

114TH CONGRESS
1ST SESSION

S. 1647

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 23, 2015

Mr. INHOFE (for himself, Mrs. BOXER, Mr. VITTER, and Mr. CARPER) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

A BILL

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Developing a Reliable
5 and Innovative Vision for the Economy Act” or the
6 “DRIVE Act”.

7 **SEC. 2. DEFINITIONS; TABLE OF CONTENTS.**

8 (a) DEFINITIONS.—In this Act:

1 (1) DEPARTMENT.—The term “Department”
2 means the Department of Transportation.

3 (2) SECRETARY.—The term “Secretary” means
4 the Secretary of Transportation.

5 (b) TABLE OF CONTENTS.—The table of contents for
6 this Act is as follows:

Sec. 1. Short title.

Sec. 2. Definitions; table of contents.

TITLE I—FEDERAL-AID HIGHWAYS

Subtitle A—Authorizations and Programs

Sec. 1001. Authorization of appropriations.

Sec. 1002. Obligation ceiling.

Sec. 1003. Apportionment.

Sec. 1004. Surface transportation program.

Sec. 1005. Metropolitan transportation planning.

Sec. 1006. Statewide and nonmetropolitan transportation planning.

Sec. 1007. Highway use tax evasion projects.

Sec. 1008. Bundling of bridge projects.

Sec. 1009. Flexibility for certain rural road and bridge projects.

Sec. 1010. Construction of ferry boats and ferry terminal facilities.

Sec. 1011. Highway safety improvement program.

Sec. 1012. Data collection on unpaved public roads.

Sec. 1013. Congestion mitigation and air quality improvement program.

Sec. 1014. National freight program.

Sec. 1015. Assistance for major projects program.

Sec. 1016. Transportation alternatives.

Sec. 1017. Consolidation of programs.

Sec. 1018. State flexibility for National Highway System modifications.

Sec. 1019. Toll roads, bridges, tunnels, and ferries.

Sec. 1020. HOV facilities.

Sec. 1021. Interstate system reconstruction and rehabilitation pilot program.

Sec. 1022. Emergency relief for federally owned roads.

Sec. 1023. Bridges requiring closure or load restrictions.

Sec. 1024. National electric vehicle charging and natural gas fueling corridors.

Sec. 1025. Asset management.

Sec. 1026. Tribal transportation program amendment.

Sec. 1027. Nationally significant Federal lands and tribal projects program.

Sec. 1028. Federal lands programmatic activities.

Sec. 1029. Federal lands transportation program.

Subtitle B—Acceleration of Project Delivery

Sec. 1101. Categorical exclusion for projects of limited Federal assistance.

Sec. 1102. Programmatic agreement template.

Sec. 1103. Agency coordination.

Sec. 1104. Initiation of environmental review process.

- Sec. 1105. Improving collaboration for accelerated decisionmaking.
- Sec. 1106. Accelerated decisionmaking in environmental reviews.
- Sec. 1107. Improving transparency in environmental reviews.
- Sec. 1108. Integration of planning and environmental review.
- Sec. 1109. Use of programmatic mitigation plans.
- Sec. 1110. Adoption of Departmental environmental documents.
- Sec. 1111. Technical assistance for States.
- Sec. 1112. Surface transportation project delivery program.
- Sec. 1113. Categorical exclusions for multimodal projects.
- Sec. 1114. Modernization of the environmental review process.
- Sec. 1115. Service club, charitable association, or religious service signs.
- Sec. 1116. Satisfaction of requirements for certain historic sites.
- Sec. 1117. Bridge exemption from consideration under certain provisions.
- Sec. 1118. Elimination of barriers to improve at-risk bridges.
- Sec. 1119. At-risk project preagreement authority.

Subtitle C—Miscellaneous

- Sec. 1201. Credits for untaxed transportation fuels.
- Sec. 1202. Justification reports for access points on the Interstate System.
- Sec. 1203. Exemptions.
- Sec. 1204. High priority corridors on the national highway system.
- Sec. 1205. Repeat intoxicated driver law.
- Sec. 1206. Vehicle-to-infrastructure equipment.
- Sec. 1207. Designated projects.
- Sec. 1208. Relinquishment.
- Sec. 1209. Transfer and sale of toll credits.
- Sec. 1210. Regional infrastructure accelerator demonstration program.

TITLE II—TRANSPORTATION INNOVATION

Subtitle A—Research

- Sec. 2001. Research, technology, and education.
- Sec. 2002. Intelligent transportation systems.
- Sec. 2003. Future interstate study.
- Sec. 2004. Researching surface transportation system funding alternatives.

Subtitle B—Data

- Sec. 2101. Tribal data collection.
- Sec. 2102. Performance management data support program.

Subtitle C—Transparency and Best Practices

- Sec. 2201. Every Day Counts initiative.
- Sec. 2202. Department of Transportation performance measures.
- Sec. 2203. Grant program for achievement in transportation for performance and innovation.
- Sec. 2204. Highway trust fund transparency and accountability.
- Sec. 2205. Report on highway trust fund administrative expenditures.
- Sec. 2206. Availability of reports.
- Sec. 2207. Performance period adjustment.
- Sec. 2208. Design standards.

TITLE III—TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT OF 1998 AMENDMENTS

Sec. 3001. Transportation Infrastructure Finance and Innovation Act of 1998 amendments.

TITLE IV—TECHNICAL CORRECTIONS TO MAP-21

Sec. 4001. Technical corrections.

TITLE V—MISCELLANEOUS

Sec. 5001. Appalachian development highway system.

Sec. 5002. Appalachian regional development program.

TITLE VI—EXTENSION OF FEDERAL-AID HIGHWAY PROGRAMS

Sec. 6001. Extension of Federal-aid highway programs.

Sec. 6002. Administrative expenses.

1 **TITLE I—FEDERAL-AID**
 2 **HIGHWAYS**
 3 **Subtitle A—Authorizations and**
 4 **Programs**

5 **SEC. 1001. AUTHORIZATION OF APPROPRIATIONS.**

6 (a) IN GENERAL.—The following sums are author-
 7 ized to be appropriated out of the Highway Trust Fund
 8 (other than the Mass Transit Account):

9 (1) FEDERAL-AID HIGHWAY PROGRAM.—For
 10 the national highway performance program under
 11 section 119 of title 23, United States Code, the sur-
 12 face transportation program under section 133 of
 13 that title, the highway safety improvement program
 14 under section 148 of that title, the congestion miti-
 15 gation and air quality improvement program under
 16 section 149 of that title, the national freight pro-
 17 gram under section 167 of that title, and to carry
 18 out section 134 of that title—

1 (A) \$40,579,500,000 for fiscal year 2016;

2 (B) \$41,421,300,000 for fiscal year 2017;

3 (C) \$42,327,100,000 for fiscal year 2018;

4 (D) \$43,300,400,000 for fiscal year 2019;

5 (E) \$44,394,700,000 for fiscal year 2020;

6 and

7 (F) \$45,515,900,000 for fiscal year 2021.

8 (2) TRANSPORTATION INFRASTRUCTURE FI-
9 NANCE AND INNOVATION PROGRAM.—For credit as-
10 sistance under the transportation infrastructure fi-
11 nance and innovation program under chapter 6 of
12 title 23, United States Code, \$675,000,000 for each
13 of fiscal years 2016 through 2021.

14 (3) FEDERAL LANDS AND TRIBAL TRANSPOR-
15 TATION PROGRAMS.—

16 (A) TRIBAL TRANSPORTATION PRO-
17 GRAM.—For the tribal transportation program
18 under section 202 of title 23, United States
19 Code—

20 (i) \$460,000,000 for fiscal year 2016;

21 (ii) \$470,000,000 for fiscal year 2017;

22 (iii) \$480,000,000 for fiscal year
23 2018;

24 (iv) \$490,000,000 for fiscal year
25 2019;

1 (v) \$500,000,000 for fiscal year 2020;

2 and

3 (vi) \$510,000,000 for fiscal year
4 2021.

5 (B) FEDERAL LANDS TRANSPORTATION
6 PROGRAM.—

7 (i) AUTHORIZATION.—For the Fed-
8 eral lands transportation program under
9 section 203 of title 23, United States
10 Code—

11 (I) \$305,000,000 for fiscal year
12 2016;

13 (II) \$310,000,000 for fiscal year
14 2017;

15 (III) \$315,000,000 for fiscal year
16 2018;

17 (IV) \$320,000,000 for fiscal year
18 2019;

19 (V) \$325,000,000 for fiscal year
20 2020; and

21 (VI) \$330,000,000 for fiscal year
22 2021.

23 (ii) SPECIAL RULE.—

24 (I) \$240,000,000 of the amount
25 made available for each fiscal year

1 shall be the amount for the National
2 Park Service; and

3 (II) \$30,000,000 of the amount
4 made available for each fiscal year
5 shall be the amount for the United
6 States Fish and Wildlife Service.

7 (C) FEDERAL LANDS ACCESS PROGRAM.—
8 For the Federal lands access program under
9 section 204 of title 23, United States Code—

10 (i) \$255,000,000 for fiscal year 2016;

11 (ii) \$260,000,000 for fiscal year 2017;

12 (iii) \$265,000,000 for fiscal year
13 2018;

14 (iv) \$270,000,000 for fiscal year
15 2019;

16 (v) \$275,000,000 for fiscal year 2020;

17 and

18 (vi) \$280,000,000 for fiscal year
19 2021.

20 (4) TERRITORIAL AND PUERTO RICO HIGHWAY
21 PROGRAM.—For the territorial and Puerto Rico
22 highway program under section 165 of title 23,
23 United States Code, \$190,000,000 for each of fiscal
24 years 2016 through 2021.

1 (5) ASSISTANCE FOR MAJOR PROJECTS PRO-
 2 GRAM.—For the assistance for major projects pro-
 3 gram under section 171 of title 23, United States
 4 Code—

5 (A) \$300,000,000 for fiscal year 2016;

6 (B) \$350,000,000 for fiscal year 2017;

7 (C) \$400,000,000 for fiscal year 2018;

8 (D) \$450,000,000 for fiscal year 2019;

9 (E) \$450,000,000 for fiscal year 2020; and

10 (F) \$450,000,000 for fiscal year 2021.

11 (b) RESEARCH, TECHNOLOGY, AND EDUCATION AU-
 12 THORIZATIONS.—

13 (1) IN GENERAL.—The following sums are au-
 14 thorized to be appropriated out of the Highway
 15 Trust Fund (other than the Mass Transit Account):

16 (A) HIGHWAY RESEARCH AND DEVELOP-
 17 MENT PROGRAM.—To carry out the highway re-
 18 search and development program under section
 19 503(b) of title 23, United States Code,
 20 \$135,000,000 for each of fiscal years 2016
 21 through 2021.

22 (B) TECHNOLOGY AND INNOVATION DE-
 23 PLOYMENT PROGRAM.—To carry out the tech-
 24 nology and innovation deployment program
 25 under section 503(c) of title 23, United States

1 Code, \$62,500,000 for each of fiscal years 2016
2 through 2021.

3 (C) TRAINING AND EDUCATION.—To carry
4 out training and education under section 504 of
5 title 23, United States Code, \$24,000,000 for
6 each of fiscal years 2016 through 2021.

7 (D) INTELLIGENT TRANSPORTATION SYS-
8 TEMS PROGRAM.—To carry out the intelligent
9 transportation systems program under sections
10 512 through 518 of title 23, United States
11 Code, \$100,000,000 for each of fiscal years
12 2016 through 2021.

13 (E) UNIVERSITY TRANSPORTATION CEN-
14 TERS PROGRAM.—To carry out the university
15 transportation centers program under section
16 5505 of title 49, United States Code,
17 \$72,500,000 for each of fiscal years 2016
18 through 2021.

19 (F) BUREAU OF TRANSPORTATION STATIS-
20 TICS.—To carry out chapter 63 of title 49,
21 United States Code, \$26,000,000 for each of
22 fiscal years 2016 through 2021.

23 (2) ADMINISTRATION.—The Federal Highway
24 Administration shall administer the programs de-

1 scribed in subparagraphs (D) through (F) of para-
2 graph (1).

3 (3) APPLICABILITY OF TITLE 23, UNITED
4 STATES CODE.—Funds authorized to be appro-
5 priated by paragraph (1) shall—

6 (A) be available for obligation in the same
7 manner as if those funds were apportioned
8 under chapter 1 of title 23, United States Code;

9 (B) remain available until expended; and

10 (C) not be transferable.

11 (c) DISADVANTAGED BUSINESS ENTERPRISES.—

12 (1) FINDINGS.—Congress finds that—

13 (A) while significant progress has occurred
14 due to the establishment of the disadvantaged
15 business enterprise program, discrimination and
16 related barriers continue to pose significant ob-
17 stacles for minority- and women-owned busi-
18 nesses seeking to do business in federally as-
19 sisted surface transportation markets across the
20 United States;

21 (B) the continuing barriers described in
22 subparagraph (A) merit the continuation of the
23 disadvantaged business enterprise program;

24 (C) Congress has received and reviewed
25 testimony and documentation of race and gen-

1 der discrimination from numerous sources, in-
2 cluding congressional hearings and roundtables,
3 scientific reports, reports issued by public and
4 private agencies, news stories, reports of dis-
5 crimination by organizations and individuals,
6 and discrimination lawsuits, which show that
7 race- and gender-neutral efforts alone are insuf-
8 ficient to address the problem;

9 (D) the testimony and documentation de-
10 scribed in subparagraph (C) demonstrate that
11 discrimination across the United States poses a
12 barrier to full and fair participation in surface
13 transportation-related businesses of women
14 business owners and minority business owners
15 and has impacted firm development and many
16 aspects of surface transportation-related busi-
17 ness in the public and private markets; and

18 (E) the testimony and documentation de-
19 scribed in subparagraph (C) provide a strong
20 basis that there is a compelling need for the
21 continuation of the disadvantaged business en-
22 terprise program to address race and gender
23 discrimination in surface transportation-related
24 business.

1 (2) DEFINITIONS.—In this subsection, the fol-
2 lowing definitions apply:

3 (A) SMALL BUSINESS CONCERN.—

4 (i) IN GENERAL.—The term “small
5 business concern” means a small business
6 concern (as the term is used in section 3
7 of the Small Business Act (15 U.S.C.
8 632)).

9 (ii) EXCLUSIONS.—The term “small
10 business concern” does not include any
11 concern or group of concerns controlled by
12 the same socially and economically dis-
13 advantaged individual or individuals that
14 have average annual gross receipts during
15 the preceding 3 fiscal years in excess of
16 \$22,410,000, as adjusted annually by the
17 Secretary for inflation.

18 (B) SOCIALLY AND ECONOMICALLY DIS-
19 ADVANTAGED INDIVIDUALS.—The term “so-
20 cially and economically disadvantaged individ-
21 uals” has the meaning given the term in section
22 8(d) of the Small Business Act (15 U.S.C.
23 637(d)) and relevant subcontracting regulations
24 issued pursuant to that Act, except that women
25 shall be presumed to be socially and economi-

1 cally disadvantaged individuals for purposes of
2 this subsection.

3 (3) AMOUNTS FOR SMALL BUSINESS CON-
4 CERNS.—Except to the extent that the Secretary de-
5 termines otherwise, not less than 10 percent of the
6 amounts made available for any program under title
7 I of this Act and section 403 of title 23, United
8 States Code, shall be expended through small busi-
9 ness concerns owned and controlled by socially and
10 economically disadvantaged individuals.

11 (4) ANNUAL LISTING OF DISADVANTAGED BUSI-
12 NESS ENTERPRISES.—Each State shall annually—

13 (A) survey and compile a list of the small
14 business concerns referred to in paragraph (2)
15 in the State, including the location of the small
16 business concerns in the State; and

17 (B) notify the Secretary, in writing, of the
18 percentage of the small business concerns that
19 are controlled by—

20 (i) women;

21 (ii) socially and economically dis-
22 advantaged individuals (other than
23 women); and

1 (iii) individuals who are women and
2 are otherwise socially and economically dis-
3 advantaged individuals.

4 (5) UNIFORM CERTIFICATION.—

5 (A) IN GENERAL.—The Secretary shall es-
6 tablish minimum uniform criteria for use by
7 State governments in certifying whether a con-
8 cern qualifies as a small business concern for
9 the purpose of this subsection.

10 (B) INCLUSIONS.—The minimum uniform
11 criteria established under subparagraph (A)
12 shall include, with respect to a potential small
13 business concern—

- 14 (i) on-site visits;
15 (ii) personal interviews with personnel;
16 (iii) issuance or inspection of licenses;
17 (iv) analyses of stock ownership;
18 (v) listings of equipment;
19 (vi) analyses of bonding capacity;
20 (vii) listings of work completed;
21 (viii) examination of the resumes of
22 principal owners;
23 (ix) analyses of financial capacity; and
24 (x) analyses of the type of work pre-
25 ferred.

1 (6) REPORTING.—The Secretary shall establish
2 minimum requirements for use by State govern-
3 ments in reporting to the Secretary—

4 (A) information concerning disadvantaged
5 business enterprise awards, commitments, and
6 achievements; and

7 (B) such other information as the Sec-
8 retary determines to be appropriate for the
9 proper monitoring of the disadvantaged busi-
10 ness enterprise program.

11 (7) COMPLIANCE WITH COURT ORDERS.—Noth-
12 ing in this subsection limits the eligibility of an indi-
13 vidual or entity to receive funds made available
14 under title I of this Act and section 403 of title 23,
15 United States Code, if the individual or entity is pre-
16 vented, in whole or in part, from complying with
17 paragraph (2) because a Federal court issues a final
18 order in which the court finds that a requirement or
19 the implementation of paragraph (2) is unconstitu-
20 tional.

21 (d) CONFORMING AMENDMENT.—Section 1101(b) of
22 MAP–21 (Public Law 112–141; 126 Stat. 414) is re-
23 pealed.

1 **SEC. 1002. OBLIGATION CEILING.**

2 (a) GENERAL LIMITATION.—Subject to subsection
3 (e), and notwithstanding any other provision of law, the
4 obligations for Federal-aid highway and highway safety
5 construction programs shall not exceed—

6 (1) \$43,076,500,000 for fiscal year 2016;

7 (2) \$43,997,300,000 for fiscal year 2017;

8 (3) \$44,982,100,000 for fiscal year 2018;

9 (4) \$46,034,400,000 for fiscal year 2019;

10 (5) \$47,157,700,000 for fiscal year 2020; and

11 (6) \$48,307,900,000 for fiscal year 2021.

12 (b) EXCEPTIONS.—The limitations under subsection
13 (a) shall not apply to obligations under or for—

14 (1) section 125 of title 23, United States Code;

15 (2) section 147 of the Surface Transportation
16 Assistance Act of 1978 (23 U.S.C. 144 note; 92
17 Stat. 2714);

18 (3) section 9 of the Federal-Aid Highway Act
19 of 1981 (95 Stat. 1701);

20 (4) subsections (b) and (j) of section 131 of the
21 Surface Transportation Assistance Act of 1982 (96
22 Stat. 2119);

23 (5) subsections (b) and (c) of section 149 of the
24 Surface Transportation and Uniform Relocation As-
25 sistance Act of 1987 (101 Stat. 198);

1 (6) sections 1103 through 1108 of the Inter-
2 modal Surface Transportation Efficiency Act of
3 1991 (105 Stat. 2027);

4 (7) section 157 of title 23, United States Code
5 (as in effect on June 8, 1998);

6 (8) section 105 of title 23, United States Code
7 (as in effect for fiscal years 1998 through 2004, but
8 only in an amount equal to \$639,000,000 for each
9 of those fiscal years);

10 (9) section 105 of title 23, United States Code
11 (as in effect for fiscal years 2005 through 2012, but
12 only in an amount equal to \$639,000,000 for each
13 of those fiscal years);

14 (10) Federal-aid highway programs for which
15 obligation authority was made available under the
16 Transportation Equity Act for the 21st Century
17 (112 Stat. 107) or subsequent Acts for multiple
18 years or to remain available until expended, but only
19 to the extent that the obligation authority has not
20 lapsed or been used;

21 (11) section 1603 of SAFETEA-LU (23
22 U.S.C. 118 note; 119 Stat. 1248), to the extent that
23 funds obligated in accordance with that section were
24 not subject to a limitation on obligations at the time

1 at which the funds were initially made available for
2 obligation;

3 (12) section 119 of title 23, United States Code
4 (as in effect for fiscal years 2013 through 2015, but
5 only in an amount equal to \$639,000,000 for each
6 of those fiscal years); and

7 (13) section 119 of title 23, United States Code
8 (but, for each of fiscal years 2016 through 2021,
9 only in an amount equal to \$639,000,000 for each
10 of those fiscal years).

11 (c) DISTRIBUTION OF OBLIGATION AUTHORITY.—
12 For each of fiscal years 2016 through 2021, the Secretary
13 shall—

14 (1) not distribute obligation authority provided
15 by subsection (a) for the fiscal year for—

16 (A) amounts authorized for administrative
17 expenses and programs by section 104(a) of
18 title 23, United States Code; and

19 (B) amounts authorized for the Bureau of
20 Transportation Statistics;

21 (2) not distribute an amount of obligation au-
22 thority provided by subsection (a) that is equal to
23 the unobligated balance of amounts—

24 (A) made available from the Highway
25 Trust Fund (other than the Mass Transit Ac-

1 count) for Federal-aid highway and highway
2 safety construction programs for previous fiscal
3 years the funds for which are allocated by the
4 Secretary (or apportioned by the Secretary
5 under section 202 or 204 of title 23, United
6 States Code); and

7 (B) for which obligation authority was pro-
8 vided in a previous fiscal year;

9 (3) determine the proportion that—

10 (A) an amount equal to the difference be-
11 tween—

12 (i) the obligation authority provided
13 by subsection (a) for the fiscal year; and

14 (ii) the aggregate amount not distrib-
15 uted under paragraphs (1) and (2); bears
16 to

17 (B) an amount equal to the difference be-
18 tween—

19 (i) the total of the sums authorized to
20 be appropriated for the Federal-aid high-
21 way and highway safety construction pro-
22 grams (other than sums authorized to be
23 appropriated for provisions of law de-
24 scribed in paragraphs (1) through (12) of
25 subsection (b) and sums authorized to be

1 appropriated for section 119 of title 23,
2 United States Code, equal to the amount
3 referred to in subsection (b)(13) for the
4 fiscal year); and

5 (ii) the aggregate amount not distrib-
6 uted under paragraphs (1) and (2);

7 (4) distribute the obligation authority provided
8 by subsection (a), less the aggregate amount not dis-
9 tributed under paragraphs (1) and (2), for each of
10 the programs (other than programs to which para-
11 graph (1) applies) that are allocated by the Sec-
12 retary under this Act and title 23, United States
13 Code, or apportioned by the Secretary under section
14 202 or 204 of that title, by multiplying—

15 (A) the proportion determined under para-
16 graph (3); by

17 (B) the amounts authorized to be appro-
18 priated for each such program for the fiscal
19 year; and

20 (5) distribute the obligation authority provided
21 by subsection (a), less the aggregate amount not dis-
22 tributed under paragraphs (1) and (2) and the
23 amounts distributed under paragraph (4), for Fed-
24 eral-aid highway and highway safety construction
25 programs that are apportioned by the Secretary

1 under title 23, United States Code (other than the
2 amounts apportioned for the national highway per-
3 formance program under section 119 of title 23,
4 United States Code, that are exempt from the limi-
5 tation under subsection (b)(13) and the amounts ap-
6 portioned under sections 202 and 204 of that title),
7 in the proportion that—

8 (A) amounts authorized to be appropriated
9 for the programs that are apportioned under
10 title 23, United States Code, to each State for
11 the fiscal year; bears to

12 (B) the total of the amounts authorized to
13 be appropriated for the programs that are ap-
14 portioned under title 23, United States Code, to
15 all States for the fiscal year.

16 (d) REDISTRIBUTION OF UNUSED OBLIGATION AU-
17 THORITY.—Notwithstanding subsection (c), the Secretary
18 shall, after August 1 of each of fiscal years 2016 through
19 2021—

20 (1) revise a distribution of the obligation au-
21 thority made available under subsection (c) if an
22 amount distributed cannot be obligated during that
23 fiscal year; and

24 (2) redistribute sufficient amounts to those
25 States able to obligate amounts in addition to those

1 previously distributed during that fiscal year, giving
 2 priority to those States having large unobligated bal-
 3 ances of funds apportioned under sections 144 (as in
 4 effect on the day before the date of enactment of
 5 MAP-21 (126 Stat. 405)) and 104 of title 23,
 6 United States Code.

7 (e) APPLICABILITY OF OBLIGATION LIMITATIONS TO
 8 TRANSPORTATION RESEARCH PROGRAMS.—

9 (1) IN GENERAL.—Except as provided in para-
 10 graph (2), obligation limitations imposed by sub-
 11 section (a) shall apply to contract authority for
 12 transportation research programs carried out under
 13 chapter 5 of title 23, United States Code.

14 (2) EXCEPTION.—Obligation authority made
 15 available under paragraph (1) shall—

16 (A) remain available for a period of 4 fis-
 17 cal years; and

18 (B) be in addition to the amount of any
 19 limitation imposed on obligations for Federal-
 20 aid highway and highway safety construction
 21 programs for future fiscal years.

22 (f) REDISTRIBUTION OF CERTAIN AUTHORIZED
 23 FUNDS.—

24 (1) IN GENERAL.—Not later than 30 days after
 25 the date of distribution of obligation authority under

1 subsection (c) for each of fiscal years 2016 through
2 2021, the Secretary shall distribute to the States
3 any funds (excluding funds authorized for the pro-
4 gram under section 202 of title 23, United States
5 Code) that—

6 (A) are authorized to be appropriated for
7 the fiscal year for Federal-aid highway pro-
8 grams; and

9 (B) the Secretary determines will not be
10 allocated to the States (or will not be appor-
11 tioned to the States under section 204 of title
12 23, United States Code), and will not be avail-
13 able for obligation, for the fiscal year because
14 of the imposition of any obligation limitation for
15 the fiscal year.

16 (2) **RATIO.**—Funds shall be distributed under
17 paragraph (1) in the same proportion as the dis-
18 tribution of obligation authority under subsection
19 (c)(5).

20 (3) **AVAILABILITY.**—Funds distributed to each
21 State under paragraph (1) shall be available for any
22 purpose described in section 133(b) of title 23,
23 United States Code.

1 **SEC. 1003. APPORTIONMENT.**

2 (a) IN GENERAL.—Section 104 of title 23, United
3 States Code, is amended—

4 (1) in subsection (a)(1) by striking subpara-
5 graphs (A) and (B) and inserting the following:

6 “(A) \$456,000,000 for fiscal year 2016;

7 “(B) \$465,000,000 for fiscal year 2017;

8 “(C) \$474,000,000 for fiscal year 2018;

9 “(D) \$483,000,000 for fiscal year 2019;

10 “(E) \$492,000,000 for fiscal year 2020;

11 and

12 “(F) \$501,000,000 for fiscal year 2021.”;

13 (2) in subsection (b)—

14 (A) in the matter preceding paragraph (1),
15 by striking “and the congestion mitigation and
16 air quality improvement program” and insert-
17 ing “the congestion mitigation and air quality
18 improvement program, the national freight pro-
19 gram”;

20 (B) in each of paragraphs (1), (2), and (3)
21 by striking “paragraphs (4) and (5)” each place
22 it appears and inserting “paragraphs (4), (5),
23 and (6), and section 213(a)”;

24 (C) in paragraph (1), by striking “63.7
25 percent” and inserting “65 percent”;

1 (D) in paragraph (2), by striking “29.3
2 percent” and inserting “29 percent”;

3 (E) in paragraph (3), by striking “7 per-
4 cent” and inserting “6 percent”;

5 (F) in paragraph (4), in the matter pre-
6 ceding subparagraph (A), by striking “deter-
7 mined for the State under subsection (c)” and
8 inserting “remaining under subsection (c) after
9 making the set-aside in accordance with para-
10 graph (5) and section 213(a)”;

11 (G) by redesignating paragraph (5) as
12 paragraph (6);

13 (H) by inserting after paragraph (4) the
14 following:

15 “(5) NATIONAL FREIGHT PROGRAM.—

16 “(A) IN GENERAL.—For the national
17 freight program under section 167, the Sec-
18 retary shall set aside from the amount deter-
19 mined for a State under subsection (c) an
20 amount determined for the State under sub-
21 paragraphs (B) and (C).

