream with budgetary firewalls to ensure a continuous funding to meet current and future goods movement needs.</p>	<p>(88) NATIONAL FREIGHT TRANSPORTATION SYSTEM -- The National Freight Transportation System shall consist of all modes of freight transportation operating in a unified, interconnected manner, including highways, freight rail, ports and waterways, air cargo, and pipelines.</p>
	<p>Reinforce the importance of funding for intermodal connectors within the freight mobility program.</p>	<p>(88) NATIONAL FREIGHT TRANSPORTATION SYSTEM -- The National Freight Transportation System shall consist of all modes of freight transportation operating in a unified, interconnected manner, including highways, freight rail, ports and waterways, air cargo, and pipelines.</p>
	<p>Provide a direct allocation of money to MPOs to plan for goods movement in and/or through their regions.</p>	<p><i>Not included in US DOT's draft federal surface transportation authorization.</i></p>
<p>LIVABILITY:</p>		
	<p>Reaffirm the role of the local elected officials, the closest unit of government to the people, as an integral partner in promoting and implementing livability concepts that best fit their community needs.</p>	<p>(124) The purposes of the livable communities program is to—</p> <ul style="list-style-type: none"> • help States to deliver transportation projects that improve quality of life for rural and urban areas; • improve the safety and efficiency of the transportation system for all transportation modes; • reduce the impacts of transportation on the environment, including the reduction of greenhouse gas emissions; • reduce the need for costly future transportation infrastructure; • ensure efficient access to jobs, education and essential services; and • encourage private sector development patterns and investments that support livability goals.
	<p>Utilize the existing MPO and RTPO network to coordinate transportation choice with comprehensive planning, federal training and technical assistance for their member local governments.</p>	<p>(127-128) A State shall develop a strategy to invest funding apportioned to carry out this program for projects and activities to achieve State targets established in consultation with the Secretary that support national goals for improving livability.</p> <p>PERFORMANCE REPORTS.--A State shall annually report **[to the Secretary] on its progress in achieving State targets for national goals for improving livability.</p>
	<p>Reaffirm regionalism by recognizing the leadership role MPOs and RTPOs play in promoting integrated solutions to land use, climate change and transportation challenges in the federal livability initiative.</p>	<p>(130) CRITERIA FOR GRANTS -- In addition to eligibility requirements under paragraph (5), in awarding a grant under this subsection for a project, the Secretary shall consider the extent to which the proposed project will help the applicant address the principles from the interagency partnership for sustainable communities between the Department of Housing</p>



		<p>and Urban Development, the Environmental Protection Agency, and the Department of Transportation.</p>
	<p>Ensure funding for livability initiatives is new revenue, and not drawn from existing sources within the Highway Trust Fund.</p>	<p>(92) US DOT suggests</p> <ul style="list-style-type: none"> • \$3,400,000,000 for fiscal year 2012; • \$3,590,000,000 for fiscal year 2013; • \$3,777,000,000 for fiscal year 2014; • \$3,980,000,000 for fiscal year 2015; • \$4,188,000,000 for fiscal year 2016; and • \$4,404,000,000 for fiscal year 2017 to run the program and \$500 mil/yr for livable communities grants and \$200 mil/yr for capacity building
	<p>Improve data collection, research, evaluation and analysis that assists MPOs and RPOs in analyzing and responding to local trends and needs.</p>	<p>(129) LIVABILITY CAPACITY BUILDING GRANT PROGRAM -- The Secretary shall establish a livability capacity building grant program to improve capacity for addressing livability needs.</p> <p>ELIGIBLE APPLICANTS -- A State department of transportation, tribal government, local government, or metropolitan planning organization shall be eligible to apply for a grant under this subsection.</p> <p>ELIGIBLE PROJECTS -- Eligible projects include:</p> <ul style="list-style-type: none"> • data collection to better incorporate livability into transportation planning through the use of a variety of data collection mechanisms, including household travel surveys, panel surveys, built environment inventories, employment inventories, and travel data collection related to bicyclists and pedestrians, including persons with disabilities; • staff training to support livability-related transportation capacity building; • software and computer upgrades to support modeling and data collection as described in subparagraph (A); • reorganizing an eligible applicant's institution to better reflect the responsibilities and expertise needed to address livability in transportation plans and related activities; • assisting a transportation authority to develop integrated transportation, land use, housing, and environment planning efforts or to carry out a comprehensive plan supported by the community; or • developing and implementing transportation modeling, simulation, and analysis capabilities.



