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**Federal Surface Transportation Bill Update**

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**Subject:** Status update regarding the reauthorization of the federal surface transportation law, including an overview of the five-year bill passed by the Senate Environment and Public Works Committee.

**Overview:** The Fixing America’s Surface Transportation (FAST) Act – the law that guides federal transportation policy and spending priorities – is set to expire on September 30, 2020. Earlier this summer, Congress jumpstarted FAST Act reauthorization discussions with the release of the Senate’s highway proposal, which is described below. As is standard practice, the Senate’s transit policy, rail policy and revenue measures – which are still under development – will be merged later with the highway proposal into one Senate bill and the House will develop their own comprehensive surface transportation package. The two chambers will then resolve any differences through a conference committee.

Though lawmakers will aim to have a long-term reauthorization (i.e. a five- or six-year bill) approved in advance of the September 2020 FAST Act expiration, that timeline is highly ambitious. Congress will need to identify approximately \$100 billion in new revenue just to cover the cost of maintaining *baseline* federal transportation program spending for five years. This is because of the gap between transportation spending and the Highway Trust Fund (HTF) revenues generated by the federal gas tax and other user fees. Expanding the transportation program to meaningfully address pressing subjects like climate change, for instance, would require significantly more resources. Given the challenges inherent in identifying new revenues—it took five short-term extensions and more than a year to identify just the \$70 billion needed to close the FAST Act revenue gap—we may well find ourselves in a “hurry up and wait” situation come 2020.

**MTC Surface Transportation Bill Priorities**

MTC has been a strong supporter of the FAST Act, which provided five years of funding certainty; increased federal investment to support states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality; and preserved flexibility for the Bay Area to address our region’s unique mobility challenges. Since the law was enacted in December 2015, MTC’s federal transportation advocacy efforts – guided by our annual legislative advocacy program – have centered around building on the progress made in the FAST Act, as follows:

1. **Raise New Revenues & Grow Existing Programs:** Raise revenues to restore Highway Trust Fund solvency and increase federal transportation investment. Grow core surface transportation programs, which have proven effective in delivering essential funds to California and the Bay Area.
2. **FAST Act Updates:** Within the FAST Act framework, grow federal support for transit and regional mobility solutions, update transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment.

3. **21<sup>st</sup> Century Challenges and Opportunities:** Establish the federal government as a strong partner in state and regional efforts to make transportation networks responsive to transformative technologies and the changing climate. The next transportation bill should include significant new resources for metropolitan areas to invest in solutions to the myriad mobility and related challenges facing the Bay Area and metros throughout the nation, be they environmental, societal, financial or technical in nature.

Staff has been engaged in reauthorization discussions at a high level on an ongoing basis with state and national partners. Now that the debate is gearing up, we will ramp up our local engagement. Over the next couple of months, staff will confer with our partners, including the MTC Partnership Legislative Committee and Policy Advisory Council, and bring back a more detailed recommendation for your consideration as part of your 2020 State and Federal Advocacy Program.


#### **Senate Highway Reauthorization Proposal Introduced**

On July 30, 2019, the Senate Environment and Public Works (EPW) Committee passed the America's Transportation Infrastructure Act of 2019 (ATIA), a five-year, \$287 billion highway transportation reauthorization proposal. We are encouraged that the bill includes many of the recommendations described above. Importantly, ATIA retains the existing FAST Act program structure, allocating nearly 90 percent of the funding through the five core highway programs. As advocated by MTC, the bill includes a new focus on climate change, explicitly making resiliency activities eligible within core highway programs and creating a new program for reducing congestion in major metropolitan areas.

ATIA also takes steps to support regional funding, planning and decision-making, including through directing a modest amount of new funding to large metros and incentivizing regional safety and resiliency planning with increased funding flexibility. The bill retains the performance-based planning approach begun in 2012 and, for the first time, links performance to funding by rewarding regions and states that make progress toward federal safety and climate goals with access to \$200 million in performance-based grants. See Attachment A for a more detailed ATIA summary.

Though we believe ATIA is a great starting point overall, we do have recommendations to enhance its climate and technology provisions and to add provisions to accelerate project delivery in a way that improves environmental outcomes. We look forward to an engaging discussion with the Commission and our partners as the reauthorization process unfolds.