22 “(B) TOTAL AMOUNT.—The total amount
23 set aside for the national freight program for
24 all States shall be—

1 “(i) \$2,000,000,000 for fiscal year
2 2016;

3 “(ii) \$2,100,000,000 for fiscal year
4 2017;

5 “(iii) \$2,200,000,000 for fiscal year
6 2018;

7 “(iv) \$2,300,000,000 for fiscal year
8 2019;

9 “(v) \$2,400,000,000 for fiscal year
10 2020; and

11 “(vi) \$2,500,000,000 for fiscal year
12 2021.

13 “(C) STATE SHARE.—The Secretary shall
14 distribute among the States the total set-aside
15 amount for the national freight program under
16 subparagraph (B) so that each State receives
17 an amount equal to the proportion that—

18 “(i) the total set-aside amount; bears
19 to

20 “(ii) the State total apportionments
21 determined under subsection (c).

22 “(D) METROPOLITAN PLANNING.—Of the
23 amount set aside under this paragraph for a
24 State, the Secretary shall use to carry out sec-

1 tion 134 an amount determined by multiplying
2 the set-aside amount by the proportion that—

3 “(i) the amount apportioned to the
4 State to carry out section 134 for fiscal
5 year 2009; bears to

6 “(ii) the total amount of funds appor-
7 tioned to the State for that fiscal year for
8 the programs referred to in section
9 105(a)(2), except for the high priority
10 projects program referred to in section
11 105(a)(2)(H) (as in effect on the day be-
12 fore the date of enactment of MAP-21
13 (Public Law 112-141; 126 Stat. 405)).”;
14 and

15 (I) in paragraph (6) (as redesignated by
16 subparagraph (G)), in the matter preceding
17 subparagraph (A), by striking “determined for
18 the State under subsection (c)” and inserting
19 “remaining under subsection (c) after making
20 the set-aside in accordance with paragraph (5)
21 and section 213(a)”; and

22 (3) in subsection (c) by adding at the end the
23 following:

24 “(3) FOR FISCAL YEARS 2016 THROUGH 2021.—

1 “(A) STATE SHARE.—For each of fiscal
2 years 2016 through 2021, the amount for each
3 State of combined apportionments for the na-
4 tional highway performance program under sec-
5 tion 119, the surface transportation program
6 under section 133, the highway safety improve-
7 ment program under section 148, the conges-
8 tion mitigation and air quality improvement
9 program under section 149, the national freight
10 program under section 167, the transportation
11 alternatives program under section 213, and to
12 carry out section 134, shall be determined as
13 follows:

14 “(i) INITIAL AMOUNT.—The initial
15 amount for each State shall be determined
16 by multiplying the total amount available
17 for apportionment by the share for each
18 State, which shall be equal to the propor-
19 tion that—

20 “(I) the amount of apporportion-
21 ments that the State received for fis-
22 cal year 2014; bears to

23 “(II) the amount of those apporportion-
24 tionments received by all States for
25 that fiscal year.

1 “(ii) ADJUSTMENTS TO AMOUNTS.—

2 The initial amounts resulting from the cal-
3 culation under clause (i) shall be adjusted
4 to ensure that, for each State, the amount
5 of combined apportionments for the pro-
6 grams shall not be less than 95 percent of
7 the estimated tax payments attributable to
8 highway users in the State paid into the
9 Highway Trust Fund (other than the Mass
10 Transit Account) in the most recent fiscal
11 year for which data are available.

12 “(B) STATE APPORTIONMENT.—For each
13 of fiscal years 2016 through 2021, on October
14 1, the Secretary shall apportion the sum au-
15 thorized to be appropriated for expenditure on
16 the national highway performance program
17 under section 119, the surface transportation
18 program under section 133, the highway safety
19 improvement program under section 148, the
20 congestion mitigation and air quality improve-
21 ment program under section 149, the national
22 freight program under section 167, the trans-
23 portation alternatives program under section
24 213, and to carry out section 134 in accordance
25 with subparagraph (A).”.

1 (b) CONFORMING AMENDMENTS.—

2 (1) Section 104(d)(1)(A) of title 23, United
3 States Code, is amended by striking “subsection
4 (b)(5)” each place it appears and inserting “para-
5 graphs (5)(D) and (6) of subsection (b)”.

6 (2) Section 120(c)(3) of title 23, United States
7 Code, is amended—

8 (A) in subparagraph (A), in the matter
9 preceding clause (i), by striking “or (5)” and
10 inserting “(5)(D), or (6)”; and

11 (B) in subparagraph (C)(i), by striking
12 “and (5)” and inserting “(5)(D), and (6)”.

13 (3) Section 135(i) of title 23, United States
14 Code, is amended by striking “section 104(b)(5)”
15 and inserting “paragraphs (5)(D) and (6) of section
16 104(b)”.

17 (4) Section 136(b) of title 23, United States
18 Code, is amended in the first sentence by striking
19 “paragraphs (1) through (5) of section 104(b)” and
20 inserting “paragraphs (1) through (6) of section
21 104(b)”.

22 (5) Section 141(b)(2) of title 23, United States
23 Code, is amended by striking “paragraphs (1)
24 through (5) of section 104(b)” and inserting “para-
25 graphs (1) through (6) of section 104(b)”.

1 (6) Section 505(a) of title 23, United States
2 Code, is amended in the matter preceding paragraph
3 (1) by striking “through (4)” and inserting
4 “through (5)”.

5 **SEC. 1004. SURFACE TRANSPORTATION PROGRAM.**

6 Section 133 of title 23, United States Code, is
7 amended—

8 (1) in subsection (b)—

9 (A) in paragraph (10), by inserting “, in-
10 cluding emergency evacuation plans” after
11 “programs”; and

12 (B) in paragraph (13), by adding a period
13 at the end;

14 (2) in subsection (c)—

15 (A) in paragraph (1), by striking the semi-
16 colon at the end and inserting “or for projects
17 described in paragraphs (2), (4), (6), (7), (11),
18 (20), (25), and (26) of subsection (b); and”;

19 (B) by striking paragraph (2); and

20 (C) by redesignating paragraph (3) as
21 paragraph (2);

22 (3) in subsection (d)—

23 (A) in paragraph (1)—

24 (i) in subparagraph (A)—

1 (I) in the matter preceding clause
2 (i), by striking “50 percent” and in-
3 sserting “55 percent”;

4 (II) in clause (ii), by striking
5 “greater than 5,000” and inserting
6 “of 5,000 or more”; and

7 (III) in clause (iii), by striking “;
8 and” at the end and inserting a pe-
9 riod; and

10 (ii) in subparagraph (B), by striking
11 “50 percent” and inserting “45 percent”;
12 and

13 (B) in paragraph (3)—

14 (i) by striking “paragraph (1)(A)(ii)”
15 and inserting “paragraph (1)(A)(iii)”; and

16 (ii) by striking “greater than 5,000
17 and less than 200,000” and inserting “of
18 5,000 to 200,000”;

19 (4) in subsection (f)(1)—

20 (A) by striking “104(b)(3)” and inserting
21 “104(b)(2)”; and

22 (B) by striking “the period of fiscal years
23 2011 through 2014” and inserting “each fiscal
24 year”;

1 (5) by redesignating subsection (h) as sub-
2 section (i);

3 (6) in subsection (g)—

4 (A) by striking the subsection designation
5 and heading and all that follows through para-
6 graph (1) and inserting the following:

7 “(g) BRIDGES OFF THE NATIONAL HIGHWAY SYS-
8 TEM.—

9 “(1) DEFINITION OF OFF-NHS BRIDGE.—In
10 this subsection, the term ‘off-NHS bridge’ means a
11 highway bridge located on a public road, other than
12 a bridge on the National Highway System.”;

13 (B) in paragraph (2)—

14 (i) by striking subparagraph (A) and
15 inserting the following:

16 “(A) SET-ASIDE.—Each State shall obli-
17 gate for replacement (including replacement
18 with fill material), rehabilitation, preservation,
19 and protection (including scour counter-
20 measures, seismic retrofits, impact protection
21 measures, security countermeasures, and pro-
22 tection against extreme events) for off-NHS
23 bridges an amount equal to the greater of—

1 “(i) 15 percent of the amount appor-
2 tioned to the State under section
3 104(b)(2); and

4 “(ii) an amount equal to at least 110
5 percent of the amount of funds the State
6 set aside for off-system bridges in fiscal
7 year 2014.”; and

8 (ii) in subparagraph (B), by striking
9 “off-system” and inserting “off-NHS”;
10 and

11 (C) by redesignating paragraph (3) as sub-
12 section (h);

13 (7) in subsection (h) (as so redesignated)—

14 (A) by striking the heading and inserting
15 “CREDIT FOR BRIDGES NOT ON THE NA-
16 TIONAL HIGHWAY SYSTEM.—”;

17 (B) by redesignating subparagraphs (A)
18 and (B) as paragraphs (1) and (2), respectively,
19 and indenting appropriately; and

20 (C) in the matter preceding paragraph (1)
21 (as so redesignated)—

22 (i) by striking “the replacement of a
23 bridge or rehabilitation of”; and

1 (ii) by striking “, and is determined
2 by the Secretary upon completion to be no
3 longer a deficient bridge”; and

4 (8) in subsection (i)(1) (as redesignated by
5 paragraph (5)), by striking “under subsection
6 (d)(1)(A)(iii) for each of fiscal years 2013 through
7 2014” and inserting “under subsection (d)(1)(A)(ii)
8 for each fiscal year”.

9 **SEC. 1005. METROPOLITAN TRANSPORTATION PLANNING.**

10 Section 134 of title 23, United States Code, is
11 amended—

12 (1) in subsection (a)(1), by inserting “resilient”
13 before “surface transportation systems”;

14 (2) in subsection (c)(2), by striking “and bicy-
15 cle transportation facilities” and inserting “, bicycle
16 transportation facilities, intermodal facilities that
17 support intercity transportation, including intercity
18 buses and intercity bus facilities, and commuter van-
19 pool providers”;

20 (3) in subsection (d)—

21 (A) by redesignating paragraphs (3)
22 through (6) as paragraphs (4) through (7), re-
23 spectively;

24 (B) by inserting after paragraph (2) the
25 following:

1 “(3) REPRESENTATION.—

2 “(A) IN GENERAL.—Designation or selec-
3 tion of officials or representatives under para-
4 graph (2) shall be determined by the metropoli-
5 tan planning organization according to the by-
6 laws or enabling statute of the organization.

7 “(B) PUBLIC TRANSPORTATION REP-
8 RESENTATIVE.—Subject to the bylaws or ena-
9 bling statute of the metropolitan planning orga-
10 nization, a representative of a provider of public
11 transportation may also serve as a representa-
12 tive of a local municipality.

13 “(C) POWERS OF CERTAIN OFFICIALS.—
14 An official described in paragraph (2)(B) shall
15 have responsibilities, actions, duties, voting
16 rights, and any other authority commensurate
17 with other officials described in paragraph
18 (2)(B).”; and

19 (C) in paragraph (5) (as redesignated by
20 subparagraph (A)), by striking “paragraph (5)”
21 and inserting “paragraph (6)”;

22 (4) in subsection (e)(4)(B), by striking “sub-
23 section (d)(5)” and inserting “subsection (d)(6)”;

1 (5) in subsection (g)(3)(A), by inserting “nat-
2 ural disaster risk reduction,” after “environmental
3 protection,”;

4 (6) in subsection (h)—

5 (A) in paragraph (1)—

6 (i) in subparagraph (G), by striking
7 “and” at the end;

8 (ii) in subparagraph (H), by striking
9 the period at the end and inserting “;
10 and”;

11 (iii) by adding at the end the fol-
12 lowing:

13 “(I) improve the resilience and reliability
14 of the transportation system.”; and

15 (B) in paragraph (2)(A), by striking “and
16 in section 5301(c) of title 49” and inserting
17 “and the general purposes described in section
18 5301 of title 49”;

19 (7) in subsection (i)—

20 (A) in paragraph (2)—

21 (i) in subparagraph (A)(i), by striking
22 “transit” and inserting “public transpor-
23 tation facilities, intercity bus facilities”;

24 (ii) in subparagraph (G)—

1 (I) by striking “and provide” and
2 inserting “, provide”; and

3 (II) by inserting “, and reduce
4 vulnerability due to natural disasters
5 of the existing transportation infra-
6 structure” before the period at the
7 end; and

8 (iii) in subparagraph (H), by inserting
9 “, including consideration of the role that
10 intercity buses may play in reducing con-
11 gestion, pollution, and energy consumption
12 in a cost-effective manner and strategies
13 and investments that preserve and enhance
14 intercity bus systems, including systems
15 that are privately owned and operated” be-
16 fore the period at the end;

17 (B) in paragraph (6)(A)—

18 (i) by inserting “public ports,” before
19 “freight shippers,”; and

20 (ii) by inserting “(including intercity
21 bus operators and commuter vanpool pro-
22 viders)” after “private providers of trans-
23 portation”; and

24 (C) in paragraph (8), by striking “(2)(C)”
25 each place it appears and inserting “(2)(E)”;

1 (8) in subsection (j)(5)(A), by striking “sub-
2 section (k)(4)” and inserting “subsection (k)(3)”;

3 (9) in subsection (k)—

4 (A) by striking paragraph (3); and

5 (B) by redesignating paragraphs (4) and
6 (5) as paragraphs (3) and (4), respectively;

7 (10) in subsection (l)—

8 (A) in paragraph (1), by adding a period
9 at the end; and

10 (B) in paragraph (2)(D), by striking “of
11 less than 200,000” and inserting “with a popu-
12 lation of 200,000 or less”;

13 (11) by striking subsection (n);

14 (12) by redesignating subsections (o) through
15 (q) as subsections (n) through (p), respectively; and

16 (13) in subsection (o) (as so redesignated), by
17 striking “set aside under section 104(f)” and insert-
18 ing “apportioned under paragraphs (5)(D) and (6)
19 of section 104(b)”.

20 **SEC. 1006. STATEWIDE AND NONMETROPOLITAN TRANS-**
21 **PORTATION PLANNING.**

22 (a) IN GENERAL.—Section 135 of title 23, United
23 States Code, is amended—

24 (1) in subsection (a)(2), by striking “and bicy-
25 cle transportation facilities” and inserting “, bicycle

1 transportation facilities, intermodal facilities that
2 support intercity transportation, including intercity
3 buses and intercity bus facilities, and commuter van-
4 pool providers”;

5 (2) in subsection (d)—

6 (A) in paragraph (1)—

7 (i) in subparagraph (G), by striking
8 “and” at the end;

9 (ii) in subparagraph (H), by striking
10 the period at the end and inserting “;
11 and”; and

12 (iii) by adding at the end the fol-
13 lowing:

14 “(I) improve the resilience and reliability
15 of the transportation system.”; and

16 (B) in paragraph (2)(A), by striking “and
17 in section 5301(c) of title 49” and inserting
18 “and the general purposes described in section
19 5301 of title 49”;

20 (3) in subsection (e)(1), by striking “subsection
21 (m)” and inserting “subsection (l)”;

22 (4) in subsection (f)—

23 (A) in paragraph (2)(B)(i), by striking
24 “subsection (m)” and inserting “subsection
25 (l)”;

1 (B) in paragraph (3)(A)—

2 (i) in clause (i), by striking “sub-
3 section (m)” and inserting “subsection
4 (l)”; and

5 (ii) in clause (ii), by inserting “(in-
6 cluding intercity bus operators and com-
7 muter vanpool providers)” after “private
8 providers of transportation”;

9 (C) in paragraph (7), in the matter pre-
10 ceeding subparagraph (A), by striking “should”
11 and inserting “shall”; and

12 (D) in paragraph (8), by inserting “, in-
13 cluding consideration of the role that intercity
14 buses may play in reducing congestion, pollu-
15 tion, and energy consumption in a cost-effective
16 manner and strategies and investments that
17 preserve and enhance intercity bus systems, in-
18 cluding systems that are privately owned and
19 operated” before the period at the end;

20 (5) in subsection (g)—

21 (A) in paragraph (2)(B)(i), by striking
22 “subsection (m)” and inserting “subsection
23 (l)”; and

24 (B) in paragraph (3)—

1 (i) by inserting “public ports,” before
2 “freight shippers”; and

3 (ii) by inserting “(including intercity
4 bus operators),” after “private providers of
5 transportation”; and

6 (C) in paragraph (6)(A), by striking “sub-
7 section (m)” and inserting “subsection (l)”;

8 (6) by striking subsection (j); and

9 (7) by redesignating subsections (k) through
10 (m) as subsections (j) through (l), respectively.

11 (b) CONFORMING AMENDMENTS.—Section 134(b)(5)
12 of title 23, United States Code, is amended by striking
13 “section 135(m)” and inserting “section 135(l)”.

14 **SEC. 1007. HIGHWAY USE TAX EVASION PROJECTS.**

15 Section 143(b) of title 23, United States Code, is
16 amended by striking paragraph (2)(A) and inserting the
17 following:

18 “(A) IN GENERAL.—From administrative
19 funds made available under section 104(a), the
20 Secretary shall deduct such sums as are nec-
21 essary, not to exceed \$4,000,000 for each fiscal
22 year, to carry out this section.”.

23 **SEC. 1008. BUNDLING OF BRIDGE PROJECTS.**

24 Section 144 of title 23, United States Code, is
25 amended—

1 (1) in subsection (c)(2)(A), by striking “the
2 natural condition of the bridge” and inserting “the
3 natural condition of the water”;

4 (2) by redesignating subsection (j) as sub-
5 section (k);

6 (3) by inserting after subsection (i) the fol-
7 lowing:

8 “(j) BUNDLING OF BRIDGE PROJECTS.—

9 “(1) PURPOSE.—The purpose of this subsection
10 is to save costs and time by encouraging States to
11 bundle multiple bridge projects as 1 project.

12 “(2) DEFINITION OF ELIGIBLE ENTITY.—In
13 this subsection, the term ‘eligible entity’ means an
14 entity eligible to carry out a bridge project under
15 section 119 or 133.

16 “(3) BUNDLING OF BRIDGE PROJECTS.—An eli-
17 gible entity may bundle 2 or more similar bridge
18 projects that are—

19 “(A) eligible projects under section 119 or
20 133;

21 “(B) included as a bundled project in a
22 transportation improvement program under sec-
23 tion 134(j) or a statewide transportation im-
24 provement program under section 135, as appli-
25 cable; and

1 “(C) awarded to a single contractor or con-
2 sultant pursuant to a contract for engineering
3 and design or construction between the con-
4 tractor and an eligible entity.

5 “(4) ITEMIZATION.—Notwithstanding any other
6 provision of law (including regulations), an eligible
7 bridge project included in a bundle under this sub-
8 section may be listed as—

9 “(A) 1 project for purposes of sections 134
10 and 135; and

11 “(B) a single project within the applicable
12 bundle.

13 “(5) FINANCIAL CHARACTERISTICS.—Projects
14 bundled under this subsection shall have the same fi-
15 nancial characteristics, including—

16 “(A) the same funding category or sub-
17 category; and

18 “(B) the same Federal share.”; and

19 (4) in subsection (k)(2) (as redesignated by
20 paragraph (2)), by striking “104(b)(3)” and insert-
21 ing “104(b)(2)”.

22 **SEC. 1009. FLEXIBILITY FOR CERTAIN RURAL ROAD AND**
23 **BRIDGE PROJECTS.**

24 (a) AUTHORITY.—With respect to rural road and
25 rural bridge projects eligible for funding under title 23,

1 United States Code, subject to the provisions of this sec-
2 tion and on request by a State, the Secretary may—

3 (1) exercise all existing flexibilities under and
4 exceptions to—

5 (A) the requirements of title 23, United
6 States Code; and

7 (B) other requirements administered by
8 the Secretary, in whole or part; and

9 (2) otherwise provide additional flexibility or ex-
10 pedited processing with respect to the requirements
11 described in paragraph (1).

12 (b) TYPES OF PROJECTS.—A rural road or rural
13 bridge project under this section shall—

14 (1) be located in a county that, based on the
15 most recent decennial census—

16 (A) has a population density of 20 or fewer
17 persons per square mile of land area; or

18 (B) is the county that has the lowest popu-
19 lation density of all counties in the State;

20 (2) be located within the operational right-of-
21 way (as defined in section 1316(b) of MAP-21 (23
22 U.S.C. 109 note; 126 Stat. 549)) of an existing road
23 or bridge; and

24 (3)(A) receive less than \$5,000,000 of Federal
25 funds; or

1 (B) have a total estimated cost of not more
2 than \$30,000,000 and Federal funds com-
3 prising less than 15 percent of the total esti-
4 mated project cost.

5 (c) PROCESS TO ASSIST RURAL PROJECTS.—

6 (1) ASSISTANCE WITH FEDERAL REQUIRE-
7 MENTS.—

8 (A) IN GENERAL.—For projects under this
9 section, the Secretary shall seek to provide, to
10 the maximum extent practicable, regulatory re-
11 lief and flexibility consistent with this section.

12 (B) EXCEPTIONS, EXEMPTIONS, AND ADDI-
13 TIONAL FLEXIBILITY.—Exceptions, exemptions,
14 and additional flexibility from regulatory re-
15 quirements may be granted if, in the opinion of
16 the Secretary—

17 (i) the project is not expected to have
18 a significant adverse impact on the envi-
19 ronment;

20 (ii) the project is not expected to have
21 an adverse impact on safety; and

22 (iii) the assistance would be in the
23 public interest for 1 or more reasons, in-
24 cluding—

25 (I) reduced project costs;

1 (II) expedited construction, par-
 2 ticularly in an area where the con-
 3 struction season is relatively short and
 4 not granting the waiver or additional
 5 flexibility could delay the project to a
 6 later construction season; or

7 (III) improved safety.

8 (2) MAINTAINING PROTECTIONS.—Nothing in
 9 this subsection—

10 (A) waives the requirements of section 113
 11 or 138 of title 23, United States Code;

12 (B) supersedes, amends, or modifies—

13 (i) the National Environmental Policy
 14 Act of 1969 (42 U.S.C. 4321 et seq.) or
 15 any other Federal environmental law; or

16 (ii) any requirement of title 23,
 17 United States Code; or

18 (C) affects the responsibility of any Fed-
 19 eral officer to comply with or enforce any law
 20 or requirement described in this paragraph.

21 **SEC. 1010. CONSTRUCTION OF FERRY BOATS AND FERRY**
 22 **TERMINAL FACILITIES.**

23 (a) CONSTRUCTION OF FERRY BOATS AND FERRY
 24 TERMINAL FACILITIES.—Section 147 of title 23, United
 25 States Code, is amended—

1 (1) in subsection (a), by striking “IN GEN-
2 ERAL” and inserting “PROGRAM”;

3 (2) by striking subsections (d) through (g) and
4 inserting the following:

5 “(d) FORMULA.—Of the amounts allocated under
6 subsection (c)—

7 “(1) 35 percent shall be allocated among eligi-
8 ble entities in the proportion that—

9 “(A) the number of ferry passengers, in-
10 cluding passengers in vehicles, carried by each
11 ferry system in the most recent calendar year
12 for which data is available; bears to

13 “(B) the number of ferry passengers, in-
14 cluding passengers in vehicles, carried by all
15 ferry systems in the most recent calendar year
16 for which data is available;

17 “(2) 35 percent shall be allocated among eligi-
18 ble entities in the proportion that—

19 “(A) the number of vehicles carried by
20 each ferry system in the most recent calendar
21 year for which data is available; bears to

22 “(B) the number of vehicles carried by all
23 ferry systems in the most recent calendar year
24 for which data is available; and

1 “(3) 30 percent shall be allocated among eligi-
2 ble entities in the proportion that—

3 “(A) the total route nautical miles serviced
4 by each ferry system in the most recent cal-
5 endar year for which data is available; bears to

6 “(B) the total route nautical miles serviced
7 by all ferry systems in the most recent calendar
8 year for which data is available.

9 “(e) REDISTRIBUTION OF UNOBLIGATED
10 AMOUNTS.—The Secretary shall—

11 “(1) withdraw amounts allocated to an eligible
12 entity under subsection (c) that remain unobligated
13 by the end of the third fiscal year following the fiscal
14 year for which the amounts were allocated; and

15 “(2) in the subsequent fiscal year, redistribute
16 the funds referred to in paragraph (1) in accordance
17 with the formula under subsection (d) among eligible
18 entities for which no amounts were withdrawn under
19 paragraph (1).

20 “(f) MINIMUM AMOUNT.—Notwithstanding sub-
21 section (c), a State with an eligible entity that meets the
22 requirements of this section shall receive not less than
23 \$100,000 under this section for a fiscal year.

24 “(g) IMPLEMENTATION.—

25 “(1) DATA COLLECTION.—

1 “(A) NATIONAL FERRY DATABASE.—
2 Amounts made available for a fiscal year under
3 this section shall be allocated using the most re-
4 cent data available, as collected and imputed in
5 accordance with the national ferry database es-
6 tablished under section 1801(e) of SAFETEA-
7 LU (23 U.S.C. 129 note; 119 Stat. 1456).

8 “(B) ELIGIBILITY FOR FUNDING.—To be
9 eligible to receive funds under subsection (c),
10 data shall have been submitted in the most re-
11 cent collection of data for the national ferry
12 database under section 1801(e) of SAFETEA-
13 LU (23 U.S.C. 129 note; 119 Stat. 1456) for
14 at least 1 ferry service within the State.

15 “(2) ADJUSTMENTS.—On review of the data
16 submitted under paragraph (1)(B), the Secretary
17 may make adjustments to the data as the Secretary
18 determines necessary to correct misreported or in-
19 consistent data.

20 “(h) AUTHORIZATION OF APPROPRIATIONS.—There
21 is authorized to be appropriated out of the Highway Trust
22 Fund (other than the Mass Transit Account) to carry out
23 this section \$75,000,000 for each of fiscal years 2016
24 through 2021.

1 “(i) PERIOD OF AVAILABILITY.—Notwithstanding
2 section 118(b), funds made available to carry out this sec-
3 tion shall remain available until expended.

4 “(j) APPLICABILITY.—All provisions of this chapter
5 that are applicable to the National Highway System, other
6 than provisions relating to apportionment formula and
7 Federal share, shall apply to funds made available to carry
8 out this section, except as determined by the Secretary
9 to be inconsistent with this section.”.

10 (b) NATIONAL FERRY DATABASE.—Section
11 1801(e)(4) of SAFETEA-LU (23 U.S.C. 129 note; 119
12 Stat. 1456) is amended by striking subparagraph (D) and
13 inserting the following:

14 “(D) make available, from the amounts
15 made available for each fiscal year to carry out
16 chapter 63 of title 49, not more than \$500,000
17 to maintain the database.”.

18 (c) CONFORMING AMENDMENTS.—Section 129(c) of
19 title 23, United States Code, is amended—

20 (1) in paragraph (2), in the first sentence, by
21 inserting “, or on a public transit ferry eligible
22 under chapter 53 of title 49” after “Interstate Sys-
23 tem”;

24 (2) in paragraph (3)—

1 (A) by striking “(3) Such ferry” and in-
2 serting “(3)(A) The ferry”; and

3 (B) by adding at the end the following:

4 “(B) Any Federal participation shall not
5 involve the construction or purchase, for private
6 ownership, of a ferry boat, ferry terminal facil-
7 ity, or other eligible project under this sec-
8 tion.”;

9 (3) in paragraph (4), by striking “and repair,”
10 and inserting “repair,”; and

11 (4) by striking paragraph (6) and inserting the
12 following:

13 “(6) The ferry service shall be maintained in
14 accordance with section 116.

