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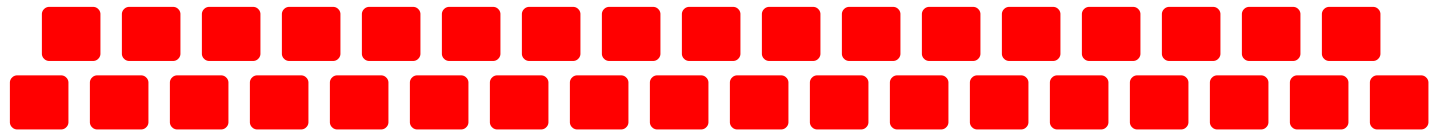
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35 Short-Term Extensions in the Last Six Years



1 Long-Term Transportation Bill in the Last Ten Years

SURFACE
TRANSPORTATION
REAUTHORIZATION & REFORM ACT OF 2015

Surface Transportation Block Grant Program

- Maximizes flexibility and decision-making to states and local governments to allow them to better address their priorities and needs
- Phases in an increase in the percentage of funds suballocated based on population
- Allows half of TAP funds to be used for other projects in high density areas

Nationally Significant Freight & Highway Projects Program

- For the first time, provides dedicated funding specifically for freight projects
- \$4.5 billion dollars over six years toward reducing bottlenecks
- Focuses on major projects that will break ground within 18 months
- Establishes a competitive grant process to ensure the best projects are awarded funding
- Will ease congestion and the facilitate movement of freight and people on 285 and 75



LOCATION	CONGESTION RANKING	AVERAGE SPEED (MPH)	PEAK PERIOD AVERAGE SPEED (MPH)	NON-PEAK PERIOD AVERAGE SPEED (MPH)	NON-PEAK/PEAK RATIO
Atlanta, GA: I-285 at I-85 (North)	14	45.69	34.87	50.94	1.46
Atlanta, GA: I-75 at I-285 (North)	24	48.75	38.99	53.30	1.37



Fosters Technological Innovation

- Promotes private investment in our surface transportation system
- Promotes the deployment of transportation technologies and congestion management tools that support an efficient and safe surface transportation system for all
- Updates federal research and transportation standards development to reflect the growth of technology in transportation
- Encourages the installation of vehicle-to-infrastructure equipment to reduce congestion and improve safety
- Improves truck and bus safety by accelerating the introduction of new technologies, such as Electronic Logging Devices

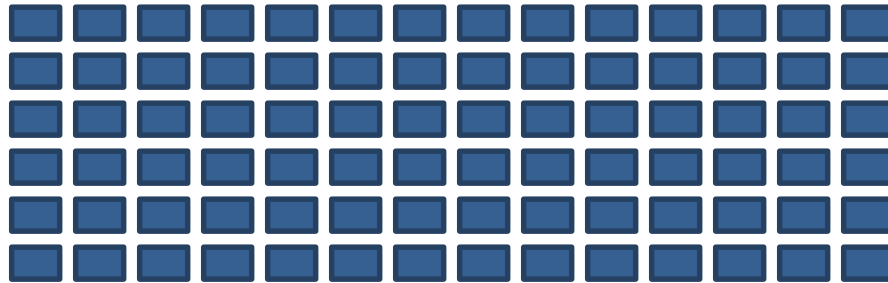
Reduces Federal Red Tape

- Streamlines the environmental review and permitting process to cut red tape and accelerate project delivery
- Creates a pilot program to empower states to use their own existing environmental laws and regulations instead of the National Environmental Policy Act (NEPA)
- Provides more flexibility and decision-making to states and local governments to allow them to better address their priorities and needs
- Eliminates and consolidates offices within the Department of Transportation
- Overhauls federal truck and bus safety grant programs and rulemaking processes
- Reforms truck and bus safety programs and eases administrative burdens on small businesses
- Improves transparency by tracking the status of all projects undergoing an environmental review

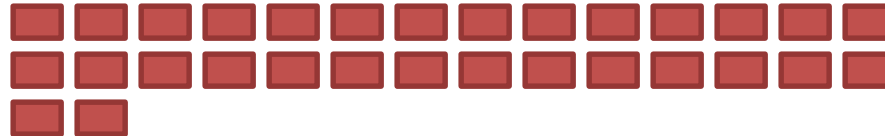
Consolidating federal
review process by having
**a single
NEPA
document**



Potential of the New Pilot Program



FEDERAL - 84 months



STATE - 30 months



+4.5 YEARS

DUE TO FEDERAL RED TAPE



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