**Attachments:** MTC Staff Summary of the America's Transportation Infrastructure Act of 2019

  
Alix A. Bockelman

## **America's Transportation Infrastructure Act of 2019** **MTC Staff Summary: September 6, 2019**

On July 30, 2019, the Senate Environment and Public Works (EPW) Committee passed the America's Transportation Infrastructure Act of 2019 (ATIA), a five-year, \$287 billion highway transportation reauthorization proposal. Importantly, the bill retains the existing Fixing America's Surface Transportation (FAST) Act-authorized program structure, allocating nearly 90 percent of the funding through the five core highway programs. As advocated by MTC, the bill includes a new focus on climate change, explicitly making resiliency activities eligible within core highway programs and creating several new small programs focused on improving resiliency, reducing congestion in major metropolitan areas and upgrading infrastructure along designated alternative fuel corridors to support clean vehicle technologies. It also creates additional new programs focused on bridges and safety for vulnerable road users. The bill takes steps to support regional funding, planning and decision-making, including through directing a modest amount of new funding to large metros, and incentivizing regional safety and resiliency planning with increased funding flexibility. The bill retains the performance-based planning approach authorized in 2012 and, for the first time, links performance to funding by rewarding regions and states that make progress toward federal safety and climate goals with access to \$200 million in performance-based grants.

Of note, the other Congressional committees responsible for crafting a surface transportation reauthorization policy (including the transit title) are proceeding at a slower pace and none have begun to identify a way to pay for a major infrastructure bill. So there is a long way to go before a FAST Act reauthorization is enacted.

Below is a topline summary of ATIA.

### **Key Features of ATIA**

- Funds highway programs at \$287 billion over five years – a 27 percent overall increase over existing funding levels, starting with a 17 percent increase over fiscal year (FY) 2020. Of this total amount, 90 percent is allocated via formula, with the vast majority directed to existing FAST Act programs. The FAST Act rescission is repealed. Congress must identify \$84 billion on top of anticipated Highway Trust Fund (HTF) revenues to fund just this highway title increase. The total price tag for a five-year, 27 percent growth bill is approximately \$387 billion. (Note that funding numbers reflect HTF contract authority; ATIA authorizes an additional \$6.7 billion over five years, subject to annual appropriations).
- FAST Act core highway programs increase 10 percent in ATIA's first year (FY 2021); the National Highway Performance Program (NHPP) receives a 12 percent bump and the other core programs, including Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ), grow by 8 percent. The bill authorizes nearly \$3 billion annually in discretionary programs related to goods movement (INFRA), bridge repair, and climate change mitigation and adaptation.
- In FY 2021, California would receive nearly \$4.7 billion, a \$600 million increase from FY 2020 funding levels. The Bay Area's share of flexible highway formula dollars would be \$211 million in FY 2021, a 16 percent increase over FY 2020. Most of these funds would be allocated to the existing STP and CMAQ programs, but \$13 million would be suballocated to MTC through new safety and carbon reduction formula programs. See Attachment A for a funding chart.
- ATIA creates a number of new small programs, including a \$1.2 billion bridge competitive program, new safety programs for vulnerable road users (formula and discretionary components) and a climate change subtitle funded at approximately \$2 billion annually. Climate-focused programs include a \$1

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billion resiliency program (formula and discretionary), a \$600 million carbon reduction formula program (65 percent population-based suballocation) and a new flexible congestion relief discretionary program for urbanized areas with populations over 1 million (\$40 million annually; \$10 million minimum grant size). The bill also explicitly makes resiliency improvement eligible under several core highway programs.

Highway Program Summaries

**Metropolitan Planning**

Metropolitan Planning funding would increase 8 percent in FY 2021 to \$386 million and flexibility is retained for metropolitan planning organizations (MPOs), such as MTC, to continue to experiment with planning for uncertainties without adding any new, prescriptive planning requirements. Additionally:

- The MPO coordination rule is back in a muted form; the bill changes the requirement that MPOs coordinate plans and transportation improvement programs (TIPs) when they share overlapping “urbanized areas” (as opposed to metropolitan areas) and requires that MPOs with overlapping urbanized areas “ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand.” There is no requirement to jointly develop the long-range plan or the TIP, as had been proposed in a prior rule initiated by the Obama Administration. The bill also provides that more than one MPO may be designated within one urbanized area (instead of an “existing planning area”) only if the Governor and existing MPO determine that multiple designations are appropriate.
- “Outer years” of a long-range plan are redefined as beyond the first four years (as opposed to beyond the first 10 years).
- The bill would establish two new planning-related pilot programs:
  1. Accessibility Data Pilot Program: Requires US Department of Transportation (USDOT) to provide data sets to states and MPOs to measure “accessibility,” including access to jobs, health care, or other destinations. The pilot would be funded through Office of the Secretary’s administrative expenses.
  2. Prioritization Process Pilot Program: \$10 million annually to pilot project-specific performance evaluation.
- States and MPOs would be newly required to use 2.5 percent of planning funds for Complete Streets-related activities. Activities that would meet this criterion include the development of plans and policies that improve active transportation, increase transit ridership, address travel demand through alternatives to new highway capacity, and/or support transit-oriented development.
- States and MPOs with low population densities may opt out of federal performance management requirements related to one or more of the following categories: 1) performance of the Interstate; 2) performance of the National Highway System; 3) traffic congestion; and 4) national freight movement.

**Surface Transportation Block Grant Program (STP)**

Though topline STP funding increases by 8 percent in year one, consistent with the other non-NHPP core formula programs, more than one-third of the STP increase is allocated to the Transportation Alternatives Program set-aside (TAP), which constitutes 7 percent of the current program. As a result, the base STP program only grows by \$671 million in FY 2021, 6 percent above FY 2020 funding levels, while TAP grows by \$350 million or 41 percent. Suballocation of STP funds to regions based on their relative share of the state’s population (increasing the share of which has been a longstanding MTC

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priority) would remain constant at 55 percent, except for TAP which would be suballocated at 57.5 percent. The bill also increases flexibility to explicitly allow STP funds to be used for resiliency improvements, privately-owned ferries, wildlife crossings, low water crossings and rural water infrastructure projects.

**Transportation Alternatives Program (TAP)**

As noted above, the TAP set-aside grows substantially, jumping 41 percent to \$1.2 billion in year one of the bill and the regional share of suballocated TAP funds would increase from 50 percent to 57.5 percent. States also would have the option to pass through 100 percent of the suballocated TAP funds directly to counties. The proposal also explicitly authorizes up to 100 percent federal share for TAP projects, subject to certain conditions. ATIA newly allows highway safety improvement (HSIP) funds to count towards local match for bike/ped projects and recodifies the allowance for the federal share for an individual TAP project to be 100 percent so long as statewide, the federal share for all TAP projects is not more than 80 percent. Additionally, the scope of the Safe Routes to School Program is expanded to include high schools.

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

CMAQ funding grows to \$2.7 billion in FY 2021, an 8 percent increase from FY 2020 levels. As is the case under the FAST Act, California would continue to receive approximately 20 percent of the nation's CMAQ funding. The bill expands program eligibility to include certain water freight projects and removes the operating assistance time limitation for transit systems in urbanized areas with a population of 200,000 or fewer.

**National Highway Performance Program (NHPP)**

NHPP grows 12 percent in year one to \$27 billion. Up to 15 percent of NHPP funds may be used on resiliency improvements (i.e. "protective features") to mitigate the risk of recurring damage or the cost of future repair from extreme weather events, flooding or other natural disasters. Examples range from raising bridges, upgrading culverts and relocating roadways to deepening channels, maintaining tide gates and the use of natural infrastructure to mitigate the risk of recurring damage or the cost of future repair from extreme weather events, flooding or other natural disasters. Protective features are eligible for 100 percent federal share.

**Bridge Investment Program**

ATIA funds a new discretionary bridge program to address the backlog of bridges in poor condition. Eligible projects include protecting, rehabilitating, preserving or replacing one or more bridges on the National Bridge Inventory (includes bridges on and off Federal-aid highways). The program is funded at \$1.2 billion in FY 2021 and grows to \$1.4 billion by FY 2025, though half of this funding is subject to annual appropriations. Not less than 50 percent of the program is reserved to fund bridge improvements with a total project cost greater than \$100 million.

**Safety (Highway Safety Improvement Program (HSIP) and New Safety Programs)**

The bill increases HSIP funding to \$2.6 billion in FY 2021, 8 percent above FY 2020, and restores flexibility to spend up to 25 percent of HSIP on non-infrastructure safety projects, such as educational campaigns. ATIA provides \$500 million annually to a new safety formula program targeted at improving safety for vulnerable road users and a \$100 million discretionary fatality reduction program.