15 “(7)(A) No ferry boat or ferry terminal with
16 Federal participation under this title may be sold,
17 leased, or otherwise disposed of, except in accord-
18 ance with part 18 of title 49, Code of Federal Regu-
19 lations (as in effect on December 18, 2014).

20 “(B) The Federal share of any proceeds from
21 a disposition referred to in subparagraph (A) shall
22 be used for eligible purposes under this title.”.

23 **SEC. 1011. HIGHWAY SAFETY IMPROVEMENT PROGRAM.**

24 Section 148 of title 23, United States Code, is
25 amended—

1 (1) in subsection (a)—

2 (A) in paragraph (4)(B)—

3 (i) in the matter preceding clause (i),
4 by striking “includes, but is not limited
5 to,” and inserting “only includes”; and

6 (ii) by adding at the end the fol-
7 lowing:

8 “(xxv) Installation of vehicle-to-infra-
9 structure communication equipment.

10 “(xxvi) Pedestrian hybrid beacons.

11 “(xxvii) Roadway improvements that
12 provide separation between pedestrians and
13 motor vehicles, including medians and pe-
14 destrian crossing islands.

15 “(xxviii) An infrastructure safety
16 project not described in clauses (i) through
17 (xxvii).”; and

18 (B) by striking paragraph (10) and reded-
19 ignating paragraphs (11) through (13) as para-
20 graphs (10) through (12), respectively;

21 (2) in subsection (c)(1)(A), by striking “sub-
22 section (a)(12)” and inserting “subsection (a)(11)”;

23 (3) in subsection (d)(2)(B)(i), by striking “sub-
24 section (a)(12)” and inserting “subsection (a)(11)”;

25 and

1 (4) in subsection (g)(1)—

2 (A) by striking “increases” and inserting
3 “does not decrease”; and

4 (B) by inserting “and exceeds the national
5 fatality rate on rural roads,” after “available,”.

6 **SEC. 1012. DATA COLLECTION ON UNPAVED PUBLIC ROADS.**

7 Section 148 of title 23, United States Code, is
8 amended by adding at the end the following:

9 “(k) DATA COLLECTION ON UNPAVED PUBLIC
10 ROADS.—

11 “(1) IN GENERAL.—A State may elect not to
12 collect fundamental data elements for the model in-
13 ventory of roadway elements on public roads that
14 are gravel roads or otherwise unpaved if—

15 “(A)(i) more than 45 percent of the public
16 roads in the State are gravel roads or otherwise
17 unpaved; and

18 “(ii) less than 10 percent of fatalities in
19 the State occur on those unpaved public roads;
20 or

21 “(B)(i) more than 70 percent of the public
22 roads in the State are gravel roads or otherwise
23 unpaved; and

24 “(ii) less than 25 percent of fatalities in
25 the State occur on those unpaved public roads.

1 “(2) CALCULATION.—The percentages de-
 2 scribed in paragraph (1) shall be based on the aver-
 3 age for the 5 most recent years for which relevant
 4 data is available.

5 “(3) USE OF FUNDS.—If a State elects not to
 6 collect data on a road described in paragraph (1),
 7 the State shall not use funds provided to carry out
 8 this section for a project on that road until the State
 9 completes a collection of the required model inven-
 10 tory of roadway elements for the road.”.

11 **SEC. 1013. CONGESTION MITIGATION AND AIR QUALITY IM-**
 12 **PROVEMENT PROGRAM.**

13 Section 149 of title 23, United States Code, is
 14 amended—

15 (1) in subsection (b)—

16 (A) in paragraph (1)(A)(i)(I), by inserting
 17 “in the designated nonattainment area” after
 18 “air quality standard”;

19 (B) in paragraph (3), by inserting “or
 20 maintenance” after “likely to contribute to the
 21 attainment”;

22 (C) in paragraph (4), by striking “attain-
 23 ment of” and inserting “attainment or mainte-
 24 nance of the area of”; and

25 (D) in paragraph (8)(A)(ii)—

1 (i) in the matter preceding subclause
2 (I), by inserting “or port-related freight
3 operations” after “construction projects”;
4 and

5 (ii) in subclause (II), by inserting “or
6 chapter 53 of title 49” after “this title”;

7 (2) in subsection (c)(2), by inserting “(giving
8 priority to corridors designated under section 151)”
9 after “at any location in the State”;

10 (3) in subsection (d)—

11 (A) in paragraph (2)—

12 (i) in subparagraph (A)—

13 (I) in the matter preceding clause
14 (i), by inserting “would otherwise be
15 eligible under subsection (b) if the
16 project were carried out in a non-
17 attainment or maintenance area or”
18 after “may use for any project that”;
19 and

20 (II) in clause (i), by striking
21 “(excluding the amount of funds re-
22 served under paragraph (1))”; and

23 (ii) in subparagraph (B)(i), by strik-
24 ing “MAP-21t” and inserting “MAP-21”;
25 and

1 (B) in paragraph (3), by inserting “, in a
2 manner consistent with the approach that was
3 in effect on the day before the date of enact-
4 ment of MAP-21,” after “the Secretary shall
5 modify”;

6 (4) in subsection (g)—

7 (A) in paragraph (2)(B), by striking “not
8 later that” and inserting “not later than”; and

9 (B) in paragraph (3)—

10 (i) by striking “States and metropoli-
11 tan” and inserting the following:

12 “(A) IN GENERAL.—States and metropoli-
13 tan”;

14 (ii) by striking “are proven to reduce”
15 and inserting “reduce directly emitted”;
16 and

17 (iii) by adding at the end the fol-
18 lowing:

19 “(B) USE OF PRIORITY FUNDING.—To the
20 maximum extent practicable, PM2.5 priority
21 funding shall be used on the most cost-effective
22 projects and programs that are proven to re-
23 duce directly emitted fine particulate matter.”;

24 (5) in subsection (k)—

25 (A) in paragraph (1)—

1 (i) by striking “that has a nonattain-
2 ment or maintenance area” and inserting
3 “that has 1 or more nonattainment or
4 maintenance areas”;

5 (ii) by striking “a nonattainment or
6 maintenance area that are” and inserting
7 “the nonattainment or maintenance areas
8 that are”;

9 (iii) by striking “such area” both
10 places it appears and inserting “such
11 areas”; and

12 (iv) by striking “such fine particu-
13 late” and inserting “directly emitted fine
14 particulate”;

15 (B) in paragraph (2), by striking “highway
16 construction” and inserting “transportation
17 construction”; and

18 (C) by adding at the end the following:

19 “(3) PM_{2.5} NONATTAINMENT AND MAINTENANCE IN LOW POPULATION DENSITY STATES.—

21 “(A) EXCEPTION.—In any State with a
22 population density of 75 or fewer persons per
23 square mile of land area, based on the most re-
24 cent decennial census, the requirements under
25 subsection (g)(3) and paragraphs (1) and (2) of

1 this subsection shall not apply to a nonattain-
2 ment or maintenance area in the State if—

3 “(i) the nonattainment or mainte-
4 nance area does not have projects that are
5 part of the emissions analysis of a metro-
6 politan transportation plan or transpor-
7 tation improvement program; and

8 “(ii) regional motor vehicle emissions
9 are an insignificant contributor to the air
10 quality problem for PM_{2.5} in the non-
11 attainment or maintenance area.

12 “(B) CALCULATION.—If subparagraph (A)
13 applies to a nonattainment or maintenance area
14 in a State, the percentage of the PM_{2.5} set-
15 aside under paragraph (1) shall be reduced for
16 that State proportionately based on the weight-
17 ed population of the area in fine particulate
18 matter nonattainment.

19 “(4) PORT-RELATED EQUIPMENT AND VEHI-
20 CLES.—To meet the requirements under paragraph
21 (1), a State or metropolitan planning organization
22 may elect to obligate funds to the most cost-effective
23 projects to reduce emissions from port-related
24 landside nonroad or on-road equipment that is oper-

1 ated within the boundaries of a PM_{2.5} nonattain-
2 ment or maintenance area.”;

3 (6) in subsection (l)(1)(B), by inserting “air
4 quality and traffic congestion” before “performance
5 targets”; and

6 (7) in subsection (m), by striking “section
7 104(b)(2)” and inserting “section 104(b)(4)”.

8 **SEC. 1014. NATIONAL FREIGHT PROGRAM.**

9 (a) IN GENERAL.—Section 167 of title 23, United
10 States Code, is amended to read as follows:

11 **“§ 167. National freight program**

12 “(a) ESTABLISHMENT.—

13 “(1) IN GENERAL.—It is the policy of the
14 United States to improve the condition and perform-
15 ance of the national highway freight network to en-
16 sure that the national freight network provides the
17 foundation for the United States to compete in the
18 global economy and achieve each goal described in
19 subsection (b).

20 “(2) ESTABLISHMENT.—In support of the goals
21 described in subsection (b), the Secretary shall es-
22 tablish a national freight program in accordance
23 with this section to improve the efficient movement
24 of freight on the national highway freight network.

1 “(b) GOALS.—The goals of the national freight pro-
2 gram are—

3 “(1) to invest in infrastructure improvements
4 and to implement operational improvements on the
5 highways of the United States that—

6 “(A) strengthen the contribution of the na-
7 tional highway freight network to the economic
8 competitiveness of the United States;

9 “(B) reduce congestion and relieve bottle-
10 necks in the freight transportation system;

11 “(C) reduce the cost of freight transpor-
12 tation;

13 “(D) improve the reliability of freight
14 transportation; and

15 “(E) increase productivity, particularly for
16 domestic industries and businesses that create
17 high-value jobs;

18 “(2) to improve the safety, security, efficiency,
19 and resiliency of freight transportation in rural and
20 urban areas;

21 “(3) to improve the state of good repair of the
22 national highway freight network;

23 “(4) to use advanced technology to improve the
24 safety and efficiency of the national highway freight
25 network;

1 “(5) to incorporate concepts of performance, in-
2 novation, competition, and accountability into the
3 operation and maintenance of the national highway
4 freight network;

5 “(6) to improve the efficiency and productivity
6 of the national highway freight network; and

7 “(7) to reduce the environmental impacts of
8 freight movement.

9 “(c) ESTABLISHMENT OF A NATIONAL HIGHWAY
10 FREIGHT NETWORK.—

11 “(1) IN GENERAL.—The Secretary shall estab-
12 lish a national highway freight network in accord-
13 ance with this section to assist States in strategically
14 directing resources toward improved system perform-
15 ance for efficient movement of freight on highways.

16 “(2) NETWORK COMPONENTS.—The national
17 highway freight network shall consist of—

18 “(A) the primary highway freight system,
19 as designated under subsection (d);

20 “(B) critical rural freight corridors estab-
21 lished under subsection (e);

22 “(C) critical urban freight corridors estab-
23 lished under subsection (f); and

24 “(D) the portions of the Interstate System
25 not designated as part of the primary highway

1 freight system, including designated future
2 Interstate System routes as of the date of en-
3 actment of the DRIVE Act.

4 “(d) DESIGNATION AND REDESIGNATION OF THE
5 PRIMARY HIGHWAY FREIGHT SYSTEM.—

6 “(1) INITIAL DESIGNATION OF PRIMARY HIGH-
7 WAY FREIGHT SYSTEM.—The initial designation of
8 the primary highway freight system shall be—

9 “(A) the network designated by the Sec-
10 retary under section 167(d) of title 23, United
11 States Code, as in effect on the day before the
12 date of enactment of the DRIVE Act; and

13 “(B) all National Highway System freight
14 intermodal connectors.

15 “(2) REDESIGNATION OF PRIMARY HIGHWAY
16 FREIGHT SYSTEM.—

17 “(A) IN GENERAL.—Beginning on the date
18 that is 1 year after the date of enactment of the
19 DRIVE Act and every 5 years thereafter, using
20 the designation factors described in subpara-
21 graph (E), the Secretary shall redesignate the
22 primary highway freight system (including any
23 additional mileage added to the primary high-
24 way freight system under this paragraph as of

1 the date on which the redesignation process is
2 effective).

3 “(B) MILEAGE.—

4 “(i) FIRST REDESIGNATION.—In re-
5 designating the primary highway freight
6 system on the date that is 1 year after the
7 date of enactment of the DRIVE Act, the
8 Secretary shall limit the system to 30,000
9 centerline miles, without regard to the
10 connectivity of the primary highway freight
11 system.

12 “(ii) SUBSEQUENT REDESIGNA-
13 TIONS.—Each redesignation after the re-
14 designation described in clause (i), the Sec-
15 retary may increase the primary highway
16 freight system by up to 5 percent of the
17 total mileage of the system, without regard
18 to the connectivity of the primary highway
19 freight system.

20 “(C) CONSIDERATIONS.—

21 “(i) IN GENERAL.—In redesignating
22 the primary highway freight system, to the
23 maximum extent practicable, the Secretary
24 shall use measurable data to assess the
25 significance of goods movement, including

1 consideration of points of origin, destina-
2 tion, and linking components of the United
3 States global and domestic supply chains.

4 “(ii) INTERMODAL CONNECTORS.—In
5 redesignating the primary highway freight
6 system, the Secretary shall include all Na-
7 tional Highway System freight intermodal
8 connectors.

9 “(D) INPUT.—In addition to the process
10 provided to State freight advisory committees
11 under paragraph (3), in redesignating the pri-
12 mary highway freight system, the Secretary
13 shall provide an opportunity for State freight
14 advisory committees to submit additional miles
15 for consideration.

16 “(E) FACTORS FOR REDESIGNATION.—In
17 redesignating the primary highway freight sys-
18 tem, the Secretary shall consider—

19 “(i) the origins and destinations of
20 freight movement in, to, and from the
21 United States;

22 “(ii) land and water ports of entry;

23 “(iii) access to energy exploration, de-
24 velopment, installation, or production
25 areas;

1 “(iv) proximity of access to other
2 freight intermodal facilities, including rail,
3 air, water, and pipelines;

4 “(v) the total freight tonnage and
5 value moved via highways;

6 “(vi) significant freight bottlenecks, as
7 identified by the Secretary;

8 “(vii) the annual average daily truck
9 traffic on principal arterials; and

10 “(viii) the significance of goods move-
11 ment on principal arterials, including con-
12 sideration of global and domestic supply
13 chains.

14 “(3) STATE FLEXIBILITY FOR ADDITIONAL
15 MILES ON PRIMARY HIGHWAY FREIGHT SYSTEM.—

16 “(A) IN GENERAL.—Not later than 1 year
17 after each redesignation conducted by the Sec-
18 retary under paragraph (2), each State freight
19 advisory committee, as established in accord-
20 ance with subsection (n), may increase the
21 number of miles designated as part of the pri-
22 mary highway freight system in that State by
23 not more than 10 percent of the miles des-
24 ignated in that State under this subsection if
25 the additional miles—

1 “(i) close gaps between primary high-
2 way freight system segments;

3 “(ii) establish connections of the pri-
4 mary highway freight system critical to the
5 efficient movement of goods, including
6 ports, international border crossings, air-
7 ports, intermodal facilities, logistics cen-
8 ters, warehouses, and agricultural facili-
9 ties; or

10 “(iii) designate critical emerging
11 freight routes.

12 “(B) CONSIDERATIONS.—Each State
13 freight advisory committee that increases the
14 number of miles on the primary highway freight
15 system under subparagraph (A) shall—

16 “(i) consider nominations for the ad-
17 ditional miles from metropolitan planning
18 organizations within the State;

19 “(ii) ensure that the additional miles
20 are consistent with the freight plan of the
21 State; and

22 “(iii) review the primary highway
23 freight system of the State designated
24 under paragraph (1) and redesignate miles

1 in a manner that is consistent with para-
2 graph (2).

3 “(C) SUBMISSION.—Each State freight ad-
4 visory committee shall—

5 “(i) submit to the Secretary a list of
6 the additional miles added under this sub-
7 section; and

8 “(ii) certify that—

9 “(I) the additional miles meet the
10 requirements of subparagraph (A);
11 and

12 “(II) the State freight advisory
13 committee has satisfied the require-
14 ments of subparagraph (B).

15 “(e) CRITICAL RURAL FREIGHT CORRIDORS.—A
16 State may designate a public road within the borders of
17 the State as a critical rural freight corridor if the public
18 road—

19 “(1) is a rural principal arterial roadway and
20 has a minimum of 25 percent of the annual average
21 daily traffic of the road measured in passenger vehi-
22 cle equivalent units from trucks (Federal Highway
23 Administration vehicle class 8 to 13);

24 “(2) provides access to energy exploration, de-
25 velopment, installation, or production areas;

1 “(3) connects the primary highway freight sys-
2 tem, a roadway described in paragraph (1) or (2),
3 or the Interstate System to facilities that handle
4 more than—

5 “(A) 50,000 20-foot equivalent units per
6 year; or

7 “(B) 500,000 tons per year of bulk com-
8 modities;

9 “(4) provides access to—

10 “(A) a grain elevator;

11 “(B) an agricultural facility;

12 “(C) a mining facility;

13 “(D) a forestry facility; or

14 “(E) an intermodal facility;

15 “(5) connects to an international port of entry;

16 “(6) provides access to significant air, rail,
17 water, or other freight facilities in the State; or

18 “(7) is, in the determination of the State, vital
19 to improving the efficient movement of freight of im-
20 portance to the economy of the State.

21 “(f) CRITICAL URBAN FREIGHT CORRIDORS.—

22 “(1) URBANIZED AREA WITH POPULATION OF
23 500,000 OR MORE.—In an urbanized area with a pop-
24 ulation of 500,000 or more individuals, the rep-
25 resentative metropolitan planning organization, in

1 consultation with the State, may designate a public
2 road within the borders of that area of the State as
3 a critical urban freight corridor.

4 “(2) URBANIZED AREA WITH A POPULATION
5 LESS THAN 500,000.—In an urbanized area with a
6 population of less than 500,000 individuals, the
7 State, in consultation with the representative metro-
8 politan planning organization, may designate a pub-
9 lic road within the borders of that area of the State
10 as a critical urban freight corridor.

11 “(3) REQUIREMENTS FOR DESIGNATION.—A
12 designation may be made under paragraphs (1) or
13 (2) if the public road—

14 “(A) is in an urbanized area, regardless of
15 population; and

16 “(B)(i) connects an intermodal facility
17 to—

18 “(I) the primary highway freight net-
19 work;

20 “(II) the Interstate System; or

21 “(III) an intermodal freight facility;

22 “(ii) is located within a corridor of a route
23 on the primary highway freight network and
24 provides an alternative highway option impor-
25 tant to goods movement;

1 “(iii) serves a major freight generator, lo-
2 gistic center, or manufacturing and warehouse
3 industrial land; or

4 “(iv) is important to the movement of
5 freight within the region, as determined by the
6 metropolitan planning organization or the
7 State.

8 “(g) DESIGNATION AND CERTIFICATION.—

9 “(1) DESIGNATION.—States and metropolitan
10 planning organizations may designate corridors
11 under subsections (e) and (f) and submit the des-
12 ignated corridors to the Secretary on a rolling basis.

13 “(2) CERTIFICATION.—Each State or metro-
14 politan planning organization that designates a cor-
15 ridor under subsection (e) or (f) shall certify to the
16 Secretary that the designated corridor meets the re-
17 quirements of the applicable subsection.

18 “(h) NATIONAL FREIGHT STRATEGIC PLAN.—

19 “(1) INITIAL DEVELOPMENT OF NATIONAL
20 FREIGHT STRATEGIC PLAN.—Not later than 3 years
21 after the date of enactment of the DRIVE Act, the
22 Secretary, in consultation with State departments of
23 transportation, metropolitan planning organizations,
24 and other appropriate public and private transpor-
25 tation stakeholders, shall develop and post on the

1 public website of the Department of Transportation
2 a national freight strategic plan that includes—

3 “(A) an assessment of the condition and
4 performance of the national highway freight
5 network;

6 “(B) an identification of highway bottle-
7 necks on the national highway freight network
8 that create significant freight congestion (in-
9 cluding congestion on other nonhighway freight
10 routes) based on a quantitative methodology de-
11 veloped by the Secretary, which shall, at a min-
12 imum, include—

13 “(i) information from the Freight
14 Analysis Framework of the Federal High-
15 way Administration; and

16 “(ii) to the maximum extent prac-
17 ticable, an estimate of the cost of address-
18 ing each bottleneck and any operational
19 improvements that could be implemented;

20 “(C) forecasts of freight volumes, based on
21 the most recent data available, for the 10- and
22 20-year period beginning in the year during
23 which the plan is issued;

24 “(D) an identification of major trade gate-
25 ways and national freight corridors, including

1 nonhighway corridors, that connect major popu-
2 lation centers, trade gateways, and other major
3 freight generators for current and forecasted
4 traffic and freight volumes, the identification of
5 which shall be revised, as appropriate, in subse-
6 quent plans;

7 “(E) an assessment of statutory, regu-
8 latory, technological, institutional, financial,
9 and other barriers to improved freight transpor-
10 tation performance (including opportunities for
11 overcoming the barriers);

12 “(F) an identification of routes providing
13 access to energy exploration, development, in-
14 stallation, or production areas;

15 “(G) best practices for improving the per-
16 formance of the national highway freight net-
17 work;

18 “(H) best practices to mitigate the impacts
19 of freight movement on communities;

20 “(I) a process for addressing multistate
21 projects and encouraging jurisdictions to col-
22 laborate on multistate projects;

23 “(J) identification of locations or areas
24 with high crash rates or congestion involving

1 freight traffic, and strategies to address those
2 issues; and

3 “(K) strategies to improve freight inter-
4 modal connectivity.

5 “(2) UPDATES TO NATIONAL FREIGHT STRA-
6 TEGIC PLAN.—Not later than 5 years after the date
7 of completion of the first national freight strategic
8 plan under paragraph (1) and every 5 years there-
9 after, the Secretary shall update and repost on the
10 public website of the Department of Transportation
11 a revised national freight strategic plan.

12 “(i) HIGHWAY FREIGHT TRANSPORTATION CONDI-
13 TIONS AND PERFORMANCE REPORTS.—Not later than 2
14 years after the date of enactment of the DRIVE Act and
15 biennially thereafter, the Secretary shall prepare and sub-
16 mit to Congress a report that describes the conditions and
17 performance of the national highway freight network in
18 the United States.

19 “(j) TRANSPORTATION INVESTMENT DATA AND
20 PLANNING TOOLS.—

21 “(1) IN GENERAL.—Not later than 1 year after
22 the date of enactment of the DRIVE Act, the Sec-
23 retary shall—

24 “(A) begin development of new tools and
25 improvement of existing tools to support an

1 outcome-oriented, performance-based approach
2 to evaluate proposed freight-related and other
3 transportation projects, including—

4 “(i) methodologies for systematic
5 analysis of benefits and costs on a national
6 and regional basis;

7 “(ii) tools for ensuring that the eval-
8 uation of freight-related and other trans-
9 portation projects could consider safety,
10 economic competitiveness, environmental
11 sustainability, and system condition in the
12 project selection process;

13 “(iii) improved methods for data col-
14 lection and trend analysis;

15 “(iv) encouragement of public-private
16 partnerships to carry out data sharing ac-
17 tivities while maintaining the confiden-
18 tiality of all proprietary data; and

19 “(v) other tools to assist in effective
20 transportation planning;

21 “(B) identify transportation-related model
22 data elements to support a broad range of eval-
23 uation methods and techniques to assist in
24 making transportation investment decisions;
25 and

1 “(C) at a minimum, in consultation with
2 other relevant Federal agencies, consider any
3 improvements to existing freight flow data col-
4 lection efforts that could reduce identified
5 freight data gaps and deficiencies and help im-
6 prove forecasts of freight transportation de-
7 mand.

8 “(2) CONSULTATION.—The Secretary shall con-
9 sult with Federal, State, and other stakeholders to
10 develop, improve, and implement the tools and col-
11 lect the data described in paragraph (1).

12 “(k) USE OF APPORTIONED FUNDS.—

13 “(1) IN GENERAL.—A State shall obligate
14 funds apportioned to the State under section
15 104(b)(5) to improve the movement of freight on the
16 national highway freight network.

17 “(2) FORMULA.—The Secretary shall calculate
18 for each State the proportion that—

19 “(A) the total mileage in the State des-
20 ignated as part of the primary highway freight
21 system; bears to

22 “(B) the total mileage of the primary high-
23 way freight system in all States.

24 “(3) USE OF FUNDS.—

1 “(A) STATES WITH HIGH PRIMARY HIGH-
2 WAY FREIGHT SYSTEM MILEAGE.—If the pro-
3 portion of a State under paragraph (2) is great-
4 er than or equal to 3 percent, the State may ob-
5 ligate funds apportioned to the State under sec-
6 tion 104(b)(5) for projects on—

7 “(i) the primary highway freight sys-
8 tem;

9 “(ii) critical rural freight corridors;
10 and

11 “(iii) critical urban freight corridors.

12 “(B) STATES WITH LOW PRIMARY HIGH-
13 WAY FREIGHT SYSTEM MILEAGE.—If the pro-
14 portion of a State under paragraph (2) is less
15 than 3 percent, the State may obligate funds
16 apportioned to the State under section
17 104(b)(5) for projects on any component of the
18 national highway freight network.

19 “(4) FREIGHT PLANNING.—Notwithstanding
20 any other provision of law, effective beginning 2
21 years after the date of enactment of the DRIVE
22 Act, a State may not obligate funds apportioned to
23 the State under section 104(b)(5) unless the State
24 has—

1 “(A) established a freight advisory com-
2 mittee in accordance with subsection (n); and

3 “(B) developed a freight plan in accord-
4 ance with subsection (o).

5 “(5) ELIGIBILITY.—

6 “(A) IN GENERAL.—Except as provided in
7 this subsection, for a project to be eligible for
8 funding under this section the project shall—

9 “(i) contribute to the efficient move-
10 ment of freight on the national highway
11 freight network; and

12 “(ii) be consistent with a freight in-
13 vestment plan included in a freight plan of
14 the State that is in effect.

15 “(B) OTHER PROJECTS.—A State may ob-
16 ligate not more than 10 percent of the total ap-
17 portionment of the State under section
18 104(b)(5) for projects—

19 “(i) within the boundaries of public
20 and private freight rail, water facilities (in-
21 cluding ports), and intermodal facilities;
22 and

23 “(ii) that provide surface transpor-
24 tation infrastructure necessary to facilitate

1 direct intermodal interchange, transfer,
2 and access into and out of the facility.

3 “(C) ELIGIBLE PROJECTS.—Funds appor-
4 tioned to the State under section 104(b)(5) for
5 the national freight program may be obligated
6 to carry out 1 or more of the following:

7 “(i) Development phase activities, in-
8 cluding planning, feasibility analysis, rev-
9 enue forecasting, environmental review,
10 preliminary engineering and design work,
11 and other preconstruction activities.

12 “(ii) Construction, reconstruction, re-
13 habilitation, acquisition of real property
14 (including land relating to the project and
15 improvements to land), construction con-
16 tingencies, acquisition of equipment, and
17 operational improvements directly relating
18 to improving system performance.

19 “(iii) Intelligent transportation sys-
20 tems and other technology to improve the
21 flow of freight, including intelligent freight
22 transportation systems.

23 “(iv) Efforts to reduce the environ-
24 mental impacts of freight movement.

1 “(v) Environmental and community
2 mitigation of freight movement.

3 “(vi) Railway-highway grade separa-
4 tion.

5 “(vii) Geometric improvements to
6 interchanges and ramps.

7 “(viii) Truck-only lanes.

8 “(ix) Climbing and runaway truck
9 lanes.

10 “(x) Adding or widening of shoulders.

11 “(xi) Truck parking facilities eligible
12 for funding under section 1401 of MAP-
13 21 (23 U.S.C. 137 note; Public Law 112-
14 141).