	<p>Eliminate stove-piped funding between U.S. Department of Transportation (DOT), U.S. Department of Housing and Urban Development (HUD) and U.S. Environmental Protection Agency (EPA) to create outcome-based programs that can mix and match flexible pots of money.</p>	<p>(131) ACCELERATING PROJECT DELIVERY —The Secretary shall develop regulations or guidance for Federal-aid projects to encourage the use of the programmatic approaches to environmental reviews, expedited procurement techniques, and other best practices to facilitate productive and timely expenditure for projects that are small, low impact, and constructed within an existing built environment.</p>
	<p>Incorporate livability principles used by US DOT, EPA and HUD during the development of new regulation which is based upon the role transportation plays in tying together their multiple inter</p>	<p>(131) ACCELERATING PROJECT DELIVERY —The Secretary shall develop regulations or guidance for Federal-aid projects to encourage the use of the programmatic approaches to environmental reviews, expedited procurement techniques, and other best practices to facilitate productive and timely expenditure for projects that are small, low impact, and constructed within an existing built environment.</p>
	<p>Create incentives to assist the integration of land-use and development practices with transportation planning to promote diversified transportation choices, such as transit-oriented development.</p>	<p>(129) LIVABILITY CAPACITY BUILDING GRANT PROGRAM -- The Secretary shall establish a livability capacity building grant program to improve capacity for addressing livability needs.</p> <p>ELIGIBLE APPLICANTS -- A State department of transportation, tribal government, local government, or metropolitan planning organization shall be eligible to apply for a grant under this subsection.</p> <p>ELIGIBLE PROJECTS -- Eligible projects include:</p> <ul style="list-style-type: none"> • data collection to better incorporate livability into transportation planning through the use of a variety of data collection mechanisms, including household travel surveys, panel surveys, built environment inventories, employment inventories, and travel data collection related to bicyclists and pedestrians, including persons with disabilities; • staff training to support livability-related transportation capacity building; • software and computer upgrades to support modeling and data collection as described in subparagraph (A); • reorganizing an eligible applicant's institution to better reflect the responsibilities and expertise needed to address livability in transportation plans and related activities; • assisting a transportation authority to develop integrated transportation, land use, housing, and environment planning efforts or to carry out a comprehensive plan supported by the community; or • developing and implementing transportation modeling, simulation, and analysis capabilities.



DATA-TECHNOLOGY:	
<p>Support the establishment of data standardization that establishes collection protocols on the federal level for areas associated with federal priorities, provide funding for MPOs and RTPOs to assist in the collection and utilization of this data and disseminate these products among states and regions.</p>	<p>(477) BUREAU OF TRANSPORTATION STATISTICS.</p> <p>DUTIES OF THE DIRECTOR.--The Director of the Bureau shall be responsible for carrying out the following duties:</p> <ul style="list-style-type: none"> • Ensuring that the statistics compiled under paragraph (6) are designed to support transportation decision-making by the Federal Government, State and local governments, metropolitan planning organizations, transportation-related associations, the private sector (including the freight community), and the public. • Establishing on behalf of the Secretary a program to effectively integrate safety data across modes and to address gaps in existing Department safety data programs. • Working with the operating administrations of the Department of Transportation to establish and implement the Bureau’s data programs and to improve the coordination of information collection efforts with other Federal agencies. • Continually improving surveys and data collection methods to improve the accuracy and utility of transportation statistics. • Encouraging the standardization of data, data collection methods, and data management and storage technologies for data collected by the Bureau, the operating administrations of the Department, States, local governments, metropolitan planning organizations, and private sector entities. • Collecting, compiling, analyzing, and publishing a comprehensive set of transportation statistics on the performance and impacts of the national transportation system.
<p>Improve data collection, research, evaluation and analysis that assists regions in analyzing and responding to local trends and needs.</p>	<p>(484) Research and development grants. The Secretary may make grants to, or enter into cooperative agreements or contracts with, public and nonprofit private entities (including State DOTs, MPOs, and institutions of higher education) for--</p> <ul style="list-style-type: none"> • investigation of the subjects specified in section 6503 of this title and research and development of new methods of data collection, standardization, management, integration, dissemination, interpretation, and analysis; • demonstration programs by States, local governments, and MPOs to coordinate data collection, reporting, management, storage, and archiving to simplify data comparisons across jurisdictions; • development of electronic clearinghouses of transportation data and related information, as part of the National Transportation Library.