- Formula: Each state receives shares of the \$500 million safety incentive funds in proportion to that state's share of national highway formula funds (base apportionments). In California's case, the state would receive approximately 9 percent of the national program. Of that, 65 percent would be suballocated to the Bay Area and other regions based on population. We estimate the Bay Area would receive approximately \$6 million from this program in FY 2021.

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Program funding is flexible. In general, states and MPOs may use funding for any highway safety improvement project or program. However, states and regions with high rates of nonmotorized user injuries and fatalities are required to target 50 percent of program funds toward bike/ped safety improvements. On the flip side, states and regions that integrate a detailed vulnerable road user safety assessment into a long-range plan would be rewarded with additional flexibility to spend the safety program money on any STP-eligible project.

- **Discretionary:** A new merit-based safety performance program provides flexible grants to states and local governments that are either meeting their federal safety performance targets or are demonstrating that safety is improving (serious injuries and fatalities are declining). Grant awards range from \$5 million to \$30 million and may be used for any Title 23-eligible project or for highway maintenance at 100 percent federal share.

Additionally, ATIA maintains current funding levels at \$245 million per year for the formula Railway-Highway Crossings Program (Section 130), a set-aside within HSIP. The bill removes the requirement for a state to spend at least 50 percent of program funding on protective devices, broadens eligibility to include any project that reduces pedestrian fatalities and injuries from trespassing at grade crossings, and increases the federal share from 90 percent to 100 percent.

### **Freight (National Highway Freight Program and INFRA)**

National highway freight program funding increases 8 percent in FY 2021 to \$1.6 billion and the INFRA discretionary program grows to \$1.05 billion, a \$50 million increase from FY 2020. The bill increases support for multimodal/intermodal projects by expanding program eligibility to include certain water freight projects and increasing the cap on non-highway projects that could be funded from both the freight formula program and INFRA to 30 percent. The bill creates within INFRA a \$150 million “incentive” pilot that would prioritize projects with high local matches and adds grant administration transparency requirements. The bill adds to INFRA a consideration for freight resiliency and requires a new sustainability/resiliency focus in state freight plans.

### **Climate Change and Resiliency**

In addition to the programmatic changes detailed above, ATIA provides approximately \$2 billion annually in new formula and discretionary funding for climate change and resiliency improvements allocated through several new programs, as described below:

- **PROTECT Grant Program:** Nearly \$1 billion annually for resilience investments; \$786 million formula and \$200 million in discretionary planning and implementation grants.

Formula: States receive formula funding in proportion to the state's share of the national highway program base apportionments. Project eligibility is broad and includes any surface transportation project (highway, bridge, transit, intercity rail and ports) that hardens infrastructure or improves disaster response; additional project elements functionally connected to a transportation improvement (e.g.: improving marsh health or installing tide gates) would be eligible.

- Discretionary: MPOs, locals, transit agencies and states may apply for the \$200 million discretionary PROTECT Grant program. \$20 million is reserved for planning grants to prepare vulnerability assessments, build technical capacity, prepare evacuation plans, and support MPOs and states in developing “resilience improvement plans,” which are detailed in the bill. Development and incorporation of such plans into long-range plans results in up to a 10 percent reduction in local match requirements.

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Implementation grants may fund one or more construction activities to harden surface transportation infrastructure and will be awarded in three buckets: 1) resilience improvement grants; 2) community resilience and evacuation route grants (including installation of communications and ITS infrastructure); and 3) at-risk coastal infrastructure (highway and non-rail infrastructure). Priority will be given to cost-efficient resiliency projects addressing high-risk asset vulnerabilities that are included in a resilience improvement plan.

- **Carbon reduction programs:** \$700 million; \$600 million formula and \$100 million discretionary.
  - Formula: Each state receives shares of the \$600 million carbon reduction incentive funds in proportion to that state's share of national highway formula base apportionments. Of this, 65 percent would be suballocated based on population. We estimate the Bay Area would receive approximately \$7 million from this program in FY 2021.