15 “(xii) Real-time traffic, truck parking,
16 roadway condition, and multimodal trans-
17 portation information systems.

18 “(xiii) Electronic screening and
19 credentialing systems for vehicles, includ-
20 ing weigh-in-motion truck inspection tech-
21 nologies.

22 “(xiv) Traffic signal optimization, in-
23 cluding synchronized and adaptive signals.

24 “(xv) Work zone management and in-
25 formation systems.

1 “(xvi) Highway ramp metering.

2 “(xvii) Electronic cargo and border se-
3 curity technologies that improve truck
4 freight movement.

5 “(xviii) Intelligent transportation sys-
6 tems that would increase truck freight effi-
7 ciencies inside the boundaries of inter-
8 modal facilities.

9 “(xix) Additional road capacity to ad-
10 dress highway freight bottlenecks.

11 “(xx) A highway project, other than a
12 project described in clauses (i) through
13 (xix), to improve the flow of freight on the
14 national highway freight network.

15 “(xxi) Any other surface transpor-
16 tation project to improve the flow of
17 freight into and out of a facility described
18 in subparagraph (B).

19 “(6) OTHER ELIGIBLE COSTS.—In addition to
20 the eligible projects identified in paragraph (5), a
21 State may use funds apportioned under section
22 104(b)(5) for—

23 “(A) carrying out diesel retrofit or alter-
24 native fuel projects under section 149 for class
25 8 vehicles; and

1 “(B) the necessary costs of—

2 “(i) conducting analyses and data col-
3 lection related to the national freight pro-
4 gram;

5 “(ii) developing and updating per-
6 formance targets to carry out this section;
7 and

8 “(iii) reporting to the Secretary to
9 comply with section 150.

10 “(7) APPLICABILITY OF PLANNING REQUIRE-
11 MENTS.—Programming and expenditure of funds for
12 projects under this section shall be consistent with
13 the requirements of sections 134 and 135.

14 “(1) STATE PERFORMANCE TARGETS.—If the Sec-
15 retary determines that a State has not met or made sig-
16 nificant progress toward meeting the performance targets
17 related to freight movement of the State established under
18 section 150(d) by the date that is 2 years after the date
19 of the establishment of the performance targets, until the
20 date on which the Secretary determines that the State has
21 met or has made significant progress towards meeting the
22 performance targets, the State shall submit to the Sec-
23 retary, on a biennial basis, a freight performance improve-
24 ment plan that includes—

1 “(1) an identification of significant freight sys-
2 tem trends, needs, and issues within the State;

3 “(2) a description of the freight policies and
4 strategies that will guide the freight-related trans-
5 portation investments of the State;

6 “(3) an inventory of freight bottlenecks within
7 the State and a description of the ways in which the
8 State is allocating the national freight program
9 funds to improve those bottlenecks; and

10 “(4) a description of the actions the State will
11 undertake to meet the performance targets of the
12 State.

13 “(m) STUDY OF MULTIMODAL PROJECTS.—Not later
14 than 2 years after the date of enactment of the DRIVE
15 Act, the Secretary shall submit to Congress a report that
16 contains—

17 “(1) a study of freight projects identified in
18 State freight plans under subsection (o); and

19 “(2) an evaluation of multimodal freight
20 projects included in the State freight plans, or other-
21 wise identified by States, that are subject to the lim-
22 itation of funding for such projects under this sec-
23 tion.

24 “(n) STATE FREIGHT ADVISORY COMMITTEES.—

1 “(1) IN GENERAL.—Each State shall establish
2 a freight advisory committee consisting of a rep-
3 resentative cross-section of public and private sector
4 freight stakeholders, including representatives of
5 ports, shippers, carriers, freight-related associations,
6 the freight industry workforce, the transportation
7 department of the State, and local governments.

8 “(2) ROLE OF COMMITTEE.—A freight advisory
9 committee of a State described in paragraph (1)
10 shall—

11 “(A) advise the State on freight-related
12 priorities, issues, projects, and funding needs;

13 “(B) serve as a forum for discussion for
14 State transportation decisions affecting freight
15 mobility;

16 “(C) communicate and coordinate regional
17 priorities with other organizations;

18 “(D) promote the sharing of information
19 between the private and public sectors on
20 freight issues; and

21 “(E) participate in the development of the
22 freight plan of the State described in subsection
23 (o).

24 “(o) STATE FREIGHT PLANS.—

1 “(1) IN GENERAL.—Each State shall develop a
2 freight plan that provides a comprehensive plan for
3 the immediate and long-range planning activities
4 and investments of the State with respect to freight.

5 “(2) PLAN CONTENTS.—A freight plan de-
6 scribed in paragraph (1) shall include, at a min-
7 imum—

8 “(A) an identification of significant freight
9 system trends, needs, and issues with respect to
10 the State;

11 “(B) a description of the freight policies,
12 strategies, and performance measures that will
13 guide the freight-related transportation invest-
14 ment decisions of the State;

15 “(C) when applicable, a listing of critical
16 rural and urban freight corridors designated
17 within the State under this section;

18 “(D) a description of how the plan will im-
19 prove the ability of the State to meet the na-
20 tional freight goals established under subsection
21 (b);

22 “(E) evidence of consideration of innova-
23 tive technologies and operational strategies, in-
24 cluding intelligent transportation systems, that

1 improve the safety and efficiency of freight
2 movement;

3 “(F) in the case of routes on which travel
4 by heavy vehicles (including mining, agricul-
5 tural, energy cargo or equipment, and timber
6 vehicles) is projected to substantially deteriorate
7 the condition of roadways, a description of im-
8 provements that may be required to reduce or
9 impede the deterioration;

10 “(G) an inventory of facilities with freight
11 mobility issues, such as truck bottlenecks, with-
12 in the State, and a description of the strategies
13 the State is employing to address those freight
14 mobility issues;

15 “(H) consideration of any significant con-
16 gestion or delay caused by freight movements
17 and any strategies to mitigate that congestion
18 or delay; and

19 “(I) a freight investment plan that, subject
20 to paragraph (3)(B), includes a list of priority
21 projects and describes how funds made avail-
22 able to carry out this section would be invested
23 and matched.

24 “(3) RELATIONSHIP TO LONG-RANGE PLAN.—

1 “(A) INCORPORATION.—A freight plan de-
2 scribed in paragraph (1) may be developed sep-
3 arately from or incorporated into the statewide
4 strategic long-range transportation plan re-
5 quired by section 135.

6 “(B) FISCAL CONSTRAINT.—The freight
7 investment plan component of a freight plan
8 shall include a project, or an identified phase of
9 a project, only if funding for completion of the
10 project can reasonably be anticipated to be
11 available for the project within the time period
12 identified in the freight investment plan.

13 “(4) PLANNING PERIOD.—The freight plan
14 shall address a 10-year forecast period.

15 “(5) UPDATES.—

16 “(A) IN GENERAL.—A State shall update
17 the freight plan not less frequently than once
18 every 5 years.

19 “(B) FREIGHT INVESTMENT PLAN.—A
20 State may update the freight investment plan
21 more frequently than is required under sub-
22 paragraph (A).

23 “(p) INTELLIGENT FREIGHT TRANSPORTATION SYS-
24 TEM.—

1 “(1) DEFINITION OF INTELLIGENT FREIGHT
2 TRANSPORTATION SYSTEM.—In this section, the
3 term ‘intelligent freight transportation system’
4 means—

5 “(A) an innovative or intelligent techno-
6 logical transportation system, infrastructure, or
7 facilities, including electronic roads, driverless
8 trucks, elevated freight transportation facilities,
9 and other intelligent freight transportation sys-
10 tems; and

11 “(B) a communications or information
12 processing system used singly or in combination
13 for dedicated intelligent freight lanes and con-
14 veyances that improve the efficiency, security,
15 or safety of freight on the Federal-aid highway
16 system or that operate to convey freight or im-
17 prove existing freight movements.

18 “(2) LOCATION.—An intelligent freight trans-
19 portation system shall be located—

20 “(A)(i) along existing Federal-aid high-
21 ways; or

22 “(ii) in a manner that connects ports-of-
23 entry to existing Federal-aid highways; and

24 “(B) in proximity to, or within, an existing
25 right-of-way on a Federal-aid highway.

1 “(3) OPERATING STANDARDS.—The Adminis-
 2 trator of the Federal Highway Administration shall
 3 determine the need for establishing operating stand-
 4 ards for intelligent freight transportation systems.”.

5 (b) CONFORMING AMENDMENTS.—

6 (1) The analysis for chapter 1 of title 23,
 7 United States Code, is amended by adding at the
 8 end the following:

“167. National freight program.”.

9 (2) Sections 1116, 1117, and 1118 of MAP-21
 10 (23 U.S.C. 167 note; Public Law 112-141) are re-
 11 pealed.

12 **SEC. 1015. ASSISTANCE FOR MAJOR PROJECTS PROGRAM.**

13 (a) IN GENERAL.—Chapter 1 of title 23, United
 14 States Code, is amended by adding at the end the fol-
 15 lowing:

16 **“§ 171. Assistance for major projects program**

17 “(a) PURPOSE OF PROGRAM.—The purpose of the as-
 18 sistance for major projects program shall be to assist in
 19 funding critical high-cost surface transportation infra-
 20 structure projects that—

21 “(1) are difficult to complete with existing Fed-
 22 eral, State, local, and private funds; and

23 “(2) will achieve 1 or more of—

1 “(A) generation of national or regional
2 economic benefits and an increase in the global
3 economic competitiveness of the United States;

4 “(B) reduction of congestion and the im-
5 pacts of congestion;

6 “(C) improvement of roadways vital to na-
7 tional energy security;

8 “(D) improvement of the efficiency, reli-
9 ability, and affordability of the movement of
10 freight;

11 “(E) improvement of transportation safety;

12 “(F) improvement of existing and des-
13 igned future Interstate System routes; or

14 “(G) improvement of the movement of peo-
15 ple through improving rural connectivity and
16 metropolitan accessibility.

17 “(b) DEFINITIONS.—In this section:

18 “(1) ADMINISTRATOR.—The term ‘Adminis-
19 trator’ means the Administrator of the Federal
20 Highway Administration.

21 “(2) ELIGIBLE APPLICANT.—The term ‘eligible
22 applicant’ means—

23 “(A) a State (or a group of States);

24 “(B) a local government;

1 “(C) a tribal government (or a consortium
2 of tribal governments);

3 “(D) a transit agency;

4 “(E) a special purpose district or a public
5 authority with a transportation function;

6 “(F) a port authority;

7 “(G) a political subdivision of a State or
8 local government;

9 “(H) a Federal land management agency,
10 jointly with the applicable State; or

11 “(I) a multistate or multijurisdictional
12 group of entities described in subparagraphs
13 (A) through (H).

14 “(3) ELIGIBLE PROJECT.—

15 “(A) IN GENERAL.—The term ‘eligible
16 project’ means a surface transportation project,
17 or a program of integrated surface transpor-
18 tation projects closely related in the function
19 the projects perform, that—

20 “(i) is a capital project that is eligible
21 for Federal financial assistance under—

22 “(I) this title; or

23 “(II) chapter 53 of title 49; and

24 “(ii) except as provided in subpara-
25 graph (B), has eligible project costs that

1 are reasonably anticipated to equal or ex-
2 ceed the lesser of—

3 “(I) \$350,000,000; and

4 “(II)(aa) for a project located in
5 a single State, 30 percent of the
6 amount of Federal-aid highway funds
7 apportioned to the State for the most
8 recently completed fiscal year;

9 “(bb) for a project located in a
10 single rural State with a population
11 density of 75 or fewer persons per
12 square mile based on the most recent
13 decennial census, 10 percent of the
14 amount of Federal-aid highway funds
15 apportioned to the State for the most
16 recently completed fiscal year; or

17 “(cc) for a project located in
18 more than 1 State, 75 percent of the
19 amount of Federal-aid highway funds
20 apportioned to the participating State
21 that has the largest apportionment for
22 the most recently completed fiscal
23 year.

24 “(B) FEDERAL LAND TRANSPORTATION
25 FACILITY.—In the case of a Federal land trans-

1 portation facility, the term ‘eligible project’
2 means a Federal land transportation facility
3 that has eligible project costs that are reason-
4 ably anticipated to equal or exceed
5 \$150,000,000.

6 “(4) ELIGIBLE PROJECT COSTS.—The term ‘eli-
7 gible project costs’ means the costs of—

8 “(A) development phase activities, includ-
9 ing planning, feasibility analysis, revenue fore-
10 casting, environmental review, preliminary engi-
11 neering and design work, and other
12 preconstruction activities; and

13 “(B) construction, reconstruction, rehabili-
14 tation, and acquisition of real property (includ-
15 ing land related to the project and improve-
16 ments to land), environmental mitigation, con-
17 struction contingencies, acquisition of equip-
18 ment directly related to improving system per-
19 formance, and operational improvements.

20 “(5) RURAL AREA.—The term ‘rural area’
21 means an area that is outside of an urbanized area
22 with a population greater than 150,000 individuals,
23 as determined by the Bureau of the Census.

24 “(6) RURAL STATE.—The term ‘rural State’
25 means a State that has a population density of 75

1 or fewer persons per square mile, based on the most
2 recent decennial census.

3 “(c) ESTABLISHMENT OF PROGRAM.—The Adminis-
4 trator shall establish a program in accordance with this
5 section to provide grants for projects that will have a sig-
6 nificant impact on a region or the Nation.

7 “(d) SOLICITATIONS AND APPLICATIONS.—

8 “(1) GRANT SOLICITATIONS.—The Adminis-
9 trator shall conduct a transparent and competitive
10 national solicitation process to review eligible
11 projects for funding under this section.

12 “(2) APPLICATIONS.—

13 “(A) IN GENERAL.—An eligible applicant
14 seeking a grant under this section shall submit
15 to the Administrator an application in such
16 form and containing such information as the
17 Administrator determines necessary, including
18 the total amount of the grant requested.

19 “(B) CONTENTS.—Each application sub-
20 mitted under this paragraph shall include data
21 on the most recent system performance and es-
22 timated system improvements that will result
23 from completion of the eligible project, includ-
24 ing projections for improvements 5, 10, and 20
25 years after completion of the project.

1 “(C) RESUBMISSION OF APPLICATIONS.—

2 An eligible applicant whose project is not se-
3 lected under this section may resubmit an appli-
4 cation in a subsequent solicitation.

5 “(e) CRITERIA FOR PROJECT EVALUATION AND SE-
6 LECTION.—

7 “(1) IN GENERAL.—The Administrator may se-
8 lect a project for funding under this section only if
9 the Administrator determines that the project—

10 “(A) is consistent with the national goals
11 described in section 150(b);

12 “(B) will significantly improve the per-
13 formance of the national surface transportation
14 network, nationally or regionally;

15 “(C) is based on the results of preliminary
16 engineering;

17 “(D) is consistent with the long-range
18 statewide transportation plan;

19 “(E) cannot be readily and efficiently com-
20 pleted without Federal financial assistance;

21 “(F) is justified based on the ability of the
22 project to achieve 1 or more of—

23 “(i) generation of national economic
24 benefits that reasonably exceed the costs of
25 the project;

1 “(ii) reduction of long-term conges-
2 tion, including impacts on a national, re-
3 gional, and statewide basis;

4 “(iii) an increase in the speed, reli-
5 ability, and accessibility of the movement
6 of people or freight; or

7 “(iv) improvement of transportation
8 safety, including reducing transportation
9 accident and serious injuries and fatalities;
10 and

11 “(G) is supported by a sufficient amount
12 of non-Federal funding, including evidence of
13 stable and dependable financing to construct,
14 maintain, and operate the infrastructure facil-
15 ity.

16 “(2) ADDITIONAL CONSIDERATIONS.—In evalu-
17 ating a project under this section, in addition to the
18 criteria described in paragraph (1), the Adminis-
19 trator shall consider the extent to which the
20 project—

21 “(A) leverages Federal investment by en-
22 couraging non-Federal contributions to the
23 project, including contributions from public-pri-
24 vate partnerships;

1 “(B) is able to begin construction by the
2 date that is not later than 18 months after the
3 date on which the project is selected;

4 “(C) incorporates innovative project deliv-
5 ery and financing to the maximum extent prac-
6 ticable;

7 “(D) helps maintain or protect the envi-
8 ronment;

9 “(E) improves roadways vital to national
10 energy security;

11 “(F) improves or upgrades designated fu-
12 ture Interstate System routes;

13 “(G) uses innovative technologies, includ-
14 ing intelligent transportation systems, that en-
15 hance the efficiency of the project; and

16 “(H) helps to improve mobility and acces-
17 sibility.

18 “(f) GEOGRAPHIC DISTRIBUTION.—In awarding
19 grants under this section, the Administrator shall take
20 measures to ensure, to the maximum extent practicable—

21 “(1) an equitable geographic distribution of
22 amounts; and

23 “(2) an appropriate balance in addressing the
24 needs of rural and urban communities.

25 “(g) FUNDING REQUIREMENTS.—

1 “(1) IN GENERAL.—Except in the case of
2 projects described in paragraph (2), the amount of
3 a grant under this section shall be at least
4 \$50,000,000.

5 “(2) RURAL PROJECTS.—The amounts made
6 available for a fiscal year under this section for eligi-
7 ble projects located in rural areas or in rural States
8 shall not be—

9 “(A) less than 20 percent of the amount
10 made available for the fiscal year under this
11 section; and

12 “(B) subject to paragraph (1).

13 “(3) LIMITATION OF FUNDS.—Not more than
14 20 percent of the funds made available for a fiscal
15 year to carry out this section shall be allocated for
16 projects eligible under section 167(k)(5)(B) or chap-
17 ter 53 of title 49.

18 “(4) STATE CAP.—

19 “(A) IN GENERAL.—Not more than 20
20 percent of the funds made available for a fiscal
21 year to carry out this section may be awarded
22 to projects in a single State.

23 “(B) EXCEPTION FOR MULTISTATE
24 PROJECTS.—For purposes of the limitation de-
25 scribed in subparagraph (A), funds awarded for

1 a multistate project shall be considered to be
2 distributed evenly to each State.

3 “(5) TIFIA PROGRAM.—On the request of an
4 eligible applicant under this section, the Adminis-
5 trator may use amounts awarded to the entity to
6 pay subsidy and administrative costs necessary to
7 provide the entity Federal credit assistance under
8 chapter 6 with respect to the project for which the
9 grant was awarded.

10 “(h) GRANT REQUIREMENTS.—

11 “(1) APPLICABILITY OF PLANNING REQUIRE-
12 MENTS.—The programming and expenditure of
13 funds for projects under this section shall be con-
14 sistent with the requirements of sections 134 and
15 135.

16 “(2) DETERMINATION OF APPLICABLE MODAL
17 REQUIREMENTS.—If an eligible project that receives
18 a grant under this section has a crossmodal compo-
19 nent, the Administrator—

20 “(A) shall determine the predominant
21 modal component of the project; and

22 “(B) may apply the applicable require-
23 ments of that predominant modal component to
24 the project.

1 “(i) REPORT TO THE ADMINISTRATOR.—For each
2 project funded under this section, the project sponsor shall
3 evaluate system performance and submit to the Adminis-
4 trator a report not later than 5, 10, and 20 years after
5 completion of the project to assess whether the project
6 outcomes have met preconstruction projections.

7 “(j) CONGRESSIONAL APPROVAL.—

8 “(1) SUBMISSION OF APPLICATION.—Each eli-
9 gible applicant shall submit to the Administrator an
10 application in accordance with subsection (d)(2) at
11 such time as the Administrator determines to meet
12 the requirements of paragraph (2).

13 “(2) SUBMISSION TO CONGRESS OF PROPOSED
14 PROJECTS.—

15 “(A) IN GENERAL.—By January 1 of each
16 fiscal year, the Administrator shall submit to
17 the Committee on Environment and Public
18 Works of the Senate and the Committee on
19 Transportation and Infrastructure of the House
20 of Representatives a list of all of the projects
21 that meet the requirements of this section.

22 “(B) LIMITATION.—The list submitted
23 under subparagraph (A) shall include a total re-
24 quested grant amount at least 2 times, but not

1 to exceed 4 times, the authorization level of the
2 program in each fiscal year.

3 “(3) COMMITTEE REVIEW.—Not later than 90
4 days after the date of the receipt of the submission
5 under paragraph (2), each Committee described in
6 subparagraph (A) of that paragraph shall—

7 “(A) select projects and determine the
8 amounts to be awarded to each project, not to
9 exceed the total authorization level of the pro-
10 gram for each fiscal year; and

11 “(B) adopt a resolution making such deter-
12 mination.

13 “(4) CONGRESSIONAL APPROVAL.—Projects
14 shall be awarded on congressional adoption of a joint
15 resolution based on the Committee action under
16 paragraph (3).

17 “(5) ADMINISTRATIVE APPROVAL.—

18 “(A) IN GENERAL.—The Administrator
19 shall award grants to eligible projects in a fiscal
20 year—

21 “(i) if Congress does not adopt a joint
22 resolution under paragraph (4) by the date
23 that is 90 days after the date on which the
24 first Committee adopts a resolution under
25 paragraph (3)(B); or

1 “(ii) if neither Committee acts in ac-
2 cordance with paragraph (3).

3 “(B) TIMING.—The Administrator shall
4 award grants under subparagraph (A) not later
5 than 90 days after the date on which the rel-
6 evant event described in subparagraph (A) oc-
7 curs.

8 “(k) REPORTS.—

9 “(1) IN GENERAL.—The Administrator shall
10 make available on the website of the Federal High-
11 way Administration at the end of each fiscal year an
12 annual report that lists each project for which as-
13 sistance has been provided under this section during
14 that fiscal year.

15 “(2) COMPTROLLER GENERAL.—

16 “(A) ASSESSMENT.—The Comptroller Gen-
17 eral of the United States shall conduct an as-
18 sessment of the establishment, solicitation, se-
19 lection, and justification process with respect to
20 the funding of projects under this section.

21 “(B) REPORT.—Not later than 1 year
22 after the initial awarding of funding under this
23 section, the Comptroller General of the United
24 States shall submit to the Committee on Envi-
25 ronment and Public Works of the Senate and

1 the Committee on Transportation and Infra-
2 structure of the House of Representatives a re-
3 port that describes—

4 “(i) the process by which each project
5 was selected;

6 “(ii) the criteria used for the selection
7 of each project; and

8 “(iii) the justification for the selection
9 of each project based on the criteria de-
10 scribed in subsection (e).”.

11 (b) CONFORMING AMENDMENT.—The analysis for
12 chapter 1 of title 23, United States Code, is amended by
13 adding at the end the following:

“171. Assistance for major projects program.”.

14 **SEC. 1016. TRANSPORTATION ALTERNATIVES.**

15 (a) IN GENERAL.—Section 213 of title 23, United
16 States Code, is amended—

17 (1) by striking subsection (a) and inserting the
18 following:

19 “(a) RESERVATION OF FUNDS.—

20 “(1) IN GENERAL.—On October 1 of each fiscal
21 year, the Secretary shall set aside from the amount
22 determined for a State under section 104(c) an
23 amount determined for the State under paragraphs
24 (2) and (3).

1 “(2) TOTAL AMOUNT.—The total amount set
2 aside for the program under this section shall be
3 \$850,000,000 for each fiscal year.

4 “(3) STATE SHARE.—The Secretary shall dis-
5 tribute among the States the total set-aside amount
6 under paragraph (2) so that each State receives an
7 amount equal to the proportion that—

8 “(A) the amount apportioned to the State
9 for the transportation enhancements program
10 for fiscal year 2009 under section 133(d)(2), as
11 in effect on the day before the date of enact-
12 ment of MAP-21 (Public Law 112-141; 126
13 Stat. 405); bears to

14 “(B) the total amount of funds appor-
15 tioned to all States for that fiscal year for the
16 transportation enhancements program for fiscal
17 year 2009.”;

18 (2) in subsection (c)—

19 (A) in paragraph (1)—

20 (i) in the matter preceding subpara-
21 graph (A), by striking “Of the funds” and
22 all that follows through “shall be obligated
23 under this section” in subparagraph (A)
24 and inserting “Funds reserved in a State
25 under this section shall be obligated”;

- 1 (ii) by striking subparagraph (B);
- 2 (iii) by redesignating clauses (i)
- 3 through (iii) as subparagraphs (A) through
- 4 (C), respectively; and
- 5 (iv) in subparagraph (C) (as so reded-
- 6 igned), by striking “; and” and inserting
- 7 a period;
- 8 (B) in paragraph (2), by striking “para-
- 9 graph (1)(A)(i)” and inserting “paragraph
- 10 (1)(A)”;
- 11 (C) in paragraph (3)(A)—
- 12 (i) by striking “Except as provided in
- 13 paragraph (1)(B), the” and inserting
- 14 “The”; and
- 15 (ii) by striking “paragraph (1)(A)(i)”
- 16 both places it appears and inserting “para-
- 17 graph (1)(A)”;
- 18 (D) in paragraph (4)(B)—
- 19 (i) in clause (vi), by striking “and” at
- 20 the end;
- 21 (ii) by redesignating clause (vii) as
- 22 clause (viii); and
- 23 (iii) by inserting after clause (vi) the
- 24 following:

1 “(vii) a nonprofit entity responsible
2 for the administration of local transpor-
3 tation safety programs; and”;

4 (E) in paragraph (5)—

5 (i) by striking “For funds reserved”
6 and inserting the following:

7 “(A) IN GENERAL.—For funds reserved”;

8 (ii) by striking “paragraph (1)(A)(i)”
9 and inserting “paragraph (1)(A)”;

10 (iii) by adding at the end the fol-
11 lowing:

12 “(B) NO RESTRICTION ON SUBALLOCA-
13 TION.—Nothing in this section prevents a met-
14 ropolitan planning organization from further
15 suballocating funds within the boundaries of the
16 metropolitan planning area if a competitive
17 process is implemented for the award of the
18 suballocated funds.”;

19 (3) by adding at the end the following:

20 “(h) ANNUAL REPORTS.—

21 “(1) IN GENERAL.—Each State or metropolitan
22 planning organization responsible for carrying out
23 the requirements of this section shall submit to the
24 Secretary an annual report that describes—

1 “(A) the number of project applications re-
2 ceived for each fiscal year, including—

3 “(i) the aggregate cost of the projects
4 for which applications are received; and

5 “(ii) the types of project to be carried
6 out (as described in subsection (b)), ex-
7 pressed as percentages of the total appor-
8 tionment of the State under subsection (a);
9 and

10 “(B) the number of projects selected for
11 funding for each fiscal year, including the ag-
12 gregate cost and location of projects selected.

13 “(2) PUBLIC AVAILABILITY.—The Secretary
14 shall make available to the public, in a user-friendly
15 format on the website of the Department, a copy of
16 each annual report submitted under paragraph (1).

17 “(i) EXPEDITING INFRASTRUCTURE PROJECTS.—

18 “(1) IN GENERAL.—Not later than 1 year after
19 the date of enactment of this subsection, the Sec-
20 retary shall develop regulations or guidance relating
21 to the implementation of this section that encour-
22 ages the use of the programmatic approaches to en-
23 vironmental reviews, expedited procurement tech-
24 niques, and other best practices to facilitate produc-
25 tive and timely expenditure for projects that are

1 small, low-impact, and constructed within an exist-
2 ing built environment.

3 “(2) STATE PROCESSES.—The Secretary shall
4 work with State departments of transportation to
5 ensure that any regulation or guidance developed
6 under paragraph (1) is consistently implemented by
7 States and the Federal Highway Administration to
8 avoid unnecessary delays in implementing projects
9 and to ensure the effective use of Federal dollars.”.

10 (b) CONFORMING AMENDMENT.—Section 126 of title
11 23, United States Code, is amended—

12 (1) by striking “SET-ASIDES.—” and all that
13 follows through “Funds that” in paragraph (1) and
14 inserting “SET-ASIDES.—Funds that”; and

15 (2) by striking paragraph (2).