	<p>Expand federal resources for federal support and activities for more robust and timely national, statewide and sub-state regional data to help drive strategic investments and decision-making.</p>	<p>(458-466) Research and technology development and deployment. The Secretary of Transportation shall carry out research, development, and deployment activities that align with the Secretary’s Transportation Research and Development Strategic Plan, including:</p> <ul style="list-style-type: none"> • Improving Highway Safety; • Improving Infrastructure Integrity; • Strengthening Transportation Planning and Environmental Linkages; • Reducing Congestion, Improving Highway Operations, and Enhancing Freight Productivity; and • Assessing Policy and System Financing Alternatives.
	<p>Support additional and continual research into strategies, tools, technologies and best practices to ensure planning and investment consistency and efficacy at all levels of government, including continued support of the national cooperative research programs.</p>	<p>Several of the Cooperative Research Programs are continued in this draft authorization, except the following: (452) SEC. 5207. SURFACE TRANSPORTATION ENVIRONMENTAL COOPERATIVE RESEARCH PROGRAM. Section 507 of title 23, United States Code, is repealed</p>
	<p>Promote robust transportation model development activities within U.S. Department of Transportation, that align with federal priorities, while examining the costs and benefits of mandating the nationwide implementation of such models.</p>	<p>(129) LIVABILITY CAPACITY BUILDING GRANT PROGRAM -- The Secretary shall establish a livability capacity building grant program to improve capacity for addressing livability needs.</p> <p>ELIGIBLE APPLICANTS -- A State department of transportation, tribal government, local government, or metropolitan planning organization shall be eligible to apply for a grant under this subsection.</p> <p>ELIGIBLE PROJECTS -- Eligible projects include:</p> <ul style="list-style-type: none"> • data collection to better incorporate livability into transportation planning through the use of a variety of data collection mechanisms, including household travel surveys, panel surveys, built environment inventories, employment inventories, and travel data collection related to bicyclists and pedestrians, including persons with disabilities; • staff training to support livability-related transportation capacity building; • software and computer upgrades to support modeling and data collection as described in subparagraph (A); • reorganizing an eligible applicant's institution to better reflect the responsibilities and expertise needed to address livability in transportation plans and related activities; • assisting a transportation authority to develop integrated transportation, land use,



		<p>housing, and environment planning efforts or to carry out a comprehensive plan supported by the community; or</p> <ul style="list-style-type: none"> • developing and implementing transportation modeling, simulation, and analysis capabilities. <p>(159) HIGHWAY SAFETY DATA IMPROVEMENT PROGRAM -- The Secretary shall establish and implement a highway safety data improvement program that:</p> <ul style="list-style-type: none"> • provides support for the enhancement of State roadway inventory data systems and analysis for all public roads; • collects roadway safety data to be linked to highway basemaps; • informs and supports the Highway Safety Improvement Program; and, • improves the timeliness, accuracy, completeness, consistency, integration, and accessibility of the roadway safety data of the State that is needed to identify priorities for national, State, and local highway and traffic safety programs.
CLIMATE CHANGE:		
	<p>Recognize the role regions play in aligning transportation networks with economic development, housing and environmental protection and their potential to reduce transportation-related greenhouse gas emissions.</p>	<p>(179) The Secretary requires Tier 1 MPOs to cooperate with the officials who are responsible for planning activities that affect and are affected by transportation in the area. These include: State and local planned growth, economic development telecommunications infrastructure, infrastructure services, housing, health services, human services, environmental protection, airport operations, high-speed and intercity passenger rail, freight rail, transportation system safety, and freight movements.</p>
	<p>Maintain local governmental authority on decisions pertaining to land use.</p>	<p><i>Not explicitly stated in US DOT's draft federal surface transportation authorization.</i></p>
	<p>Provide incentives for regional coordination and implementation.</p>	<p>(124) The purposes of the livable communities program is to—</p> <ul style="list-style-type: none"> • help States to deliver transportation projects that improve quality of life for rural and urban areas; • improve the safety and efficiency of the transportation system for all transportation modes; • reduce the impacts of transportation on the environment, including the reduction of greenhouse gas emissions; • reduce the need for costly future transportation infrastructure; • ensure efficient access to jobs, education and essential services; and • encourage private sector development patterns and investments that support



		livability goals.
	Recognize that reducing vehicle miles traveled (VMT) is one potential strategy, and not a national goal.	(126-127) Under the Livable Communities Program, eligible recipients may use funding that contributes to their attainment of a national ambient air quality standard, or to the reduction of greenhouse gases, whether through reductions in vehicle miles traveled, fuel consumption, or through other means.
	Maintain U.S. Department of Transportation as the lead cognizant federal department reviewing, coordinating and approving transportation plans.	<i>Not explicitly stated in US DOT's draft federal surface transportation authorization, however, several sections reference US DOT acting after consulting with US EPA.</i>
	Recognize there is no one-size-fits-all strategy for reducing transportation-related GHGs.	(186) CONSULTATION.-- In general.--In each metropolitan area, the MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a metropolitan transportation plan. ISSUES.--The consultation shall involve, as appropriate— <ul style="list-style-type: none"> • consideration of metropolitan transportation plans with State conservation plans or maps, if available; • consideration of inventories of natural or historic resources, if available; and • consideration of State climate action plans, State energy plans, or other State plans to reduce greenhouse gas emissions, improve energy conservation, and promote infrastructure resiliency, if available, in the development of the metropolitan transportation plan.
	Work with regions on establishing baselines, methodologies and tools to affect GHG reductions.	<i>Not included in US DOT's draft federal surface transportation authorization.</i>
	Provide funding for any new mandates on the regional planning process and avoid creating unfunded mandates on regions and local governments.	<i>Not included in US DOT's draft federal surface transportation authorization.</i>