Program eligibility is broad, including projects or programs that improve traffic management, traffic flow, shift travel demand to nonpeak hours or increase vehicle occupancy rates, diesel retrofits, clean vehicle charging infrastructure, transit and bike/ped projects, advanced transportation and congestion management technologies. The program includes a planning incentive similar to the incentive in the new safety formula program: States and regions that adopt a detailed carbon reduction strategy would be rewarded with additional flexibility to spend the program money on any STP-eligible project. The region's strategy would need to be incorporated into the long-range transportation plan.
  - Discretionary: Similar to the merit-based safety performance program, this new program makes available grants for high-performing states and locals. In this case, merit-based grants are reserved for states and local governments in states and regions that demonstrate progress toward reductions in transportation emissions (per capita allowance). Unlike the merit-based safety program, there is no direct link to federal performance targets, since the climate-related performance measure mandated by the Obama Administration was repealed in 2018. Grant awards would range from \$5 million to \$30 million and could be used for any Title 23-eligible project at 100 percent federal share.
- **Congestion relief program:** \$40 million discretionary program for urbanized areas with populations larger than 1 million to fund integrated congestion management, pricing strategies (including high-occupancy toll lanes and congestion pricing in up to 10 urbanized areas), operation of mobility services (commuter buses, on-demand microtransit, etc.), incentive programs to carpool or shift travel to non-peak periods and other congestion relief projects. The minimum grant award would be \$10 million. Nationwide, there are 45 urbanized areas larger than 1 million in population that would be eligible to compete for this limited funding congestion relief program, including two in the Bay Area: San Francisco-Oakland and San Jose.
- **Charging and fueling infrastructure grants:** Discretionary grant program to fund deployment of alternative fuel charging infrastructure along designated alternative fuel corridors. Funding would begin at \$100 million in FY 2021 and increase to \$300 million in FY 2025, and could be used for charging station installation (including signage) and operations (five-year limit). The federal cost share for grant-funded charging or fueling infrastructure projects is 80 percent and,

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somewhat unusually, the bill requires that private entities contracting with a grantee be required to fund the local match.

- **Clean ports:** Discretionary grant program to fund projects that reduce emissions at port facilities, including port electrification projects. Funding would begin at \$60 million in FY 2021 and increase to \$90 million in FY 2025.

ATIA also augments the Federal Highway Administration (FHWA) Emergency Relief (ER) program's definition of a natural disaster to include wildfire and sea level rise, and allows the use of ER program funds on "protective features" to improve resiliency (see NHPP summary).

### **Streamlining**

ATIA codifies core elements of President Trump's One Federal Decision permit streamlining Executive Order, including consolidating all permitting decisions for major infrastructure projects into one single environmental document with a schedule set by the federal "lead" agency, setting a two-year goal for completion of environmental reviews, and establishing a 90-day timeline for related project authorizations. In addition, the bill provides project sponsors with the flexibility to apply the core elements of the One Federal Decision policy to highway projects that require an environmental assessment.

ATIA provides flexibility to USDOT during the environmental review process, allowing the agency to set a schedule for projects, and limiting extension requests by other cooperating federal agencies to only one year. In addition, the proposal requires the Secretary to provide to regulatory agencies a list of categorical exclusions applicable to highway projects and directs those agencies to publish a notice of proposed rulemaking to adopt relevant categorical exclusions within one year. Lastly, the bill requires USDOT to develop a simplified template for federal-state stewardship agreements and to remove approval requirements that aren't mandated by federal law from such agreements.

### **Other Items**

- **Tolling:** The bill requires that new interstate tolling projects include discounts for high-occupancy vehicles, transit, and paratransit; ATIA also authorizes a new toll credit exchange pilot to evaluate the demand for a toll credit marketplace.
- **Cybersecurity:** The bill requires FHWA to 1) develop a tool to assist transportation authorities in identifying, detecting, protecting against, responding to, and recovering from cyber incidents; and 2) designate an office as a "cyber coordinator" for monitoring, alerting, and advising transportation authorities of cyber incidents.
- **Ferries:** ATIA Authorizes \$440 million over five years for the FHWA ferry boat program, an increase of \$60 million over FAST Act levels. The bill clarifies that the construction of ferry boats and terminals also includes the construction of maintenance facilities, and permits the use of program funds to procure non-ferry transit vehicles if the vehicles are used exclusively as part of an intermodal ferry trip.
- **TIFIA:** The bill retains TIFIA at FAST Act levels (\$300 million annually) and updates the program, streamlining the application process and expanding program eligibility to include airport projects and additional transit-oriented development projects (economic and residential developments physically or functionally related to rail transit stations).