16 **SEC. 1017. CONSOLIDATION OF PROGRAMS.**

17 Section 1519(a) of MAP-21 (Public Law 112-141;
18 126 Stat. 574) is amended in the matter preceding para-
19 graph (1) by striking “fiscal years 2013 and 2014” and
20 inserting “fiscal years 2013 through 2021”.

21 **SEC. 1018. STATE FLEXIBILITY FOR NATIONAL HIGHWAY**
22 **SYSTEM MODIFICATIONS.**

23 (a) NATIONAL HIGHWAY SYSTEM FLEXIBILITY.—
24 Not later than 90 days after the date of enactment of this
25 Act, the Secretary shall issue guidance relating to working

1 with State departments of transportation that request as-
2 sistance from the division offices of the Federal Highway
3 Administration—

4 (1) to review roads classified as principal arte-
5 rials in the State that were added to the National
6 Highway System as of October 1, 2012, so as to
7 comply with section 103 of title 23, United States
8 Code; and

9 (2) to identify any necessary functional classi-
10 fication changes to rural and urban principal arte-
11 rials.

12 (b) ADMINISTRATIVE ACTIONS.—The Secretary shall
13 direct the division offices of the Federal Highway Admin-
14 istration to work with the applicable State department of
15 transportation that requests assistance under this sec-
16 tion—

17 (1) to assist in the review of roads in accord-
18 ance with guidance issued under subsection (a);

19 (2) to expeditiously review and facilitate re-
20 quests from States to reclassify roads classified as
21 principal arterials; and

22 (3) in the case of a State that requests the
23 withdrawal of reclassified roads from the National
24 Highway System under section 103(b)(3) of title 23,
25 United States Code, to carry out that withdrawal if

1 the inclusion of the reclassified road in the National
2 Highway System is not consistent with the needs
3 and priorities of the community or region in which
4 the reclassified road is located.

5 (c) NATIONAL HIGHWAY SYSTEM MODIFICATION
6 REGULATIONS.—The Secretary shall—

7 (1) review the National Highway System modi-
8 fication process described in appendix D of part 470
9 of title 23, Code of Federal Regulations (or suc-
10 cessor regulations); and

11 (2) take any action necessary to ensure that a
12 State may submit to the Secretary a request to mod-
13 ify the National Highway System by withdrawing a
14 road from the National Highway System.

15 (d) REPORT TO CONGRESS.—Not later than 1 year
16 after the date of enactment of this Act, and annually
17 thereafter, the Secretary shall submit to the Committee
18 on Environment and Public Works of the Senate and the
19 Committee on Transportation and Infrastructure of the
20 House of Representatives a report that includes a descrip-
21 tion of—

22 (1) each request for reclassification of National
23 Highway System roads;

24 (2) the status of each request; and

1 (3) if applicable, the justification for the denial
2 by the Secretary of a request.

3 (e) MODIFICATIONS TO THE NATIONAL HIGHWAY
4 SYSTEM.—Section 103(b)(3)(A) of title 23, United States
5 Code, is amended—

6 (1) in the matter preceding clause (i)—

7 (A) by striking “, including any modifica-
8 tion consisting of a connector to a major inter-
9 modal terminal,”; and

10 (B) by inserting “, including any modifica-
11 tion consisting of a connector to a major inter-
12 modal terminal or the withdrawal of a road
13 from that system,” after “the National High-
14 way System”; and

15 (2) in clause (ii)—

16 (A) by striking “(ii) enhances” and insert-
17 ing “(ii)(I) enhances”;

18 (B) by striking the period at the end and
19 inserting “; or”; and

20 (C) by adding at the end the following:

21 “(II) in the case of the withdrawal of
22 a road, is reasonable and appropriate.”.

23 **SEC. 1019. TOLL ROADS, BRIDGES, TUNNELS, AND FERRIES.**

24 Section 129(a) of title 23, United States Code, is
25 amended—

1 (1) in paragraph (1)—

2 (A) in subparagraph (B)—

3 (i) by striking “(other than a highway
4 on the Interstate System)”; and

5 (ii) by inserting “non-HOV” after
6 “toll-free” each place it appears;

7 (B) by striking subparagraph (C); and

8 (C) by redesignating subparagraphs (D)
9 through (I) as subparagraphs (C) through (H),
10 respectively;

11 (2) by striking paragraph (4) and paragraph
12 (6);

13 (3) by redesignating paragraphs (5), (7), (8),
14 (9), and (10) as paragraphs (4), (5), (6), (7), and
15 (9), respectively;

16 (4) in paragraph (4)(B) (as so redesignated),
17 by striking “the Federal-aid system” and inserting
18 “Federal-aid highways”; and

19 (5) by inserting after paragraph (7) (as so re-
20 designated) the following:

21 “(8) EQUAL ACCESS FOR MOTORCOACHES.—A
22 private motorcoach that serves the public shall be
23 provided access to a toll facility under the same
24 rates, terms, and conditions as public transportation
25 buses in the State.”.

1 **SEC. 1020. HOV FACILITIES.**

2 Section 166 of title 23, United States Code, is
3 amended—

4 (1) in subsection (b)—

5 (A) by striking paragraph (4) and insert-
6 ing the following:

7 “(4) HIGH OCCUPANCY TOLL VEHICLES.—

8 “(A) IN GENERAL.—The State agency may
9 allow vehicles not otherwise exempt under this
10 subsection to use the HOV facility if the opera-
11 tors of the vehicles pay a toll charged by the
12 agency for use of the facility and the agency—

13 “(i) establishes a program that ad-
14 dresses how motorists can enroll and par-
15 ticipate in the toll program;

16 “(ii) in the case of a high occupancy
17 vehicle facility that affects a metropolitan
18 area, submits to the Secretary a written
19 statement that the metropolitan planning
20 organization designated under section 134
21 for the area has been consulted concerning
22 the placement and amount of tolls on the
23 converted facility;

24 “(iii) develops, manages, and main-
25 tains a system that will automatically col-
26 lect the toll; and

1 “(iv) establishes policies and proce-
2 dures—

3 “(I) to manage the demand to
4 use the facility by varying the toll
5 amount that is charged;

6 “(II) to enforce violations of the
7 use of the facility; and

8 “(III) to ensure that private
9 motorcoaches that serve the public are
10 provided access to the facility under
11 the same rates, terms, and conditions,
12 as public transportation buses in the
13 State.

14 “(B) EXEMPTION FROM TOLLS.—In lev-
15 ying a toll on a facility under subparagraph
16 (A), a State agency may—

17 “(i) designate classes of vehicles that
18 are exempt from the toll; and

19 “(ii) charge different toll rates for dif-
20 ferent classes of vehicles.”; and

21 (B) in paragraph (5), by striking subpara-
22 graph (A) and inserting the following:

23 “(A) INHERENTLY LOW EMISSION VEHI-
24 CLE.—If a State agency establishes procedures
25 for enforcing the restrictions on the use of a

1 HOV facility by vehicles described in clauses (i)
2 and (ii), the State agency may allow the use of
3 the HOV facility by—

4 “(i) alternative fuel vehicles; and

5 “(ii) any motor vehicle described in
6 section 30D(d)(1) of the Internal Revenue
7 Code of 1986.”;

8 (2) in subsection (c)—

9 (A) in paragraph (1)—

10 (i) by striking “Tolls” and inserting
11 “Notwithstanding section 301, tolls”; and

12 (ii) by striking “notwithstanding sec-
13 tion 301 and, except as provided in para-
14 graphs (2) and (3)”;

15 (B) by striking paragraph (2); and

16 (C) by redesignating paragraph (3) as
17 paragraph (2); and

18 (3) in subsection (d)(1), by striking subpara-
19 graphs (D) and (E) and inserting the following:

20 “(D) MAINTENANCE OF OPERATING PER-
21 FORMANCE.—

22 “(i) SUBMISSION OF PLAN.—Not later
23 than 180 days after the date on which a
24 facility is degraded under paragraph (2),
25 the State agency with jurisdiction over the

1 facility shall submit to the Secretary for
2 approval a plan that details the actions the
3 State agency will take to bring the facility
4 into compliance with the minimum average
5 operating speed performance standard
6 through changes to operation of the facil-
7 ity, including—

8 “(I) increasing the occupancy re-
9 quirement for HOV lanes;

10 “(II) varying the toll charged to
11 vehicles allowed under subsection (b)
12 to reduce demand;

13 “(III) discontinuing allowing
14 non-HOV vehicles to use HOV lanes
15 under subsection (b); or

16 “(IV) increasing the available ca-
17 pacity of the HOV facility.

18 “(ii) NOTICE OF APPROVAL OR DIS-
19 APPROVAL.—Not later than 60 days after
20 the date of receipt of a plan under clause
21 (i), the Secretary shall provide to the State
22 agency a written notice indicating whether
23 the Secretary has approved or disapproved
24 the plan based on a determination of
25 whether the implementation of the plan

1 will bring the HOV facility into compli-
2 ance.

3 “(iii) BIENNIAL PROGRESS UP-
4 DATES.—Until the date on which the Sec-
5 retary determines that the State agency
6 has brought the HOV facility into compli-
7 ance with this subsection, the State agency
8 shall submit biennial updates that de-
9 scribe—

10 “(I) the actions taken to bring
11 the HOV facility into compliance; and

12 “(II) the progress made by those
13 actions.

14 “(E) COMPLIANCE.—The Secretary shall
15 subject the State to appropriate program sanc-
16 tions under section 1.36 of title 23, Code of
17 Federal Regulations (or successor regulations),
18 until the performance is no longer degraded,
19 if—

20 “(i) the State agency fails to submit
21 an approved action plan under subpara-
22 graph (D) to bring a degraded facility into
23 compliance; or

24 “(ii) after the State submits and the
25 Secretary approves an action plan under

1 subparagraph (D), the Secretary deter-
 2 mines that, on a date that is not earlier
 3 than 1 year after the approval of the ac-
 4 tion plan, the State agency is not making
 5 significant progress toward bringing the
 6 HOV facility into compliance with the min-
 7 imum average operating speed performance
 8 standard.”.

9 **SEC. 1021. INTERSTATE SYSTEM RECONSTRUCTION AND**
 10 **REHABILITATION PILOT PROGRAM.**

11 Section 1216(b) of the Transportation Equity Act for
 12 the 21st Century (Public Law 105–178; 112 Stat. 212)
 13 is amended—

14 (1) in paragraph (3)—

15 (A) in subparagraph (A), by striking “the
 16 age, condition, and intensity of use of the facil-
 17 ity” and inserting “an analysis demonstrating
 18 that the facility has a significant age, condition,
 19 or intensity of use to require expedited recon-
 20 struction or rehabilitation”;

21 (B) in subparagraph (D)(iii), by inserting
 22 “, and that demonstrates the capability of that
 23 agency to perform or oversee the building, oper-
 24 ation, and maintenance of a toll expressway

1 system meeting criteria for the Interstate Sys-
2 tem” before the semicolon at the end; and

3 (C) by adding at the end the following:

4 “(E) An analysis showing how the State
5 plan for implementing tolls on the facility takes
6 into account the interests and use of local, re-
7 gional, and interstate travelers.

8 “(F) An explanation of how the State will
9 collect tolls using electronic toll collection, in-
10 cluding at highway speeds, if practicable.

11 “(G) A plan describing the proposed loca-
12 tion for the collection of tolls on the facility, in-
13 cluding any locations in proximity to a State
14 border.

15 “(H) Approved documentation that the
16 project—

17 “(i) has received a categorical exclu-
18 sion, a finding of no significant impact, or
19 a record of decision under the National
20 Environmental Policy Act of 1969 (42
21 U.S.C. 4321 et seq.); and

22 “(ii) complies with the Uniform Relo-
23 cation Assistance and Real Property Ac-
24 quisition Policies Act of 1970 (42 U.S.C.
25 4601 et seq.).”;

- 1 (2) by striking paragraphs (4) and (6);
- 2 (3) by redesignating paragraph (5) as para-
- 3 graph (4);
- 4 (4) in paragraph (4) (as so redesignated)—
- 5 (A) in the matter preceding subparagraph
- 6 (A), by striking “Before the Secretary may per-
- 7 mit” and inserting “As a condition of permit-
- 8 ting”; and
- 9 (B) in subparagraph (A)—
- 10 (i) in the matter preceding clause (i),
- 11 by striking “for—” and inserting “for per-
- 12 missible uses described in section
- 13 129(a)(3) of title 23, United States Code;
- 14 and”; and
- 15 (ii) by striking clauses (i) through
- 16 (iii);
- 17 (5) by inserting after paragraph (4) (as so re-
- 18 designated) the following:
- 19 “(5) APPLICATION PROCESSING PROCEDURE.—
- 20 “(A) IN GENERAL.—Not later than 60
- 21 days after receipt of an application under this
- 22 subsection, the Secretary shall provide to the
- 23 applicant a written notice informing the appli-
- 24 cant whether—

1 “(i) the application is complete and
2 meets all requirements under this sub-
3 section; or

4 “(ii) additional information or mate-
5 rials are needed—

6 “(I) to complete the application;

7 or

8 “(II) to meet the eligibility re-
9 quirements under paragraph (3).

10 “(B) ADDITIONAL INFORMATION OR MATE-
11 RIALS.—

12 “(i) IN GENERAL.—Not later than 60
13 days after receipt of an application, the
14 Secretary shall—

15 “(I) identify any additional infor-
16 mation or materials that are needed
17 under subparagraph (A)(ii); and

18 “(II) provide to the applicant
19 written notice specifying the details of
20 the additional required information or
21 materials.

22 “(ii) AMENDED APPLICATION.—Not
23 later than 60 days after receipt of the ad-
24 ditional information under clause (i), the
25 Secretary shall determine if the amended

1 application is complete and meets all re-
2 quirements under this subsection.

3 “(C) TECHNICAL ASSISTANCE.—On the re-
4 quest of a State, the Secretary shall provide
5 technical assistance to facilitate the develop-
6 ment of a complete application under this para-
7 graph that is likely to satisfy the eligibility cri-
8 teria under paragraph (3).

9 “(D) APPROVAL OF APPLICATION.—On
10 written notice by the Secretary that the applica-
11 tion is complete and meets all requirements of
12 this subsection, the project is considered ap-
13 proved and shall be permitted to participate in
14 the program under this subsection.

15 “(E) LIMITATION ON APPROVED APPLICA-
16 TION.—

17 “(i) IN GENERAL.—For an application
18 received under this subsection on or after
19 the date of enactment of the DRIVE Act
20 for the reconstruction or rehabilitation of a
21 facility, a State shall—

22 “(I) not later than 1 year after
23 the date on which the application is
24 approved, issue a solicitation for a
25 contract to provide for the reconstruc-

1 tion or rehabilitation of the facility;
2 and

3 “(II) not later than 2 years after
4 the date on which the application is
5 approved, execute a contract for the
6 reconstruction or rehabilitation of the
7 facility.

8 “(ii) PRIOR APPLICATIONS.—For an
9 application that received a conditional pro-
10 visional approval under this subsection be-
11 fore the date of enactment of the DRIVE
12 Act, for the reconstruction or rehabilitation
13 of a facility, a State shall—

14 “(I) not later than 1 year after
15 the date of enactment of the DRIVE
16 Act, issue a solicitation for a contract
17 to provide for the reconstruction or
18 rehabilitation of the facility; and

19 “(II) not later than 2 years after
20 the date of enactment of the DRIVE
21 Act, execute a contract for the recon-
22 struction or rehabilitation of the facil-
23 ity.

24 “(iii) CANCELLATION OR EXTEN-
25 SION.—If an applicable deadline under

1 clause (i) or (ii) is not met, the Secretary
2 shall—

3 “(I) cancel the application ap-
4 proval; or

5 “(II) grant an extension of not
6 more than 1 year for the applicable
7 deadline, on the condition that—

8 “(aa) there has been demon-
9 strable progress toward meeting
10 the applicable requirements; and

11 “(bb) the requirements are
12 likely to be met within 1 year.

13 “(6) LIMITATION ON THE USE OF NATIONAL
14 HIGHWAY PERFORMANCE PROGRAM FUNDS.—During
15 the term of the pilot program, funds apportioned for
16 the national highway performance program under
17 section 104(b)(1) of title 23, United States Code,
18 may not be used for a facility for which tolls are
19 being collected under the pilot program unless the
20 funds are used for a maintenance purpose, as de-
21 fined in section 101(a) of title 23, United States
22 Code.”;

23 (6) by redesignating paragraphs (7) and (8) as
24 paragraphs (8) and (9), respectively;

1 (7) by inserting after paragraph (6) the fol-
2 lowing:

3 “(7) WITHDRAWAL.—A State may elect to
4 withdraw participation of the State in the pilot pro-
5 gram at any time.”; and

6 (8) in paragraph (8) (as redesignated by para-
7 graph (6)), by inserting “after the date of enactment
8 of the DRIVE Act” after “10 years”.

9 **SEC. 1022. EMERGENCY RELIEF FOR FEDERALLY OWNED**
10 **ROADS.**

11 (a) ELIGIBILITY.—Section 125(d)(3) of title 23,
12 United States Code, is amended—

13 (1) in subparagraph (A), by striking “or” at
14 the end;

15 (2) in subparagraph (B), by striking the period
16 at the end and inserting “; or”; and

17 (3) by adding at the end the following:

18 “(C) projects eligible for assistance under
19 this section located on tribal transportation fa-
20 cilities, Federal lands transportation facilities,
21 or other federally owned roads that are open to
22 public travel (as defined in subsection (e)(1)).”.

23 (b) DEFINITION.—Section 125(e) of title 23, United
24 States Code, is amended by striking paragraph (1) and
25 inserting the following:

1 “(1) DEFINITIONS.—In this subsection:

2 “(A) OPEN TO PUBLIC TRAVEL.—The term
3 ‘open to public travel’ means, with respect to a
4 road, that, except during scheduled periods, ex-
5 treme weather conditions, or emergencies, the
6 road—

7 “(i) is maintained;

8 “(ii) is open to the general public; and

9 “(iii) can accommodate travel by a
10 standard passenger vehicle, without restric-
11 tive gates or prohibitive signs or regula-
12 tions, other than for general traffic control
13 or restrictions based on size, weight, or
14 class of registration.

15 “(B) STANDARD PASSENGER VEHICLE.—
16 The term ‘standard passenger vehicle’ means a
17 vehicle with 6 inches of clearance from the low-
18 est point of the frame, body, suspension, or dif-
19 ferential to the ground.”.

20 **SEC. 1023. BRIDGES REQUIRING CLOSURE OR LOAD RE-**
21 **STRICTIONS.**

22 Section 144(h) of title 23, United States Code, is
23 amended—

24 (1) by redesignating paragraphs (6) and (7) as
25 paragraphs (7) and (8), respectively;

1 (2) by inserting after paragraph (5) the fol-
2 lowing:

3 “(6) BRIDGES REQUIRING CLOSURE OR LOAD
4 RESTRICTIONS.—

5 “(A) BRIDGES OWNED BY FEDERAL AGEN-
6 CIES OR TRIBAL GOVERNMENTS.—If a Federal
7 agency or tribal government fails to ensure that
8 any highway bridge that is open to public travel
9 and located in the jurisdiction of the Federal
10 agency or tribal government is properly closed
11 or restricted to loads that the bridge can carry
12 safely, the Secretary—

13 “(i) shall, on learning of the need to
14 close or restrict loads on the bridge, re-
15 quire the Federal agency or tribal govern-
16 ment to take action necessary—

17 “(I) to close the bridge within 48
18 hours; or

19 “(II) within 30 days, to restrict
20 public travel on the bridge to loads
21 that the bridge can carry safely; and

22 “(ii) may, if the Federal agency or
23 tribal government fails to take action re-
24 quired under clause (i), withhold all fund-

1 ing authorized under this title for the Fed-
2 eral agency or tribal government.”.

3 “(B) OTHER BRIDGES.—If a State fails to
4 ensure that any highway bridge, other than a
5 bridge described in subparagraph (A), that is
6 open to public travel and is located within the
7 boundaries of the State is properly closed or re-
8 stricted to loads the bridge can carry safely, the
9 Secretary—

10 “(i) shall, on learning of the need to
11 close or restrict loads on the bridge, re-
12 quire the State to take action necessary—

13 “(I) to close the bridge within 48
14 hours; or

15 “(II) within 30 days, to restrict
16 public travel on the bridge to loads
17 that the bridge can carry safely; and

18 “(ii) may, if the State fails to take ac-
19 tion required under clause (i), withhold ap-
20 proval for Federal-aid projects in that
21 State.”; and

22 (3) in paragraph (8) (as redesignated by para-
23 graph (1)), by striking “(6)” and inserting “(7)”.

1 **SEC. 1024. NATIONAL ELECTRIC VEHICLE CHARGING AND**
2 **NATURAL GAS FUELING CORRIDORS.**

3 (a) IN GENERAL.—Chapter 1 of title 23, United
4 States Code, is amended by inserting after section 150 the
5 following:

6 **“§ 151. National electric vehicle charging and natural**
7 **gas fueling corridors**

8 “(a) IN GENERAL.—Not later than 1 year after the
9 date of enactment of the DRIVE Act, the Secretary shall
10 designate national electric vehicle charging and natural
11 gas fueling corridors that identify the near- and long-term
12 need for, and location of, electric vehicle charging infra-
13 structure and natural gas fueling infrastructure at stra-
14 tegic locations along major national highways to improve
15 the mobility of passenger and commercial vehicles that
16 employ electric and natural gas fueling technologies across
17 the United States.

18 “(b) DESIGNATION OF CORRIDORS.—In designating
19 the corridors under subsection (a), the Secretary shall—

20 “(1) solicit nominations from State and local
21 officials for facilities to be included in the corridors;

22 “(2) incorporate existing electric vehicle charg-
23 ing and natural gas fueling corridors designated by
24 a State or group of States; and

1 “(3) consider the demand for, and location of,
2 existing electric vehicle charging and natural gas
3 fueling infrastructure.

4 “(c) STAKEHOLDERS.—In designating corridors
5 under subsection (a), the Secretary shall involve, on a vol-
6 untary basis, stakeholders that include—

7 “(1) the heads of other Federal agencies;

8 “(2) State and local officials;

9 “(3) representatives of—

10 “(A) energy utilities;

11 “(B) the electric and natural gas vehicle
12 industries;

13 “(C) the freight and shipping industry;

14 “(D) clean technology firms;

15 “(E) the hospitality industry;

16 “(F) the restaurant industry; and

17 “(G) highway rest stop vendors; and

18 “(4) such other stakeholders as the Secretary
19 determines to be necessary.

20 “(d) REDESIGNATION.—Not later than 5 years after
21 the date of establishment of the corridors under subsection
22 (a), and every 5 years thereafter, the Secretary shall up-
23 date and redesignate the corridors.

1 “(e) REPORT.—During designation and redesignation
2 of the corridors under this section, the Secretary shall
3 issue a report that—

4 “(1) identifies electric vehicle charging and nat-
5 ural gas fueling infrastructure and standardization
6 needs for electricity providers, natural gas providers,
7 infrastructure providers, vehicle manufacturers, elec-
8 tricity purchasers, and natural gas purchasers; and

9 “(2) establishes an aspirational goal of achiev-
10 ing strategic deployment of electric vehicle charging
11 and natural gas fueling infrastructure in those cor-
12 ridors by the end of fiscal year 2021.”.

13 (b) CONFORMING AMENDMENT.—The analysis of
14 chapter 1 of title 23, United States Code, is amended by
15 striking the item relating to section 151 and inserting the
16 following:

“151. National Electric Vehicle Charging and Natural Gas Fueling Corridors.”.

17 **SEC. 1025. ASSET MANAGEMENT.**

18 (a) Section 119(f)(2) of title 23, United States Code,
19 is amended—

20 (1) in subparagraph (A), by striking “struc-
21 turally deficient” and inserting “being in poor condi-
22 tion”; and

23 (2) in subparagraph (B), by striking “struc-
24 turally deficient” and inserting “being in poor condi-
25 tion”.

1 (b) Section 144 of title 23, United States Code, is
2 amended—

3 (1) in subsection (a)(1)(B), by striking “defi-
4 cient”; and

5 (2) in subsection (b)(5), by striking “each
6 structurally deficient bridge” and inserting “each
7 bridge in poor condition”.

8 (c) Section 202(d) of title 23, United States Code,
9 is amended—

10 (1) in paragraph (1), by striking “deficient”;

11 (2) in paragraph (2)(B), by striking “defi-
12 cient”; and

13 (3) in paragraph (3)—

14 (A) in subparagraph (A), by striking the
15 semicolon at the end and inserting “; and”;

16 (B) in subparagraph (B), by striking “;
17 and” at the end and inserting a period; and

18 (C) by striking subparagraph (C).

19 **SEC. 1026. TRIBAL TRANSPORTATION PROGRAM AMEND-**
20 **MENT.**

21 Section 202 of title 23, United States Code, is
22 amended—

23 (1) in subsection (a)(6), by striking “6 percent”
24 and inserting “5 percent”; and

1 (2) in subsection (d)(2), in the matter pre-
2 ceding subparagraph (A) by striking “2 percent”
3 and inserting “3 percent”.

4 **SEC. 1027. NATIONALLY SIGNIFICANT FEDERAL LANDS AND**
5 **TRIBAL PROJECTS PROGRAM.**

6 (a) **PURPOSE.**—The Secretary shall establish a na-
7 tionally significant Federal lands and tribal projects pro-
8 gram (referred to in this section as the “program”) to pro-
9 vide funding to construct, reconstruct, or rehabilitate na-
10 tionally significant Federal lands and tribal transportation
11 projects.

12 (b) **ELIGIBLE APPLICANTS.**—

13 (1) **IN GENERAL.**—Except as provided in para-
14 graph (2), entities eligible to receive funds under
15 sections 201, 202, 203, and 204 of title 23, United
16 States Code, may apply for funding under the pro-
17 gram.

18 (2) **SPECIAL RULE.**—A State, county, or unit of
19 local government may only apply for funding under
20 the program if sponsored by an eligible Federal land
21 management agency or Indian tribe.

22 (c) **ELIGIBLE PROJECTS.**—An eligible project under
23 the program shall be a single continuous project—

24 (1) on a Federal lands transportation facility, a
25 Federal lands access transportation facility, or a

1 tribal transportation facility (as those terms are de-
2 fined in section 101 of title 23, United States Code),
3 except that such facility is not required to be in-
4 cluded on an inventory described in sections 202 or
5 203 of title 23, United States Code;

6 (2) for which completion of activities required
7 under the National Environmental Policy Act of
8 1969 (42 U.S.C. 4321 et seq.) has been dem-
9 onstrated through—

10 (A) a record of decision with respect to the
11 project;

12 (B) a finding that the project has no sig-
13 nificant impact; or

14 (C) a determination that the project is cat-
15 egorically excluded; and

16 (3) having an estimated cost, based on the re-
17 sults of preliminary engineering, equal to or exceed-
18 ing \$25,000,000, with priority consideration given to
19 projects with an estimated cost equal to or exceeding
20 \$50,000,000.

21 (d) ELIGIBLE ACTIVITIES.—

22 (1) IN GENERAL.—Subject to paragraph (2), an
23 eligible applicant receiving funds under the program
24 may only use the funds for construction, reconstruc-
25 tion, and rehabilitation activities.

1 (2) INELIGIBLE ACTIVITIES.—An eligible appli-
2 cant may not use funds received under the program
3 for activities relating to project design.

4 (e) APPLICATIONS.—Eligible applicants shall submit
5 to the Secretary an application at such time, in such form,
6 and containing such information as the Secretary may re-
7 quire.