<b>America's Transportation Infrastructure Act (ATIA) vs. FAST Act Funding</b>				
\$ in Millions				
(authorization of Highway Trust Fund revenues, unless otherwise specified.)				
	<b>FAST Act (FY 2020)</b>	<b>ATIA (FY 2021)</b>	<b>ATIA Total (5 years)</b>	<b>California/Bay Area FY 2021 Impact</b>
<i>Federal Highway Formula Programs</i>				
National Highway Performance Program	24,236	27,157	141,529	California would receive \$2.3 billion. New flexibility to spend funding on resiliency improvements.
Surface Transportation Block Grant Program (STP)	11,287	11,958	62,319	California would receive \$1 billion; the Bay Area's suballocated share would increase to \$111 million from \$105 million in FY 2020.
Transportation Alternatives Program (STP set-aside)	850	1,200	6,244	California's funding increases to \$104 million; the share reserved for Bay Area projects would increase to \$12 million from \$7 million in FY 2020.
Highway Safety Improvement Program	2,407	2,608	13,376	California would receive \$229 million.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	2,499	2,688	13,676	California retains 20 percent of the federal program share, or \$537 million in FY 2021. Of this, the Bay Area would receive \$75 million.
National Freight Program	1,487	1,611	8,428	California's funding increases to \$150 million.
Metropolitan Planning	359	386	2,011	California's funding increases to \$58 million from \$54 million in FY 2020.
Railway-Highway Grade Crossings	245	245	1,225	New emphasis on reducing pedestrian fatalities and increases federal share to 100 percent.
FHWA Ferry Program	80	86	440	California received \$3.2 million in FY 2018 when the program was funded at \$80 million. WETA and GGBHTD received nearly half of the statewide allocation.
<i>New Formula Programs</i>				
Formula Safety Incentive Program	-	500	2,500	California's program share would be \$47 million in FY 2021; Of this, the Bay Area would receive an estimated \$6 million in suballocated funds.
Carbon Reduction Incentive Program	-	600	3,000	California's program share would be \$56 million in FY 2021; Of this, the Bay Area would receive an estimated \$7 million in suballocated funds.
PROTECT (formula)	-	786	3,930	California would receive \$74 million in FY 2021.

<b>America's Transportation Infrastructure Investment Act vs. FAST Act Funding, cont.</b>			
\$ in Millions			
(authorization of Highway Trust Fund revenues, unless otherwise specified)			
	<b>FAST Act (FY 2020)</b>	<b>ATIA (FY 2021)</b>	<b>ATIA Total (5 years)</b>
<i>Freight, Bridge and Climate Change Discretionary Programs</i>			
INFRA	1,000	1,050	5,500
Bridge Investment Program (50 percent HTF-funded)	-	1,200	6,530
Safety Performance Program	-	100	500
Carbon Reduction Performance Program	-	100	500
Congestion Relief Program	-	40	200
Charging and fueling infrastructure grants	-	100	500
PROTECT (competitive)	-	200	1,000
Clean Ports	-	60	370
<i>Other Programs</i>			
TIFIA	300	300	1,500
Technology and Innovation Deployment	68	135	675
Intelligent Transportation Systems	100	110	550
Community Connectivity Planning and Implementation	-	34	120
Planning Prioritization Pilot	-	10	50
Disaster Relief Mobilization Pilot	-	1	5
Data Integration Pilot Program (GF)	-	3	13
Emerging Technologies Research Pilot Program (GF)	-	5	25
FAST Act Rescission	7,569	-	-
Repeal of FAST Act 2020 Rescission	(7,569)	-	-
Other	2,287	3,213	17,284
<b>TOTAL FHWA Contract Authority</b>			
	<b>47,104</b>	<b>55,128</b>	<b>287,267</b>
<b>TOTAL FHWA General Fund Authorizations</b>			
	<b>100</b>	<b>1,358</b>	<b>6,733</b>
<b>TOTAL AUTHORIZATIONS</b>			
	<b>47,204</b>	<b>56,485</b>	<b>293,999</b>

Source: MTC staff analysis of July 29, 2019, Eno Center for Transportation ATIA funding authorization estimates

Note: Totals may not sum due to rounding.