8 (f) SELECTION CRITERIA.—In selecting a project to
9 receive funds under the program, the Secretary shall con-
10 sider the extent to which the project—

11 (1) furthers the goals of the Department, in-
12 cluding state of good repair, environmental sustain-
13 ability, economic competitiveness, quality of life, and
14 safety;

15 (2) improves the condition of critical
16 multimodal transportation facilities;

17 (3) needs construction, reconstruction, or reha-
18 bilitation;

19 (4) is included in or eligible for inclusion in the
20 National Register of Historic Places;

21 (5) enhances environmental ecosystems;

22 (6) uses new technologies and innovations that
23 enhance the efficiency of the project;

1 (7) is supported by funds, other than the funds
2 received under the program, to construct, maintain,
3 and operate the facility;

4 (8) spans 2 or more States; and

5 (9) serves land owned by multiple Federal agen-
6 cies or Indian tribes.

7 (g) FEDERAL SHARE.—The Federal share of the cost
8 of a project shall be 95 percent.

9 (h) AUTHORIZATION OF APPROPRIATIONS.—There is
10 authorized to be appropriated to carry out this section
11 \$150,000,000 for each of fiscal years 2016 through 2021,
12 to remain available for a period of 3 fiscal years following
13 the fiscal year for which the amounts were appropriated.

14 **SEC. 1028. FEDERAL LANDS PROGRAMMATIC ACTIVITIES.**

15 Section 201(c) of title 23, United States Code, is
16 amended—

17 (1) in paragraph (6)(A)—

18 (A) by redesignating clauses (i) and (ii) as
19 subclauses (I) and (II), respectively;

20 (B) in the matter preceding subclause (I)
21 (as so redesignated), by striking “The Secre-
22 taries” and inserting the following:

23 “(i) IN GENERAL.—The Secretaries”;

24 (C) by inserting a period after “tribal
25 transportation program”; and

1 (D) by striking “in accordance with” and
2 all that follows through “including—” and in-
3 serting the following:

4 “(ii) REQUIREMENT.—Data collected
5 to implement the tribal transportation pro-
6 gram shall be in accordance with the In-
7 dian Self-Determination and Education
8 Assistance Act (25 U.S.C. 450 et seq.).

9 “(iii) INCLUSIONS.—Data collected
10 under this paragraph includes—”; and

11 (2) by striking paragraph (7) and inserting the
12 following:

13 “(7) COOPERATIVE RESEARCH AND TECH-
14 NOLOGY DEPLOYMENT.—The Secretary may conduct
15 cooperative research and technology deployment in
16 coordination with Federal land management agen-
17 cies, as determined appropriate by the Secretary.

18 “(8) FUNDING.—

19 “(A) IN GENERAL.—To carry out the ac-
20 tivities described in this subsection for Federal
21 lands transportation facilities, Federal lands ac-
22 cess transportation facilities, and other federally
23 owned roads open to public travel (as that term
24 is defined in section 125(e)), the Secretary shall
25 combine and use not greater than 5 percent for

1 each fiscal year of the funds authorized for pro-
2 grams under sections 203 and 204.

3 “(B) OTHER ACTIVITIES.—In addition to
4 the activities described in subparagraph (A),
5 funds described under that subparagraph may
6 be used for—

7 “(i) bridge inspections on any feder-
8 ally owned bridge even if that bridge is not
9 included on the inventory described under
10 section 203; and

11 “(ii) transportation planning activities
12 carried out by Federal land management
13 agencies eligible for funding under this
14 chapter.”.

15 **SEC. 1029. FEDERAL LANDS TRANSPORTATION PROGRAM.**

16 Section 203 of title 23, United States Code, is
17 amended—

18 (1) in subsection (a)(1)—

19 (A) in subparagraph (B), by striking “op-
20 eration” and inserting “capital, operations,”;
21 and

22 (B) in subparagraph (D), by striking “sub-
23 paragraph (A)(iv)” and inserting “subpara-
24 graph (A)(iv)(I)”;

25 (2) in subsection (b)—

- 1 (A) in paragraph (1)(B)—
- 2 (i) in clause (iv), by striking “and” at
- 3 the end;
- 4 (ii) in clause (v), by striking the pe-
- 5 riod at the end and inserting a semicolon;
- 6 and
- 7 (iii) by adding at the end the fol-
- 8 lowing:
- 9 “(vi) the Bureau of Reclamation; and
- 10 “(vii) independent Federal agencies
- 11 with natural resource and land manage-
- 12 ment responsibilities.”; and
- 13 (B) in paragraph (2)(B), in the matter
- 14 preceding clause (i), by inserting “performance
- 15 management, including” after “support”; and
- 16 (3) in subsection (c)(2)(B), by adding at the
- 17 end the following:
- 18 “(vi) The Bureau of Reclamation.”.

19 **Subtitle B—Acceleration of Project**

20 **Delivery**

21 **SEC. 1101. CATEGORICAL EXCLUSION FOR PROJECTS OF**

22 **LIMITED FEDERAL ASSISTANCE.**

23 Section 1317 of MAP–21 (23 U.S.C. 109 note; Public

24 Law 112–141) is amended—

1 (1) in the matter preceding paragraph (1), by
2 striking “Not later than” and inserting the fol-
3 lowing:

4 “(a) IN GENERAL.—Not later than”; and

5 (2) by adding at the end the following:

6 “(b) INFLATIONARY ADJUSTMENT.—The dollar
7 amounts described in subsection (a) shall be adjusted for
8 inflation—

9 “(1) effective October 1, 2015, to reflect
10 changes since July 1, 2012, in the Consumer Price
11 Index for All Urban Consumers published by the
12 Bureau of Labor Statistics of the Department of
13 Labor; and

14 “(2) effective October 1, 2016, and each suc-
15 ceeding October 1, to reflect changes for the pre-
16 ceding 12-month period in the Consumer Price
17 Index for All Urban Consumers published by the
18 Bureau of Labor Statistics of the Department of
19 Labor.”.

20 **SEC. 1102. PROGRAMMATIC AGREEMENT TEMPLATE.**

21 (a) IN GENERAL.—Section 1318 of MAP-21 (23
22 U.S.C. 109 note; Public Law 112-141) is amended by
23 adding at the end the following:

24 “(e) PROGRAMMATIC AGREEMENT TEMPLATE.—

1 “(1) IN GENERAL.—The Secretary shall develop
2 a template programmatic agreement described in
3 subsection (d) that provides for efficient and ade-
4 quate procedures for evaluating Federal actions de-
5 scribed in section 771.117(c) of title 23, Code of
6 Federal Regulations (as in effect on the date of en-
7 actment of this subsection).

8 “(2) USE OF TEMPLATE.—The Secretary—

9 “(A) on receipt of a request from a State,
10 shall use the template programmatic agreement
11 developed under paragraph (1) in carrying out
12 this section; and

13 “(B) on consent of the applicable State,
14 may modify the template as necessary to ad-
15 dress the unique needs and characteristics of
16 the State.

17 “(3) OUTCOME MEASUREMENTS.—The Sec-
18 retary shall establish a method to verify that actions
19 described in section 771.117(c) of title 23, Code of
20 Federal Regulations (as in effect on the date of en-
21 actment of this subsection), are evaluated and docu-
22 mented in a consistent manner by the State that
23 uses the template programmatic agreement under
24 this subsection.”.

1 (b) CATEGORICAL EXCLUSION DETERMINATIONS.—
2 Not later than 30 days after the date of enactment of this
3 Act, the Secretary shall revise section 771.117(g) of title
4 23, Code of Federal Regulations, to allow a programmatic
5 agreement under this section to include responsibility for
6 making categorical exclusion determinations—

7 (1) for actions described in subsections (c) and
8 (d) of section 771.117 of title 23, Code of Federal
9 Regulations; and

10 (2) that meet the criteria for a categorical ex-
11 clusion under section 1508.4 of title 40, Code of
12 Federal Regulations (as in effect on the date of en-
13 actment of this Act), and are identified in the pro-
14 grammatic agreement.

15 **SEC. 1103. AGENCY COORDINATION.**

16 (a) ROLES AND RESPONSIBILITY OF LEAD AGEN-
17 CY.—Section 139(c)(6) of title 23, United States Code,
18 is amended—

19 (1) in subparagraph (A), by striking “and” at
20 the end;

21 (2) in subparagraph (B), by striking the period
22 at the end and inserting “; and”; and

23 (3) by adding at the end the following:

24 “(C) to consider and respond to comments
25 received from participating agencies on matters

1 within the special expertise or jurisdiction of
2 the participating agencies.”.

3 (b) PARTICIPATING AGENCY RESPONSIBILITIES.—
4 Section 139(d) of title 23, United States Code, is amended
5 by adding at the end the following:

6 “(8) PARTICIPATING AGENCY RESPONSIBIL-
7 ITIES.—An agency participating in the collaborative
8 environmental review process under this section
9 shall—

10 “(A) provide comments, responses, studies,
11 or methodologies on those areas within the spe-
12 cial expertise or jurisdiction of the Federal par-
13 ticipating or cooperating agency; and

14 “(B) use the process to address any envi-
15 ronmental issues of concern to the participating
16 or cooperating agency.”.

17 **SEC. 1104. INITIATION OF ENVIRONMENTAL REVIEW PROC-**
18 **ESS.**

19 Section 139 of title 23, United States Code, is
20 amended—

21 (1) in subsection (a), by striking paragraph (6)
22 and inserting the following:

23 “(6) PROJECT.—

24 “(A) IN GENERAL.—The term ‘project’
25 means any highway project, public transpor-

1 tation capital project, or multimodal project
2 that, if implemented as proposed by the project
3 sponsor, would require approval by any oper-
4 ating administration or secretarial office within
5 the Department.

6 “(B) CONSIDERATIONS.—For purposes of
7 this paragraph, the Secretary shall take into ac-
8 count, if known, any sources of Federal funding
9 or financing identified by the project sponsor,
10 including discretionary grant, loan, and loan
11 guarantee programs administered by the De-
12 partment.”;

13 (2) in subsection (e)—

14 (A) in paragraph (1), by inserting “(in-
15 cluding any additional information that the
16 project sponsor considers to be important to ini-
17 tiate the process for the proposed project)”
18 after “location of the proposed project”; and

19 (B) by adding at the end the following:

20 “(3) REVIEW OF APPLICATION.—Not later than
21 45 days after the date on which an application is re-
22 ceived by the Secretary under this subsection, the
23 Secretary shall provide to the project sponsor a writ-
24 ten response that, as applicable—

1 “(A) describes the determination of the
2 Secretary—

3 “(i) to initiate the environmental re-
4 view process, including a timeline and an
5 expected date for the publication in the
6 Federal Register of the relevant notice of
7 intent; or

8 “(ii) to decline the application, includ-
9 ing an explanation of the reasons for that
10 decision; or

11 “(B) requests additional information, and
12 provides to the project sponsor an accounting,
13 regarding what is necessary to initiate the envi-
14 ronmental review process.

15 “(4) REQUEST TO DESIGNATE A LEAD AGEN-
16 CY.—

17 “(A) IN GENERAL.—Any project sponsor
18 may submit a request to the Secretary to des-
19 ignate a specific operating administration or
20 secretarial office within the Department of
21 Transportation to serve as the Federal lead
22 agency for a project.

23 “(B) PROPOSED SCHEDULE.—A request
24 under subparagraph (A) may include a pro-

1 posed schedule for completing the environ-
2 mental review process.

3 “(C) SECRETARIAL ACTION.—

4 “(i) IN GENERAL.—If a request under
5 subparagraph (A) is received, the Sec-
6 retary shall respond to the request not
7 later than 45 days after the date of re-
8 ceipt.

9 “(ii) REQUIREMENTS.—The response
10 shall—

11 “(I) approve the request;

12 “(II) deny the request, with an
13 explanation of the reasons; or

14 “(III) require the submission of
15 additional information.

16 “(iii) ADDITIONAL INFORMATION.—If
17 additional information is submitted in ac-
18 cordance with clause (ii)(III), the Sec-
19 retary shall respond to that submission not
20 later than 45 days after the date of re-
21 ceipt.”; and

22 (3) in subsection (f)(4), by adding at the end
23 the following:

24 “(E) REDUCTION OF DUPLICATION.—

1 “(i) IN GENERAL.—In carrying out
2 this paragraph, the lead agency shall re-
3 duce duplication, to the maximum extent
4 practicable, between—

5 “(I) the evaluation of alternatives
6 under the National Environmental
7 Policy Act of 1969 (42 U.S.C. 4321
8 et seq.); and

9 “(II) the evaluation of alter-
10 natives in the metropolitan transpor-
11 tation planning process under section
12 134 of title 23, United States Code,
13 or an environmental review process
14 carried out under State law (referred
15 to in this subparagraph as a ‘State
16 environmental review process’).

17 “(ii) CONSIDERATION OF ALTER-
18 NATIVES.—The lead agency may eliminate
19 from detailed consideration an alternative
20 proposed in an environmental impact state-
21 ment regarding a project if, as determined
22 by the lead agency—

23 “(I) the alternative was consid-
24 ered in a metropolitan planning proc-
25 ess or a State environmental review

1 process by a metropolitan planning or-
2 ganization or a State or local trans-
3 portation agency, as applicable;

4 “(II) the lead agency provided
5 guidance to the metropolitan planning
6 organization or State or local trans-
7 portation agency, as applicable, re-
8 garding analysis of alternatives in the
9 metropolitan planning process or
10 State environmental review process,
11 including guidance on the require-
12 ments under the National Environ-
13 mental Policy Act of 1969 (42 U.S.C.
14 4321 et seq.) and any other require-
15 ments of Federal law necessary for
16 approval of the project;

17 “(III) the applicable metropolitan
18 planning process or State environ-
19 mental review process included an op-
20 portunity for public review and com-
21 ment;

22 “(IV) the applicable metropolitan
23 planning organization or State or
24 local transportation agency rejected

1 the alternative after considering pub-
2 lic comments;

3 “(V) the Federal lead agency
4 independently reviewed the alternative
5 evaluation approved by the applicable
6 metropolitan planning organization or
7 State or local transportation agency;
8 and

9 “(VI) the Federal lead agency
10 has determined—

11 “(aa) in consultation with
12 Federal participating or cooper-
13 ating agencies, that the alter-
14 native to be eliminated from con-
15 sideration is not necessary for
16 compliance with the National En-
17 vironmental Policy Act of 1969
18 (42 U.S.C. 4321 et seq.); or

19 “(bb) with the concurrence
20 of Federal agencies with jurisdic-
21 tion over a permit or approval re-
22 quired for a project, that the al-
23 ternative to be eliminated from
24 consideration is not necessary for

1 any permit or approval under any
2 other Federal law.”.

3 **SEC. 1105. IMPROVING COLLABORATION FOR ACCELER-**
4 **ATED DECISIONMAKING.**

5 (a) COORDINATION AND SCHEDULING.—Section
6 139(g)(1)(B)(i) of title 23, United States Code, is amend-
7 ed—

8 (1) by striking “The lead agency” and inserting
9 “For a project requiring an environmental impact
10 statement or environmental assessment, the lead
11 agency”; and

12 (2) by striking “may” and inserting “shall”.

13 (b) ISSUE IDENTIFICATION AND RESOLUTION.—Sec-
14 tion 139(h) of title 23, United States Code, is amended—

15 (1) in paragraph (4)(C), by striking “paragraph
16 (5) and” and inserting “paragraph (5)”;

17 (2) in paragraph (5)(A)(ii)(I), by inserting “,
18 including modifications to the project schedule”
19 after “review process”; and

20 (3) in paragraph (6)(B), by striking clause (ii)
21 and inserting the following:

22 “(ii) DESCRIPTION OF DATE.—The
23 date referred to in clause (i) is 1 of the fol-
24 lowing:

1 “(I) The date that is 30 days
2 after the date for rendering a decision
3 as described in the project schedule
4 established pursuant to subsection
5 (g)(1)(B).

6 “(II) If no schedule exists, the
7 later of—

8 “(aa) the date that is 180
9 days after the date on which an
10 application for the permit, license
11 or approval is complete; or

12 “(bb) the date that is 180
13 days after the date on which the
14 Federal lead agency issues a de-
15 cision on the project under the
16 National Environmental Policy
17 Act of 1969 (42 U.S.C. 4321 et
18 seq.).

19 “(III) A modified date consistent
20 with subsection (g)(1)(D).”.

21 **SEC. 1106. ACCELERATED DECISIONMAKING IN ENVIRON-**
22 **MENTAL REVIEWS.**

23 (a) IN GENERAL.—Section 139 of title 23, United
24 States Code, is amended by adding at the end the fol-
25 lowing:

1 “(n) ACCELERATED DECISIONMAKING IN ENVIRON-
2 MENTAL REVIEWS.—

3 “(1) IN GENERAL.—In preparing a final envi-
4 ronmental impact statement under the National En-
5 vironmental Policy Act of 1969 (42 U.S.C. 4321 et
6 seq.), if the lead agency modifies the statement in
7 response to comments that are minor and are con-
8 fined to factual corrections or explanations regarding
9 why the comments do not warrant additional agency
10 response, the lead agency may write on errata sheets
11 attached to the statement instead of rewriting the
12 draft statement, subject to the condition that the er-
13 rata sheets shall—

14 “(A) cite the sources, authorities, or rea-
15 sons that support the position of the lead agen-
16 cy; and

17 “(B) if appropriate, indicate the cir-
18 cumstances that would trigger agency re-
19 appraisal or further response.

20 “(2) INCORPORATION.—To the maximum ex-
21 tent practicable, the lead agency shall expeditiously
22 develop a single document that consists of a final en-
23 vironmental impact statement and a record of deci-
24 sion, unless—

1 “(A) the final environmental impact state-
 2 ment makes substantial changes to the pro-
 3 posed action that are relevant to environmental
 4 or safety concerns; or

5 “(B) there are significant new cir-
 6 cumstances or information that—

7 “(i) are relevant to environmental
 8 concerns; and

9 “(ii) bear on the proposed action or
 10 the impacts of the proposed action.”.

11 (b) REPEAL.—Section 1319 of MAP-21 (42 U.S.C.
 12 4332a) is repealed.

13 **SEC. 1107. IMPROVING TRANSPARENCY IN ENVIRON-**
 14 **MENTAL REVIEWS.**

15 Section 139 of title 23, United States Code (as
 16 amended by section 1106(a)), is amended by adding at
 17 the end the following:

18 “(o) REVIEWS, APPROVALS, AND PERMITTING PLAT-
 19 FORM.—

20 “(1) IN GENERAL.—Not later than 2 years
 21 after the date of enactment of this subsection, the
 22 Secretary shall establish an online platform and, in
 23 coordination with agencies described in paragraph
 24 (2), issue reporting standards to make publicly avail-
 25 able the status of reviews, approvals, and permits re-

1 required for compliance with the National Environ-
 2 mental Policy Act of 1969 (42 U.S.C. 4321 et seq.)
 3 or other applicable Federal laws for projects and ac-
 4 tivities requiring an environmental assessment or an
 5 environmental impact statement.

6 “(2) FEDERAL AGENCY PARTICIPATION.—A
 7 Federal agency of jurisdiction over a review, ap-
 8 proval, or permit described in paragraph (1) shall
 9 provide status information in accordance with the
 10 standards established by the Secretary under para-
 11 graph (1).

12 “(3) STATE RESPONSIBILITIES.—A State that
 13 is assigned and assumes responsibilities under sec-
 14 tion 326 or 327 shall provide applicable status infor-
 15 mation in accordance with standards established by
 16 the Secretary under paragraph (1).”.

17 **SEC. 1108. INTEGRATION OF PLANNING AND ENVIRON-**
 18 **MENTAL REVIEW.**

19 Section 168 of title 23, United States Code, is
 20 amended to read as follows:

21 **“§ 168. Integration of planning and environmental re-**
 22 **view**

23 “(a) DEFINITIONS.—In this section, the following
 24 definitions apply:

1 “(1) ENVIRONMENTAL REVIEW PROCESS.—The
2 term ‘environmental review process’ means the pro-
3 cess for preparing for a project an environmental im-
4 pact statement, environmental assessment, categor-
5 ical exclusion, or other document prepared under the
6 National Environmental Policy Act of 1969 (42
7 U.S.C. 4321 et seq.).

8 “(2) LEAD AGENCY.—The term ‘lead agency’
9 has the meaning given the term in section 139(a).

10 “(3) PLANNING PRODUCT.—The term ‘planning
11 product’ means a decision, analysis, study, or other
12 documented information that is the result of an eval-
13 uation or decisionmaking process carried out by a
14 metropolitan planning organization or a State, as
15 appropriate, during metropolitan or statewide trans-
16 portation planning under section 134 or 135, respec-
17 tively.

18 “(4) PROJECT.—The term ‘project’ has the
19 meaning given the term in section 139(a).

20 “(b) ADOPTION OF PLANNING PRODUCTS FOR USE
21 IN NEPA PROCEEDINGS.—

22 “(1) IN GENERAL.—Subject to subsection (d),
23 the Federal lead agency for a project may adopt and
24 use a planning product in proceedings relating to

1 any class of action in the environmental review proc-
2 ess of the project.

3 “(2) IDENTIFICATION.—If the Federal lead
4 agency makes a determination to adopt and use a
5 planning product, the Federal lead agency shall
6 identify the agencies that participated in the devel-
7 opment of the planning products.

8 “(3) PARTIAL ADOPTION OF PLANNING PROD-
9 UCTS.—The Federal lead agency may—

10 “(A) adopt an entire planning product
11 under paragraph (1); or

12 “(B) select portions of a planning project
13 under paragraph (1) for adoption.

14 “(4) TIMING.—A determination under para-
15 graph (1) with respect to the adoption of a planning
16 product may—

17 “(A) be made at the time the lead agencies
18 decide the appropriate scope of environmental
19 review for the project; or

20 “(B) occur later in the environmental re-
21 view process, as appropriate.

22 “(c) APPLICABILITY.—

23 “(1) PLANNING DECISIONS.—The lead agency
24 in the environmental review process may adopt deci-
25 sions from a planning product, including—

1 “(A) whether tolling, private financial as-
2 sistance, or other special financial measures are
3 necessary to implement the project;

4 “(B) a decision with respect to general
5 travel corridor or modal choice, including a de-
6 cision to implement corridor or subarea study
7 recommendations to advance different modal so-
8 lutions as separate projects with independent
9 utility;

10 “(C) the purpose and the need for the pro-
11 posed action;

12 “(D) preliminary screening of alternatives
13 and elimination of unreasonable alternatives;

14 “(E) a basic description of the environ-
15 mental setting;

16 “(F) a decision with respect to methodolo-
17 gies for analysis; and

18 “(G) an identification of programmatic
19 level mitigation for potential impacts of trans-
20 portation projects, including—

21 “(i) measures to avoid, minimize, and
22 mitigate impacts at a regional or national
23 scale;

24 “(ii) investments in regional eco-
25 system and water resources; and

1 “(iii) a programmatic mitigation plan
2 developed in accordance with section 169.

3 “(2) PLANNING ANALYSES.—The lead agency
4 in the environmental review process may adopt anal-
5 yses from a planning product, including—

6 “(A) travel demands;

7 “(B) regional development and growth;

8 “(C) local land use, growth management,
9 and development;

10 “(D) population and employment;

11 “(E) natural and built environmental con-
12 ditions;

13 “(F) environmental resources and environ-
14 mentally sensitive areas;

15 “(G) potential environmental effects, in-
16 cluding the identification of resources of con-
17 cern and potential indirect and cumulative ef-
18 fects on those resources; and

19 “(H) mitigation needs for a proposed ac-
20 tion, or for programmatic level mitigation, for
21 potential effects that the Federal lead agency
22 determines are most effectively addressed at a
23 regional or national program level.

24 “(d) CONDITIONS.—The lead agency in the environ-
25 mental review process may adopt and use a planning prod-

1 uct under this section if the lead agency determines, with
2 the concurrence of other participating agencies with rel-
3 evant expertise and project sponsors, as appropriate, that
4 the following conditions have been met:

5 “(1) The planning product was developed
6 through a planning process conducted pursuant to
7 applicable Federal law.

8 “(2) The planning product was developed in
9 consultation with appropriate Federal and State re-
10 source agencies and Indian tribes.

11 “(3) The planning process included broad mul-
12 tidisciplinary consideration of systems-level or cor-
13 ridor-wide transportation needs and potential effects,
14 including effects on the human and natural environ-
15 ment.

16 “(4) The planning process included public no-
17 tice that the planning products produced in the plan-
18 ning process may be adopted during a subsequent
19 environmental review process in accordance with this
20 section.

21 “(5) During the environmental review process,
22 the lead agency has—

23 “(A) made the planning documents avail-
24 able for public review and comment;

1 “(B) provided notice of the intention of the
2 lead agency to adopt the planning product; and

3 “(C) considered any resulting comments.

4 “(6) There is no significant new information or
5 new circumstance that has a reasonable likelihood of
6 affecting the continued validity or appropriateness of
7 the planning product.

8 “(7) The planning product has a rational basis
9 and is based on reliable and reasonably current data
10 and reasonable and scientifically acceptable meth-
11 odologies.

12 “(8) The planning product is documented in
13 sufficient detail to support the decision or the re-
14 sults of the analysis and to meet requirements for
15 use of the information in the environmental review
16 process.

17 “(9) The planning product is appropriate for
18 adoption and use in the environmental review proc-
19 ess for the project and is incorporated in accordance
20 with the National Environmental Policy Act of 1969
21 (42 U.S.C. 4321 et seq.) and section 1502.21 of title
22 40, Code of Federal Regulations (as in effect on the
23 date of enactment of the DRIVE Act).

1 “(e) EFFECT OF ADOPTION.—Any planning product
2 adopted by the Federal lead agency in accordance with
3 this section may be—

4 “(1) incorporated directly into an environmental
5 review process document or other environmental doc-
6 ument; and

7 “(2) relied on and used by other Federal agen-
8 cies in carrying out reviews of the project.

9 “(f) RULES OF CONSTRUCTION.—

10 “(1) IN GENERAL.—This section does not make
11 the environmental review process applicable to the
12 transportation planning process conducted under
13 this title and chapter 53 of title 49.

14 “(2) TRANSPORTATION PLANNING ACTIVI-
15 TIES.—Initiation of the environmental review proc-
16 ess as a part of, or concurrently with, transportation
17 planning activities does not subject transportation
18 plans and programs to the environmental review
19 process.

20 “(3) PLANNING PRODUCTS.—This section does
21 not affect the use of planning products in the envi-
22 ronmental review process pursuant to other authori-
23 ties under any other provision of law or restrict the
24 initiation of the environmental review process during
25 planning.”.

1 **SEC. 1109. USE OF PROGRAMMATIC MITIGATION PLANS.**

2 Section 169(f) of title 23, United States Code, is
3 amended—

4 (1) by striking “may use” and inserting “shall
5 consider”; and

6 (2) by inserting “or other Federal environ-
7 mental law” before the period at the end.

8 **SEC. 1110. ADOPTION OF DEPARTMENTAL ENVIRON-
9 MENTAL DOCUMENTS.**

10 (a) IN GENERAL.—Title 49, United States Code, is
11 amended by inserting after section 306 the following:

12 **“§ 307. Adoption of Departmental environmental doc-
13 uments**

14 “(a) IN GENERAL.—An operating administration or
15 secretarial office within the Department may adopt any
16 draft environmental impact statement, final environmental
17 impact statement, environmental assessment, or any other
18 document issued under the National Environmental Policy
19 Act of 1969 (42 U.S.C. 4321 et seq.) by another operating
20 administration or secretarial office within the Depart-
21 ment—

22 “(1) without recirculating the document (except
23 that a final environmental impact statement shall be
24 recirculated prior to adoption); and

25 “(2) if the operating administration or secre-
26 tarial office adopting the document certifies that the

1 project is substantially the same as the project re-
 2 viewed under the document to be adopted.

3 “(b) COOPERATING AGENCY.—An adopting operating
 4 administration or secretarial office that was a cooperating
 5 agency and certifies that the project is substantially the
 6 same as the project reviewed under the document to be
 7 adopted and that the comments and suggestions in the
 8 document have been addressed may adopt a document de-
 9 scribed in subsection (a) without recirculating the docu-
 10 ment.”.

11 (b) CONFORMING AMENDMENT.—The analysis for
 12 chapter 3 of title 49, United States Code, is amended by
 13 striking the item relating to section 307 and inserting the
 14 following:

“Sec. 307. Adoption of Departmental environmental documents.”.

15 **SEC. 1111. TECHNICAL ASSISTANCE FOR STATES.**

16 Section 326 of title 23, United States Code, is
 17 amended—

18 (1) in subsection (c)—

19 (A) by redesignating paragraphs (2)
 20 through (4) as paragraphs (3) through (5), re-
 21 spectively; and

22 (B) by inserting after paragraph (1) the
 23 following:

24 “(2) ASSISTANCE TO STATES.—On request of a
 25 Governor of a State, the Secretary shall provide to

1 the State technical assistance, training, or other
2 support relating to—

3 “(A) assuming responsibility under sub-
4 section (a);

5 “(B) developing a memorandum of under-
6 standing under this subsection; or

7 “(C) addressing a responsibility in need of
8 corrective action under subsection (d)(1)(B).”;
9 and

10 (2) in subsection (d), by striking paragraph (1)
11 and inserting the following:

12 “(1) TERMINATION BY SECRETARY.—The Sec-
13 retary may terminate the participation of any State
14 in the program, if—

15 “(A) the Secretary determines that the
16 State is not adequately carrying out the respon-
17 sibilities assigned to the State;

18 “(B) the Secretary provides to the State—

19 “(i) a notification of the determina-
20 tion of noncompliance;

21 “(ii) a period of not less than 120
22 days to take such corrective action as the
23 Secretary determines to be necessary to
24 comply with the applicable agreement; and

1 “(iii) on request of the Governor of
2 the State, a detailed description of each re-
3 sponsibility in need of corrective action re-
4 garding an inadequacy identified under
5 subparagraph (A); and

6 “(C) the State, after the notification and
7 period described in clauses (i) and (ii) of sub-
8 paragraph (B), fails to take satisfactory correc-
9 tive action, as determined by the Secretary.”.

10 **SEC. 1112. SURFACE TRANSPORTATION PROJECT DELIV-**
11 **ERY PROGRAM.**

12 Section 327(j) of title 23, United States Code, is
13 amended by striking paragraph (1) and inserting the fol-
14 lowing:

15 “(1) **TERMINATION BY SECRETARY.**—The Sec-
16 retary may terminate the participation of any State
17 in the program if—

18 “(A) the Secretary determines that the
19 State is not adequately carrying out the respon-
20 sibilities assigned to the State;

21 “(B) the Secretary provides to the State—

22 “(i) a notification of the determina-
23 tion of noncompliance;

24 “(ii) a period of not less than 120
25 days to take such corrective action as the

1 Secretary determines to be necessary to
2 comply with the applicable agreement; and

3 “(iii) on request of the Governor of
4 the State, a detailed description of each re-
5 sponsibility in need of corrective action re-
6 garding an inadequacy identified under
7 subparagraph (A); and

8 “(C) the State, after the notification and
9 period provided under subparagraph (B), fails
10 to take satisfactory corrective action, as deter-
11 mined by the Secretary.”.

12 **SEC. 1113. CATEGORICAL EXCLUSIONS FOR MULTIMODAL**
13 **PROJECTS.**

14 (a) MULTIMODAL PROJECT DEFINED.—Section
15 139(a) of title 23, United States Code, is amended by
16 striking paragraph (5) and inserting the following:

17 “(5) MULTIMODAL PROJECT.—The term
18 ‘multimodal project’ means a project that requires
19 approval by more than 1 Department of Transpor-
20 tation operating administration or secretarial of-
21 fice.”.

22 (b) APPLICATION OF CATEGORICAL EXCLUSIONS FOR
23 MULTIMODAL PROJECTS.—Section 304 of title 49, United
24 States Code, is amended—

25 (1) in subsection (a)—

1 (A) in paragraph (1), by striking “oper-
2 ating authority that is not the lead authority
3 with respect to a project” and inserting “oper-
4 ating administration or secretarial office that
5 has expertise but is not the lead authority with
6 respect to a proposed multimodal project”; and

7 (B) by striking paragraph (2) and insert-
8 ing the following:

9 “(2) LEAD AUTHORITY.—The term ‘lead au-
10 thority’ means a Department of Transportation op-
11 erating administration or secretarial office that has
12 the lead responsibility for compliance with the Na-
13 tional Environmental Policy Act of 1969 (42 U.S.C.
14 4321 et seq.) for a proposed multimodal project.”;

15 (2) in subsection (b), by striking “under this
16 title” and inserting “by the Secretary of Transpor-
17 tation”;

18 (3) in subsection (c)—

19 (A) in the matter preceding paragraph
20 (1)—

21 (i) by striking “a categorical exclusion
22 designated under the implementing regula-
23 tions or” and inserting “a categorical ex-
24 clusion designated under the National En-
25 vironmental Policy Act of 1969 (42 U.S.C.

1 4321 et seq.) implementing regulations
2 or”; and

3 (ii) by striking “other components of
4 the” and inserting “a proposed
5 multimodal”; and

6 (B) by striking paragraphs (1) through (5)
7 and inserting the following:

8 “(1) the lead authority makes a determination,
9 in consultation with the cooperating authority, on
10 the applicability of a categorical exclusion to a pro-
11 posed multimodal project;

12 “(2) the cooperating authority does not object
13 to the determination of the lead authority of the ap-
14 plicability of a categorical exclusion;

15 “(3) the lead authority determines that the
16 component of the proposed multimodal project to be
17 covered by the categorical exclusion of the cooper-
18 ating authority has independent utility; and

19 “(4) the lead authority determines that—

20 “(A) the proposed multimodal project does
21 not individually or cumulatively have a signifi-
22 cant impact on the environment; and

23 “(B) extraordinary circumstances do not
24 exist that merit additional analysis and docu-
25 mentation in an environmental impact state-

1 ment or environmental assessment required
 2 under the National Environmental Policy Act of
 3 1969 (42 U.S.C. 4321 et seq.).”; and

4 (4) by striking subsection (d) and inserting the
 5 following:

6 “(d) COOPERATIVE AUTHORITY EXPERTISE.—A co-
 7 operating authority shall provide expertise to the lead au-
 8 thority on aspects of the multimodal project in which the
 9 cooperating authority has expertise.”.

10 **SEC. 1114. MODERNIZATION OF THE ENVIRONMENTAL RE-**
 11 **VIEW PROCESS.**

12 (a) IN GENERAL.—Not later than 180 days after the
 13 date of enactment of this Act, the Secretary shall examine
 14 ways to modernize, simplify, and improve the implementa-
 15 tion of the National Environmental Policy Act of 1969 (42
 16 U.S.C. 4231 et seq.) by the Department.

17 (b) INCLUSIONS.—In carrying out subsection (a), the
 18 Secretary shall consider—

19 (1) the use of technology in the process, such
 20 as—

21 (A) searchable databases;

22 (B) geographic information system map-
 23 ping tools;

1 (C) integration of those tools with fiscal
2 management systems to provide more detailed
3 data; and

4 (D) other innovative technologies;

5 (2) ways to prioritize use of programmatic envi-
6 ronmental impact statements;

7 (3) methods to encourage cooperating agencies
8 to present analyses in a concise format; and

9 (4) any other improvements that can be made
10 to modernize process implementation.

11 (c) REPORT.—Not later than 1 year after the date
12 of enactment of this Act, the Secretary shall submit to
13 the Committee on Environment and Public Works of the
14 Senate and the Committee on Transportation and Infra-
15 structure of the House of Representatives a report de-
16 scribing the results of the review carried out under sub-
17 section (a).

18 **SEC. 1115. SERVICE CLUB, CHARITABLE ASSOCIATION, OR**

19 **RELIGIOUS SERVICE SIGNS.**

20 Notwithstanding section 131 of title 23, United
21 States Code, and part 750 of title 23, Code of Federal
22 Regulations (or successor regulations), a State may allow
23 the maintenance of a sign of a service club, charitable as-
24 sociation, or religious service that was erected as of the
25 date of enactment of this Act, the area of which is less

1 than or equal to 32 square feet, if the State notifies the
2 Federal Highway Administration.

3 **SEC. 1116. SATISFACTION OF REQUIREMENTS FOR CER-**
4 **TAIN HISTORIC SITES.**

5 (a) HIGHWAYS.—Section 138 of title 23, United
6 States Code, is amended by adding at the end the fol-
7 lowing:

8 “(c) SATISFACTION OF REQUIREMENTS FOR CER-
9 TAIN HISTORIC SITES.—

10 “(1) IN GENERAL.—The Secretary shall—

11 “(A) ensure that the requirements of this
12 section are consistent with the requirements of
13 the National Environmental Policy Act of 1969
14 (42 U.S.C. 4231 et seq.) and section 306108 of
15 title 54, including implementing regulations;
16 and

17 “(B) not later than 90 days after the date
18 of enactment of this subsection, coordinate with
19 the Secretary of the Interior and the Executive
20 Director of the Advisory Council on Historic
21 Preservation (referred to in this subsection as
22 the ‘Council’) to establish procedures to satisfy
23 the requirements described in subparagraph (A)
24 (including regulations).

25 “(2) AVOIDANCE ALTERNATIVE ANALYSIS.—

1 “(A) IN GENERAL.—If, in an analysis re-
2 quired under the National Environmental Pol-
3 icy Act of 1969 (42 U.S.C. 4231 et seq.), the
4 Secretary determines that there is no feasible or
5 prudent alternative to avoid use of a historic
6 site, the Secretary may—

7 “(i) include the determination of the
8 Secretary in the analysis required under
9 that Act;

10 “(ii) provide a notice of the deter-
11 mination to—

12 “(I) each applicable State his-
13 toric preservation officer and tribal
14 historic preservation officer;

15 “(II) the Council, if the Council
16 is participating in the consultation
17 process under section 306108 of title
18 54; and

19 “(III) the Secretary of the Inte-
20 rior; and

21 “(iii) request from the applicable pres-
22 ervation officer, the Council, and the Sec-
23 retary of the Interior a concurrence that
24 the determination is sufficient to satisfy
25 the requirement of subsection (a)(1).

1 “(B) CONCURRENCE.—If the applicable
2 preservation officer, the Council, and the Sec-
3 retary of the Interior provide a concurrence re-
4 quested under subparagraph (A)(iii)—

5 “(i) no further analysis under sub-
6 section (a)(1) shall be required;

7 “(ii) the Secretary shall include in the
8 record of decision or finding of no signifi-
9 cant impact a notice of a determination
10 and each relevant concurrence to the deter-
11 mination under subparagraph (A); and

12 “(iii) not later than 3 days after the
13 receipt by the Secretary of all concurrences
14 requested under subparagraph (A)(iii), the
15 Secretary shall post on an appropriate
16 Federal website the determination and
17 each relevant concurrence described in
18 clause (ii).

19 “(3) ALIGNING HISTORICAL REVIEWS.—

20 “(A) IN GENERAL.—If the Secretary, the
21 applicable preservation officer, the Council, and
22 the Secretary of the Interior concur that there
23 is no feasible and prudent alternative as de-
24 scribed in paragraph (2), the Secretary may
25 provide to the applicable preservation officer,

1 the Council, and the Secretary of the Interior
2 notice of the intent of the Secretary to satisfy
3 the requirements of subsection (a)(2) through
4 the consultation requirements of section 306108
5 of title 54.

6 “(B) SATISFACTION OF CONDITIONS.—To
7 satisfy the requirements of subsection (a)(2),
8 each individual described in paragraph
9 (2)(A)(ii) shall concur in the treatment of the
10 applicable historic site described in the memo-
11 randum of agreement or programmatic agree-
12 ment developed under section 306108 of title
13 54.”.

14 (b) PUBLIC TRANSPORTATION.—Section 303 of title
15 49, United States Code, is amended—

16 (1) in subsection (c), in the matter preceding
17 paragraph (1), by striking “subsection (d)” and in-
18 serting “subsections (d) and (e)”; and

19 (2) by adding at the end the following:

20 “(e) SATISFACTION OF REQUIREMENTS FOR CER-
21 TAIN HISTORIC SITES.—

22 “(1) IN GENERAL.—The Secretary shall—

23 “(A) ensure that the requirements of this
24 section are consistent with the requirements of
25 the National Environmental Policy Act of 1969

1 (42 U.S.C. 4231 et seq.) and section 306108 of
2 title 54, including implementing regulations;
3 and

4 “(B) not later than 90 days after the date
5 of enactment of this subsection, coordinate with
6 the Secretary of the Interior and the Executive
7 Director of the Advisory Council on Historic
8 Preservation (referred to in this subsection as
9 the ‘Council’) to establish procedures to satisfy
10 the requirements described in subparagraph (A)
11 (including regulations).

12 “(2) AVOIDANCE ALTERNATIVE ANALYSIS.—

13 “(A) IN GENERAL.—If, in an analysis re-
14 quired under the National Environmental Pol-
15 icy Act of 1969 (42 U.S.C. 4231 et seq.), the
16 Secretary determines that there is no feasible or
17 prudent alternative to avoid use of a historic
18 site, the Secretary may—

19 “(i) include the determination of the
20 Secretary in the analysis required under
21 that Act;

22 “(ii) provide a notice of the deter-
23 mination to—

1 “(I) each applicable State his-
2 toric preservation officer and tribal
3 historic preservation officer;

4 “(II) the Council, if the Council
5 is participating in the consultation
6 process under section 306108 of title
7 54; and

8 “(III) the Secretary of the Inte-
9 rior; and

10 “(iii) request from the applicable pres-
11 ervation officer, the Council, and the Sec-
12 retary of the Interior a concurrence that
13 the determination is sufficient to satisfy
14 the requirement of subsection (c)(1).

15 “(B) CONCURRENCE.—If the applicable
16 preservation officer, the Council, and the Sec-
17 retary of the Interior provide a concurrence re-
18 quested under subparagraph (A)(iii)—

19 “(i) no further analysis under sub-
20 section (c)(1) shall be required;

21 “(ii) the Secretary shall include in the
22 record of decision or finding of no signifi-
23 cant impact a notice of a determination
24 and each relevant concurrence to the deter-
25 mination under subparagraph (A); and

1 “(iii) not later than 3 days after the
2 receipt by the Secretary of all concurrences
3 requested under subparagraph (A)(iii), the
4 Secretary shall post on an appropriate
5 Federal website the determination and
6 each relevant concurrence described in
7 clause (ii).

8 “(3) ALIGNING HISTORICAL REVIEWS.—

9 “(A) IN GENERAL.—If the Secretary, the
10 applicable preservation officer, the Council, and
11 the Secretary of the Interior concur that there
12 is no feasible and prudent alternative as de-
13 scribed in paragraph (2), the Secretary may
14 provide to the applicable preservation officer,
15 the Council, and the Secretary of the Interior
16 notice of the intent of the Secretary to satisfy
17 the requirements of subsection (c)(2) through
18 the consultation requirements of section 306108
19 of title 54.

20 “(B) SATISFACTION OF CONDITIONS.—To
21 satisfy the requirements of subsection (c)(2),
22 the applicable preservation officer, the Council,
23 and the Secretary of the Interior shall concur in
24 the treatment of the applicable historic site de-
25 scribed in the memorandum of agreement or

1 programmatic agreement developed under sec-
2 tion 306108 of title 54.”.

3 **SEC. 1117. BRIDGE EXEMPTION FROM CONSIDERATION**
4 **UNDER CERTAIN PROVISIONS.**

5 (a) **PRESERVATION OF PARKLANDS.**—Section 138 of
6 title 23, United States Code, as amended by section 1116,
7 is amended by adding at the end the following:

8 “(d) **BRIDGE EXEMPTION FROM CONSIDERATION.**—
9 A common post-1945 concrete or steel bridge or culvert
10 (as described in 77 Fed. Reg. 68790) that is exempt from
11 individual review under section 306108 of title 54, United
12 States Code, shall be exempt from consideration under
13 this section.”.

14 (b) **POLICY ON LANDS, WILDLIFE AND WATERFOWL**
15 **REFUGES, AND HISTORIC SITES.**—Section 303 of title 49,
16 United States Code, as amended by section 1116, is
17 amended by adding at the end the following:

18 “(f) **BRIDGE EXEMPTION FROM CONSIDERATION.**—
19 A common post-1945 concrete or steel bridge or culvert
20 (as described in 77 Fed. Reg. 68790) that is exempt from
21 individual review under section 306108 of title 54, United
22 States Code, shall be exempt from consideration under
23 this section.”.

1 **SEC. 1118. ELIMINATION OF BARRIERS TO IMPROVE AT-**
2 **RISK BRIDGES.**

3 (a) TEMPORARY AUTHORIZATION.—

4 (1) IN GENERAL.—Notwithstanding any other
5 provision of law, until the Secretary of the Interior
6 takes the action described in subsection (b), the take
7 of nesting swallows to facilitate a construction
8 project on a bridge eligible for funding under title
9 23, United States Code, with any component condi-
10 tion rating of 3 or less (as defined by the National
11 Bridge Inventory General Condition Guidance issued
12 by the Federal Highway Administration) is author-
13 ized under the Migratory Bird Treaty Act (16
14 U.S.C. 703 et seq.) between April 1 and August 31.

15 (2) MEASURES TO MINIMIZE IMPACTS.—

16 (A) NOTIFICATION BEFORE TAKING.—

17 Prior to the taking of nesting swallows author-
18 ized under paragraph (1), any person taking
19 that action shall submit to the Secretary of the
20 Interior a document that contains—

21 (i) the name of the person acting
22 under the authority of paragraph (1) to
23 take nesting swallows;

24 (ii) a list of practicable measures that
25 will be undertaken to minimize or mitigate

1 significant adverse impacts on the popu-
2 lation of that species;

3 (iii) the time period during which ac-
4 tivities will be carried out that will result
5 in the taking of that species; and

6 (iv) an estimate of the number of
7 birds, by species, to be taken in the pro-
8 posed action.

9 (B) NOTIFICATION AFTER TAKING.—Not
10 later than 60 days after the taking of nesting
11 swallows authorized under paragraph (1), any
12 person taking that action shall submit to the
13 Secretary of the Interior a document that con-
14 tains the number of birds, by species, taken in
15 the action.

16 (b) AUTHORIZATION OF TAKE.—

17 (1) IN GENERAL.—The Secretary of the Inte-
18 rior, in consultation with the Secretary, shall pro-
19 mulgate a regulation under the authority of section
20 3 of the Migratory Bird Treaty Act (16 U.S.C. 704)
21 authorizing the take of nesting swallows to facilitate
22 bridge repair, maintenance, or construction—

23 (A) without individual permit require-
24 ments; and

1 (B) under terms and conditions determined
2 to be consistent with treaties relating to migra-
3 tory birds that protect swallow species occur-
4 ring in the United States.

5 (2) TERMINATION.—On the effective date of a
6 final rule under this subsection by the Secretary of
7 the Interior, subsection (a) shall have no force or ef-
8 fect.

9 (c) SUSPENSION OR WITHDRAWAL OF TAKE AU-
10 THORIZATION.—If the Secretary of the Interior, in con-
11 sultation with the Secretary, determines that taking of
12 nesting swallows carried out under the authority provided
13 in subsection (a)(1) is having a significant adverse impact
14 on swallow populations, the Secretary of the Interior may
15 suspend that authority through publication in the Federal
16 Register.

17 **SEC. 1119. AT-RISK PROJECT PREAGREEMENT AUTHORITY.**

18 (a) DEFINITION OF PRELIMINARY ENGINEERING.—
19 In this section, the term “preliminary engineering” means
20 allowable preconstruction project development and engi-
21 neering costs.

22 (b) AT-RISK PROJECT PREAGREEMENT AUTHOR-
23 ITY.—A recipient or subrecipient of Federal-aid funds
24 under title 23, United States Code, may—

1 (1) incur preliminary engineering costs for an
2 eligible project under title 23, United States Code,
3 before receiving project authorization from the
4 State, in the case of a subrecipient, and the Sec-
5 retary to proceed with the project; and

6 (2) request reimbursement of applicable Federal
7 funds after the project authorization is received.

8 (c) ELIGIBILITY.—The Secretary may reimburse pre-
9 liminary engineering costs incurred by a recipient or sub-
10 recipient under subsection (b)—

11 (1) if the costs meet all applicable requirements
12 under title 23, United States Code, at the time the
13 costs are incurred and the Secretary concurs that
14 the requirements have been met;

15 (2) in the case of a project located within a des-
16 ignated nonattainment or maintenance area for air
17 quality, if the conformity requirements of the Clean
18 Air Act (42 U.S.C. 7401 et seq.) have been met; and

19 (3) if the costs would have been allowable if in-
20 curred after the date of the project authorization by
21 the Department.

22 (d) AT-RISK.—A recipient or subrecipient that elects
23 to use the authority provided under this section shall—

24 (1) assume all risk for preliminary engineering
25 costs incurred prior to project authorization; and

1 (2) be responsible for ensuring and dem-
 2 onstrating to the Secretary that all applicable cost
 3 eligibility conditions are met after the authorization
 4 is received.

5 (e) RESTRICTIONS.—Nothing in this section—

6 (1) allows a recipient or subrecipient to use the
 7 authority under this section to advance a project be-
 8 yond preliminary engineering prior to the completion
 9 of the environmental review process;

10 (2) waives the applicability of Federal require-
 11 ments to a project other than the reimbursement of
 12 preliminary engineering costs incurred prior to an
 13 authorization to proceed in accordance with this sec-
 14 tion; or

15 (3) guarantees Federal funding of the project
 16 or the eligibility of the project for future Federal-aid
 17 highway funding.

18 **Subtitle C—Miscellaneous**

19 **SEC. 1201. CREDITS FOR UNTAXED TRANSPORTATION** 20 **FUELS.**

21 (a) DEFINITION OF QUALIFIED REVENUES.—In this
 22 section, the term “qualified revenues” means any
 23 amounts—

24 (1) collected by a State—

1 (A) for the registration of a vehicle that
2 operates solely on a fuel that is not subject to
3 a Federal tax; and

4 (B) not sooner than the second registration
5 period following the purchase of the vehicle; and

6 (2) that do not exceed, for a vehicle described
7 in paragraph (1), an annual amount determined by
8 the Secretary to be equal to the annual amount paid
9 for Federal motor fuels taxes on the fuel used by an
10 average passenger car fueled solely by gasoline.

11 (b) CREDIT.—

12 (1) IN GENERAL.—Subject to paragraph (2), if
13 a State contributes qualified revenues to cover not
14 less than 5 percent of the total cost of a project eli-
15 gible for assistance under this title, the Federal
16 share payable for the project under this section may
17 be increased by an amount that is—

18 (A) equal to the percent of the total cost
19 of the project from contributed qualified reve-
20 nues; but

21 (B) not more than 5 percent of the total
22 cost of the project.

23 (2) EXPIRATION.—The authorization of an in-
24 creased Federal share for a project pursuant to
25 paragraph (1) expires on September 30, 2023.

1 (c) STUDY.—

2 (1) IN GENERAL.—Before the expiration date of
3 the credit under subsection (b)(2), the Secretary, in
4 coordination with other appropriate Federal agen-
5 cies, shall submit to the Committee on Environment
6 and Public Works of the Senate and the Committee
7 on Transportation and Infrastructure of the House
8 of Representatives a report that describes the most
9 efficient and equitable means of taxing motor vehicle
10 fuels not subject to a Federal tax as of the date of
11 submission of the report.

12 (2) REQUIREMENT.—The means described in
13 the report under paragraph (1) shall parallel, as
14 closely as practicable, the structure of other Federal
15 taxes on motor fuels.

16 **SEC. 1202. JUSTIFICATION REPORTS FOR ACCESS POINTS**
17 **ON THE INTERSTATE SYSTEM.**

18 Section 111(e) of title 23, United States Code, is
19 amended by inserting “(including new or modified free-
20 way-to-crossroad interchanges inside a transportation
21 management area)” after “the Interstate System”.

22 **SEC. 1203. EXEMPTIONS.**

23 Section 127 of title 23, United States Code, is
24 amended by adding at the end the following:

1 “(m) NATURAL GAS VEHICLES.—A vehicle, if oper-
2 ated by an engine fueled primarily by natural gas, may
3 exceed any vehicle weight limit (up to a maximum gross
4 vehicle weight of 82,000 pounds) under this section by an
5 amount that is equal to the difference between—

6 “(1) the weight of the vehicle attributable to
7 the natural gas tank and fueling system carried by
8 that vehicle; and

9 “(2) the weight of a comparable diesel tank and
10 fueling system.

11 “(n) EMERGENCY VEHICLES.—

12 “(1) DEFINITION OF EMERGENCY VEHICLE.—
13 In this subsection, the term ‘emergency vehicle’
14 means a vehicle designed to be used under emer-
15 gency conditions—

16 “(A) to transport personnel and equip-
17 ment; and

18 “(B) to support the suppression of fires
19 and mitigation of other hazardous situations.

20 “(2) EMERGENCY VEHICLE WEIGHT LIMIT.—
21 Notwithstanding subsection (a), a State shall not en-
22 force against an emergency vehicle a vehicle weight
23 limit (up to a maximum gross vehicle weight of
24 86,000 pounds) of less than—

1 (1) in subsection (c) (105 Stat. 2032; 119 Stat.
2 1213)—

3 (A) by striking paragraph (13) and insert-
4 ing the following:

5 “(13) Raleigh-Norfolk Corridor from Raleigh,
6 North Carolina, through Rocky Mount, Williamston
7 and Elizabeth City, North Carolina, to Norfolk, Vir-
8 ginia.”;

9 (B) by striking paragraph (68) and insert-
10 ing the following:

11 “(68) The Washoe County Corridor and the
12 Intermountain West Corridor shall generally follow:

13 “(A) in the case of the Washoe County
14 Corridor, along Interstate Route 580/United
15 States Route 95/United States Route 95A, from
16 Reno, Nevada, to Las Vegas, Nevada; and

17 “(B) in the case of the Intermountain
18 West Corridor, from the vicinity of Las Vegas
19 extending north along United States Route 95,
20 terminating at Interstate Route 80.”; and

21 (C) by adding at the end the following:

22 “(81) United States Route 117/Interstate
23 Route 795 from United States Route 70 in Golds-
24 boro, Wayne County, North Carolina, to Interstate

1 Route 40 west of Faison, Sampson County, North
2 Carolina.

3 “(82) United States Route 70 from its intersec-
4 tion with Interstate Route 40 in Garner, Wake
5 County, North Carolina, to the Port at Morehead
6 City, Carteret County, North Carolina.”; and

7 (2) in subsection (e)(5)—

8 (A) in subparagraph (A) (109 Stat. 597;
9 118 Stat. 293; 119 Stat. 1213), in the first
10 sentence—

11 (i) by inserting “subsection (c)(13),”
12 after “subsection (c)(9),”;

13 (ii) by striking “subsections (c)(18)”
14 and all that follows through “(c)(36)” and
15 inserting “subsection (c)(18), subsection
16 (c)(20), subparagraphs (A) and (B)(i) of
17 subsection (c)(26), subsection (c)(36)”;
18 and

19 (iii) by striking “and subsection
20 (c)(57)” and inserting “subsection (c)(57),
21 subsection (c)(68)(B), subsection (c)(81),
22 and subsection (c)(82)”;

23 (B) in subparagraph (C)(i) (109 Stat. 598;
24 126 Stat. 427), by striking the last sentence
25 and inserting “The routes referred to in sub-

1 paragraphs (A) and (B)(i) of subsection (c)(26)
2 and in subsection (c)(68)(B) are designated as
3 Interstate Route I-11.”.

4 **SEC. 1205. REPEAT INTOXICATED DRIVER LAW.**

5 Section 164(a)(4) of title 23, United States Code, is
6 amended in the matter preceding subparagraph (A) by in-
7 serting “or combination of laws” after “means a State
8 law”.

9 **SEC. 1206. VEHICLE-TO-INFRASTRUCTURE EQUIPMENT.**

10 (a) NATIONAL HIGHWAY PERFORMANCE PRO-
11 GRAM.—Section 119(d)(2)(L) of title 23, United States
12 Code, is amended by inserting “, including the installation
13 of vehicle-to-infrastructure communication equipment”
14 after “capital improvements”.

15 (b) SURFACE TRANSPORTATION PROGRAM.—Section
16 133(b)(16) of title 23, United States Code, is amended
17 by inserting “, including the installation of vehicle-to-in-
18 frastructure communication equipment” after “capital im-
19 provements”.

20 **SEC. 1207. DESIGNATED PROJECTS.**

21 (a) DEFINITIONS.—In this section, the following defi-
22 nitions apply:

23 (1) EARMARKED AMOUNT.—The term “ear-
24 marked amount” means—

1 (A) congressionally directed spending, as
2 defined in rule XLIV of the Standing Rules of
3 the Senate, identified in a prior law, report, or
4 joint explanatory statement, that was author-
5 ized to be appropriated or appropriated more
6 than 10 fiscal years prior to the fiscal year in
7 which this Act becomes effective, and adminis-
8 tered by the Administrator of the Federal High-
9 way Administration; and

10 (B) a congressional earmark, as defined in
11 rule XXI of the Rules of the House of Rep-
12 resentatives identified in a prior law, report, or
13 joint explanatory statement, that was author-
14 ized to be appropriated or appropriated more
15 than 10 fiscal years prior to the fiscal year in
16 which this Act becomes effective, and adminis-
17 tered by the Administrator of the Federal High-
18 way Administration.

19 (2) STATE.—The term “State” has the mean-
20 ing given the term in section 101(a) of title 23,
21 United States Code.

22 (3) TERRITORY.—The term “territory” has the
23 meaning given the term in section 165(c) of title 23,
24 United States Code.

1 (b) AUTHORITY.—A State or territory may use any
2 earmarked amount and any associated obligation limita-
3 tion for any project eligible under sections 133(b) or 165
4 of title 23, United States Code, respectively.

5 (c) TERMS.—

6 (1) NOTIFICATION.—The State transportation
7 agency for the State or territory for which the ear-
8 marked amount was originally designated or directed
9 shall—

10 (A) notify the Secretary of the intent of
11 the State transportation agency to use author-
12 ity under this section; and

13 (B) submit to the Secretary a report not
14 later than September 30, 2016, identifying the
15 earmarked amount, and associated obligation
16 limitation, to be used and the projects to which
17 the funding would be applied.

18 (2) PERIOD OF AVAILABILITY.—Notwith-
19 standing the original period of availability of the ear-
20 marked amount and associated obligation limitation,
21 the funds and associated obligation limitation shall
22 remain available for obligation for a period of 3 fis-
23 cal years after the fiscal year in which the Secretary
24 is notified under paragraph (1).

1 (3) FEDERAL SHARE.—The Federal share of
2 the cost of a project carried out with funds made
3 available under this section shall be the same as
4 originally associated with the earmark.

5 (d) LIMITATIONS.—

6 (1) IN GENERAL.—The authority under sub-
7 section (b) may be exercised only—

8 (A) after September 30, 2016; and

9 (B)(i) for those projects or activities that
10 have obligated less than 10 percent of the
11 amount made available for obligation as of the
12 date of enactment of this Act; or

13 (ii) for those projects with unexpended bal-
14 ances of funds for which the earmarked amount
15 that was originally designated or directed has
16 been closed and for which payments have been
17 made under a final voucher.

18 (2) GEOGRAPHIC AREA.—

19 (A) IN GENERAL.—The earmarked amount
20 and associated obligation limitation shall only
21 be applied to projects within the same general
22 geographic area within 50 miles and within the
23 boundaries of the State or territory for which
24 the earmarked amount was originally des-
25 ignated or directed, in consultation with the rel-

1 evant metropolitan planning organization, if ap-
2 plicable.

3 (B) EXCEPTION.—A State or territory
4 may apply the earmarked amount and associ-
5 ated obligation limitation, to a project in any
6 area of the State or territory if the State or ter-
7 ritory certifies that the project for which the
8 earmarked amount was originally designated or
9 directed has been completed and payments have
10 been made under a final voucher.

11 (e) REPORT TO CONGRESS.—Not later than Decem-
12 ber 16, 2016, the Secretary shall submit a consolidated
13 report of the information provided by States and terri-
14 tories under this section to—

15 (1) the Committee on Appropriations of the
16 Senate;

17 (2) the Committee on Appropriations of the
18 House of Representatives;

19 (3) the Committee on Environment and Public
20 Works of the Senate; and

21 (4) the Committee on Transportation and In-
22 frastructure of the House of Representatives.

23 **SEC. 1208. RELINQUISHMENT.**

24 A State transportation agency may relinquish park-
25 and-ride lot facilities or portions of park-and-ride lot facili-

1 ties to a local government agency for highway purposes
2 if authorized to do so under State law.

3 **SEC. 1209. TRANSFER AND SALE OF TOLL CREDITS.**

4 (a) DEFINITIONS.—In this section, the following defi-
5 nitions apply:

6 (1) ELIGIBLE STATE.—The term “eligible
7 State” means a State that—

8 (A) is eligible to use a credit under section
9 120(i) of title 23, United States Code; and

10 (B) has been selected by the Secretary
11 under subsection (d)(2).

12 (2) RECIPIENT STATE.—The term “recipient
13 State” means a State that receives a credit by trans-
14 fer or by sale under this section from an eligible
15 State.

16 (b) ESTABLISHMENT OF PILOT PROGRAM.—Not
17 later than 1 year after the date of the establishment of
18 a nationwide toll credit monitoring and tracking system
19 under subsection (g), the Secretary shall establish and im-
20 plement a toll credit marketplace pilot program in accord-
21 ance with this section.

22 (c) PURPOSES.—The purposes of the pilot program
23 established under subsection (b) are—

24 (1) to identify whether a monetary value can be
25 assigned to toll credits;

1 (2) to identify the discounted rate of toll credits
2 for cash;

3 (3) to determine if the purchase of toll credits
4 by States provides the purchasing State budget flexi-
5 bility to deal with funding issues, including off-sys-
6 tem needs, transit systems with high operating costs,
7 or cash flow issues; and

8 (4) to test the feasibility of expanding the toll
9 credit market to allow all States to participate on a
10 permanent basis.

11 (d) SELECTION OF ELIGIBLE STATES.—

12 (1) APPLICATION TO SECRETARY.—In order to
13 participate in the pilot program established under
14 subsection (b), a State shall submit to the Secretary
15 an application at such time, in such manner, and
16 containing such information as the Secretary may
17 require.

18 (2) SELECTION.—Of the States that submit an
19 application under paragraph (1), the Secretary may
20 select not more than 10 States to be designated as
21 an eligible State.

22 (e) TRANSFER OR SALE OF CREDITS.—

23 (1) IN GENERAL.—In carrying out the pilot
24 program established under subsection (b), the Sec-
25 retary shall provide that an eligible State may trans-

1 fer or sell to a recipient State a credit not used by
2 the eligible State under section 120(i) of title 23,
3 United States Code.

4 (2) USE OF CREDITS BY TRANSFEREE OR PUR-
5 CHASER.—A recipient State may use a credit re-
6 ceived under paragraph (1) toward the non-Federal
7 share requirement for any funds made available to
8 carry out title 23 or chapter 53 of title 49, United
9 States Code.

10 (3) CONDITION ON TRANSFER OR SALE OF
11 CREDITS.—To receive a credit under paragraph (1),
12 a recipient State shall enter into an agreement with
13 the Secretary described in section 120(i) of title 23,
14 United States Code.

15 (f) USE OF PROCEEDS FROM SALE OF CREDITS.—
16 An eligible State shall use the proceeds from the sale of
17 a credit under subsection (e)(1) for any project in the eli-
18 gible State that is eligible under the surface transportation
19 program established under section 133 of title 23, United
20 States Code.

21 (g) TOLL CREDIT MONITORING AND TRACKING.—
22 Not later than 180 days after the enactment of this sec-
23 tion, the Secretary shall establish a nationwide toll credit
24 monitoring and tracking system that functions as a real-
25 time database on the inventory and use of toll credits

1 among all States (as defined in section 101(a) of title 23,
2 United States Code).

3 (h) NOTIFICATION.—Not later than 30 days after the
4 date on which a credit is transferred or sold under sub-
5 section (e)(1), the eligible State shall submit to the Sec-
6 retary in writing a notification of the transfer or sale.

7 (i) REPORTING REQUIREMENTS.—

8 (1) INITIAL REPORT.—Not later than 180 days
9 after the date of establishment of the pilot program
10 under subsection (b), the Secretary shall submit to
11 the Committee on Environment and Public Works of
12 the Senate and the Committee on Transportation
13 and Infrastructure of the House of Representatives
14 a report on the progress of the pilot program.

15 (2) STATE REPORT.—

16 (A) REPORT BY ELIGIBLE STATE.—Not
17 later than 30 days after a purchase or sale
18 under subsection (e)(1), an eligible State shall
19 submit to the Secretary a report that de-
20 scribes—

21 (i) information on the transaction;

22 (ii) the amount of cash received and
23 the value of toll credits sold;

24 (iii) the intended use of the cash; and

1 (iv) an update on the remaining toll
2 credit balance of the State.

3 (B) REPORT BY RECIPIENT STATE.—Not
4 later than 30 days after a purchase or sale
5 under subsection (e)(1), a recipient State shall
6 submit to the Secretary a report that de-
7 scribes—

8 (i) the value of toll credits purchased;

9 (ii) the anticipated use of the toll
10 credits; and

11 (iii) plans for maintaining mainte-
12 nance of effort for spending on Federal-aid
13 highways projects.

14 (3) ANNUAL REPORT.—Not later than 1 year
15 after the date on which the pilot program under sub-
16 section (b) is established and each year thereafter
17 that the pilot program is in effect, the Secretary
18 shall—

19 (A) submit to the Committee on Environ-
20 ment and Public Works of the Senate and the
21 Committee on Transportation and Infrastruc-
22 ture of the House of Representatives a report
23 that—

24 (i) determines whether a toll credit
25 marketplace is viable;

1 (ii) describes the buying and selling
2 activities of the pilot program;

3 (iii) describes the monetary value of
4 toll credits;

5 (iv) determines whether the pilot pro-
6 gram could be expanded to more States or
7 all States; and

8 (v) provides updated information on
9 the toll credit balance accumulated by each
10 State; and

11 (B) make the report described in subpara-
12 graph (A) publicly available on the website of
13 the Department.

14 (j) TERMINATION.—The Secretary may terminate the
15 program established under this section or the participation
16 of any State in the program if the Secretary determines
17 that the program is not serving a public benefit.

18 **SEC. 1210. REGIONAL INFRASTRUCTURE ACCELERATOR**
19 **DEMONSTRATION PROGRAM.**

20 (a) IN GENERAL.—The Secretary shall establish a re-
21 gional infrastructure demonstration program (referred to
22 in this section as the “program”) to assist entities in de-
23 veloping improved infrastructure priorities and financing
24 strategies for the accelerated development of a project that

1 is eligible for funding under the TIFIA program under
2 chapter 6 of title 23, United States Code.

3 (b) DESIGNATION OF REGIONAL INFRASTRUCTURE
4 ACCELERATORS.—In carrying out the program, the Sec-
5 retary may designate regional infrastructure accelerators
6 that will—

- 7 (1) serve a defined geographic area; and
- 8 (2) act as a resource in the geographic area to
9 qualified entities in accordance with this section.

10 (c) APPLICATION.—To be eligible for a designation
11 under subsection (b), a proposed regional infrastructure
12 accelerator shall submit to the Secretary a proposal at
13 such time, in such manner, and containing such informa-
14 tion as the Secretary may require.

15 (d) CRITERIA.—In evaluating a proposal submitted
16 under subsection (c), the Secretary shall consider—

- 17 (1) the need for geographic diversity among re-
18 gional infrastructure accelerators; and

- 19 (2) the ability of the proposal to promote in-
20 vestment in covered infrastructure projects, which
21 shall include a plan—

- 22 (A) to evaluate and promote innovative fi-
23 nancing methods for local projects, including
24 the use of the TIFIA program under chapter 6
25 of title 23, United States Code;

1 (B) to build capacity of State, local, and
2 tribal governments to evaluate and structure
3 projects involving the investment of private cap-
4 ital;

5 (C) to provide technical assistance and in-
6 formation on best practices with respect to fi-
7 nancing the projects;

8 (D) to increase transparency with respect
9 to infrastructure project analysis and using in-
10 novative financing for public infrastructure
11 projects;

12 (E) to deploy predevelopment capital pro-
13 grams designed to facilitate the creation of a
14 pipeline of infrastructure projects available for
15 investment;

16 (F) to bundle smaller-scale and rural
17 projects into larger proposals that may be more
18 attractive for investment; and

19 (G) to reduce transaction costs for public
20 project sponsors.

21 (e) ANNUAL REPORT.—Not less frequently than once
22 each year, the Secretary shall submit to Congress a report
23 that describes the findings and effectiveness of the pro-
24 gram.

1 (f) AUTHORIZATION OF APPROPRIATIONS.—There is
 2 authorized to be appropriated to carry out the program
 3 \$12,000,000, of which the Secretary shall use—

4 (1) \$11,750,000 for initial grants to regional
 5 infrastructure accelerators under subsection (b), to
 6 be expended not later than 270 days after the date
 7 of enactment of this Act; and

8 (2) \$250,000 for administrative costs of car-
 9 rying out the program.

10 **TITLE II—TRANSPORTATION**
 11 **INNOVATION**

12 **Subtitle A—Research**

13 **SEC. 2001. RESEARCH, TECHNOLOGY, AND EDUCATION.**

14 (a) HIGHWAY RESEARCH AND DEVELOPMENT PRO-
 15 GRAM.—Section 503(b)(3) of title 23, United States Code,
 16 is amended—

17 (1) in subparagraph (C)—

18 (A) in clause (xviii), by striking “and” at
 19 the end;

20 (B) in clause (xix), by striking the period
 21 at the end and inserting “; and”; and

22 (C) by adding at the end the following:

23 “(xx) accelerated mobile, highway-
 24 speed, bridge inspection methods that pro-
 25 vide quantitative data-driven decision-

1 making capabilities without requiring lane
2 closures.”; and

3 (2) in subparagraph (D)(i), by inserting “and
4 section 119(e)” after “this subparagraph”.

5 (b) TECHNOLOGY AND INNOVATION DEPLOYMENT
6 PROGRAM.—Section 503(c) of title 23, United States
7 Code, is amended—

8 (1) in paragraph (1), in the matter preceding
9 subparagraph (A), by striking “carry out” and in-
10 serting “establish and implement”;

11 (2) in paragraph (2)—

12 (A) in subparagraph (B), by striking
13 clause (i) and inserting the following:

14 “(i) use not less than 50 percent of
15 the funds authorized to carry out this sub-
16 section to make grants to, and enter into
17 cooperative agreements and contracts with,
18 States, other Federal agencies, institutions
19 of higher education, private sector entities,
20 and nonprofit organizations to carry out
21 demonstration programs that will accel-
22 erate the deployment and adoption of
23 transportation research activities;”;

24 (B) by redesignating subparagraph (C) as
25 subparagraph (D); and

1 (C) by inserting after subparagraph (B)
2 the following:

3 “(C) INNOVATION GRANTS.—

4 “(i) IN GENERAL.—In carrying out
5 the program established under subpara-
6 graph (B)(i), the Secretary shall establish
7 a transparent competitive process in which
8 entities described in subparagraph (B)(i)
9 may submit an application to receive a
10 grant under this subsection.

11 “(ii) PUBLICATION OF APPLICATION
12 PROCESS.—A description of the application
13 process established by the Secretary
14 shall—

15 “(I) be posted on a public
16 website;

17 “(II) identify the information re-
18 quired to be included in the applica-
19 tion; and

20 “(III) identify the criteria by
21 which the Secretary shall select grant
22 recipients.

23 “(iii) SUBMISSION OF APPLICATION.—
24 To receive a grant under this paragraph,
25 an entity described in subparagraph (B)(i)

1 shall submit an application to the Sec-
2 retary.

3 “(iv) SELECTION AND APPROVAL.—
4 The Secretary shall select and approve an
5 application submitted under clause (iii)
6 based on whether the project described in
7 the application meets the goals of the pro-
8 gram described in paragraph (1).”; and

9 (3) in paragraph (3)(C), by striking “each of
10 fiscal years 2013 through 2014” and inserting “each
11 fiscal year”.

12 (c) CONFORMING AMENDMENT.—Section 505(c)(1)
13 of title 23, United States Code, is amended by striking
14 “section 503(c)(2)(C)” and inserting “section 503
15 (c)(2)(D)”.

16 **SEC. 2002. INTELLIGENT TRANSPORTATION SYSTEMS.**

17 (a) INTELLIGENT TRANSPORTATION SYSTEMS DE-
18 PLOYMENT.—Section 513 of title 23, United States Code,
19 is amended by adding at the end the following:

20 “(d) SYSTEM OPERATIONS AND ITS DEPLOYMENT
21 GRANT PROGRAM.—

22 “(1) ESTABLISHMENT.—The Secretary shall es-
23 tablish a competitive grant program to accelerate the
24 deployment, operation, systems management, inter-

1 modal integration, and interoperability of the ITS
2 program and ITS-enabled operational strategies—

3 “(A) to measure and improve the perform-
4 ance of the surface transportation system;

5 “(B) to reduce traffic congestion and the
6 economic and environmental impacts of traffic
7 congestion;

8 “(C) to minimize fatalities and injuries;

9 “(D) to enhance mobility of people and
10 goods;

11 “(E) to improve traveler information and
12 services; and

13 “(F) to optimize existing roadway capacity.

14 “(2) APPLICATION.—To be eligible for a grant
15 under this subsection, an eligible entity shall submit
16 an application to the Secretary that includes—

17 “(A) a plan to deploy and provide for the
18 long-term operation and maintenance of intel-
19 ligent transportation systems to improve safety,
20 efficiency, system performance, and return on
21 investment, such as—

22 “(i) autonomous vehicle, vehicle-to-ve-
23 hicle, and vehicle-to-infrastructure commu-
24 nication technologies;

- 1 “(ii) real-time integrated traffic, tran-
2 sit, and multimodal transportation infor-
3 mation;
- 4 “(iii) advanced traffic, freight, park-
5 ing, and incident management systems;
- 6 “(iv) advanced technologies to improve
7 transit and commercial vehicle operations;
- 8 “(v) synchronized, adaptive, and tran-
9 sit preferential traffic signals;
- 10 “(vi) advanced infrastructure condi-
11 tion assessment technologies; and
- 12 “(vii) other technologies to improve
13 system operations, including ITS applica-
14 tions necessary for multimodal systems in-
15 tegration and for achieving performance
16 goals;
- 17 “(B) quantifiable system performance im-
18 provements, including—
- 19 “(i) reductions in traffic-related
20 crashes, congestion, and costs;
- 21 “(ii) optimization of system efficiency;
22 and
- 23 “(iii) improvement of access to trans-
24 portation services;

1 “(C) quantifiable safety, mobility, and en-
2 vironmental benefit projections, including data-
3 driven estimates of the manner in which the
4 project will improve the efficiency of the trans-
5 portation system and reduce traffic congestion
6 in the region;

7 “(D) a plan for partnering with the private
8 sector, including telecommunications industries
9 and public service utilities, public agencies (in-
10 cluding multimodal and multijurisdictional enti-
11 ties), research institutions, organizations rep-
12 resenting transportation and technology leaders,
13 and other transportation stakeholders;

14 “(E) a plan to leverage and optimize exist-
15 ing local and regional ITS investments; and

16 “(F) a plan to ensure interoperability of
17 deployed technologies with other tolling, traffic
18 management, and intelligent transportation sys-
19 tems.

20 “(3) SELECTION.—

21 “(A) IN GENERAL.—Effective beginning
22 not later than 1 year after the date of enact-
23 ment of the DRIVE Act, the Secretary may
24 provide grants to eligible entities under this
25 subsection.

1 “(B) GEOGRAPHIC DIVERSITY.—In award-
2 ing a grant under this subsection, the Secretary
3 shall ensure, to the maximum extent prac-
4 ticable, that grant recipients represent diverse
5 geographical areas of the United States, includ-
6 ing urban, suburban, and rural areas.

7 “(C) NON-FEDERAL SHARE.—In awarding
8 a grant under the subsection, the Secretary
9 shall give priority to grant recipients that dem-
10 onstrate an ability to contribute a significant
11 non-Federal share to the cost of carrying out
12 the project for which the grant is received.

13 “(4) ELIGIBLE USES.—Projects for which
14 grants awarded under this subsection may be used
15 include—

16 “(A) the deployment of autonomous vehi-
17 cle, vehicle-to-vehicle, and vehicle-to-infrastruc-
18 ture communication technologies;

19 “(B) the establishment and implementa-
20 tion of ITS and ITS-enabled operations strate-
21 gies that improve performance in the areas of—

22 “(i) traffic operations;

23 “(ii) emergency response to surface
24 transportation incidents;

25 “(iii) incident management;

- 1 “(iv) transit and commercial vehicle
2 operations improvements;
- 3 “(v) weather event response manage-
4 ment by State and local authorities;
- 5 “(vi) surface transportation network
6 and facility management;
- 7 “(vii) construction and work zone
8 management;
- 9 “(viii) traffic flow information;
- 10 “(ix) freight management; and
- 11 “(x) congestion management;
- 12 “(C) carrying out activities that support
13 the creation of networks that link metropolitan
14 and rural surface transportation systems into
15 an integrated data network, capable of col-
16 lecting, sharing, and archiving transportation
17 system traffic condition and performance infor-
18 mation;
- 19 “(D) the implementation of intelligent
20 transportation systems and technologies that
21 improve highway safety through information
22 and communications systems linking vehicles,
23 infrastructure, mobile devices, transportation
24 users, and emergency responders;

1 “(E) the provision of services necessary to
2 ensure the efficient operation and management
3 of ITS infrastructure, including costs associated
4 with communications, utilities, rent, hardware,
5 software, labor, administrative costs, training,
6 and technical services;

7 “(F) the provision of support for the estab-
8 lishment and maintenance of institutional rela-
9 tionships between transportation agencies, po-
10 lice, emergency medical services, private emer-
11 gency operators, freight operators, shippers,
12 public service utilities, and telecommunications
13 providers;

14 “(G) carrying out multimodal and cross-ju-
15 risdictional planning and deployment of regional
16 transportation systems operations and manage-
17 ment approaches; and

18 “(H) performing project evaluations to de-
19 termine the costs, benefits, lessons learned, and
20 future deployment strategies associated with the
21 deployment of intelligent transportation sys-
22 tems.

23 “(5) REPORT TO SECRETARY.—For each fiscal
24 year that an eligible entity receives a grant under
25 this subsection, not later than 1 year after receiving

1 the grant, each recipient shall submit to the Sec-
2 retary a report that describes how the project has
3 met the expectations projected in the deployment
4 plan submitted with the application, including infor-
5 mation on—

6 “(A) how the program has helped reduce
7 traffic crashes, congestion, costs, and other ben-
8 efits of the deployed systems;

9 “(B) the effect of measuring and improv-
10 ing transportation system performance through
11 the deployment of advanced technologies;

12 “(C) the effectiveness of providing real-
13 time integrated traffic, transit, and multimodal
14 transportation information to the public that al-
15 lows the public to make informed travel deci-
16 sions; and

17 “(D) lessons learned and recommendations
18 for future deployment strategies to optimize
19 transportation efficiency and multimodal system
20 performance.

21 “(6) REPORT TO CONGRESS.—Not later than 2
22 years after the date on which the first grant is
23 awarded under this subsection and annually there-
24 after for each fiscal year for which grants are
25 awarded under this subsection, the Secretary shall

1 submit to Congress a report that describes the effective-
2 tiveness of the grant recipients in meeting the pro-
3 jected deployment plan goals, including data on how
4 the grant program has—

5 “(A) reduced traffic-related fatalities and
6 injuries;

7 “(B) reduced traffic congestion and im-
8 proved travel-time reliability;

9 “(C) reduced transportation-related emis-
10 sions;

11 “(D) optimized multimodal system per-
12 formance;

13 “(E) improved access to transportation al-
14 ternatives;

15 “(F) provided the public with access to
16 real-time integrated traffic, transit, and
17 multimodal transportation information to make
18 informed travel decisions;

19 “(G) provided cost savings to transpor-
20 tation agencies, businesses, and the traveling
21 public; and

22 “(H) provided other benefits to transpor-
23 tation users and the general public.

24 “(7) ADDITIONAL GRANTS.—If the Secretary
25 determines, based on a report submitted under para-

1 graph (5), that a grant recipient is not complying
2 with the established grant criteria, the Secretary
3 may—

4 “(A) cease payment to the recipient of any
5 remaining grant amounts; and

6 “(B) redistribute any remaining amounts
7 to other eligible entities under this section.

8 “(8) NON-FEDERAL SHARE.—The Federal
9 share of the cost of a project for which a grant is
10 provided under this subsection shall not exceed 50
11 percent of the cost of the project.

12 “(9) FUNDING.—Of the funds made available
13 each fiscal year to carry out the intelligent transpor-
14 tation system program under sections 512 through
15 518, not less than \$30,000,000 shall be used to
16 carry out this subsection.”.

17 (b) INTELLIGENT TRANSPORTATION SYSTEMS GOALS
18 AND PURPOSES.—Section 514(a) of title 23, United
19 States Code, is amended—

20 (1) in paragraph (4), by striking “and” at the
21 end; and

22 (2) by striking paragraph (5) and inserting the
23 following:

1 “(5) improvement of the ability of the United
2 States to respond to security-related or other man-
3 made emergencies and natural disasters; and

4 “(6) enhancement of the freight system of the
5 United States and support to freight policy goals by
6 conducting heavy duty vehicle demonstration activi-
7 ties and accelerating adoption of ITS applications in
8 freight operations.”.

9 (c) ITS ADVISORY COMMITTEE REPORT.—Section
10 515(h)(4) of title 23, United States Code, is amended in
11 the matter preceding subparagraph (A) by striking “Feb-
12 ruary 1 of each year after the date of enactment of the
13 Transportation Research and Innovative Technology Act
14 of 2012” and inserting “May 1 of each year”.

15 **SEC. 2003. FUTURE INTERSTATE STUDY.**

16 (a) FINDINGS.—Congress finds that—

17 (1) a well-developed system of transportation
18 infrastructure is critical to the economic well-being,
19 health, and welfare of the people of the United
20 States;

21 (2) the 47,000-mile national Interstate System
22 is the backbone to that transportation infrastructure
23 system; and

24 (3) as of the date of enactment of this Act—

1 (A) many segments of the approximately
2 60-year-old Interstate System are well beyond
3 the 50-year design life of the System and yet
4 these aging facilities are central to the trans-
5 portation infrastructure system, carrying 25
6 percent of the vehicle traffic of the United
7 States on just 1 percent of the total public
8 roadway mileage;

9 (B) the need for ongoing maintenance,
10 preservation, and reconstruction of the Inter-
11 state System has grown due to increasing and
12 changing travel demands; and

13 (C) simple maintenance of the current con-
14 dition and configuration of the Interstate Sys-
15 tem is insufficient for the System to fully serve
16 the transportation needs of the United States
17 for the next 50 years.

18 (b) FUTURE INTERSTATE SYSTEM STUDY.—Not
19 later than 180 days after the date of enactment of this
20 Act, the Secretary shall enter into an agreement with the
21 Transportation Research Board of the National Acad-
22 emies to conduct a study on the actions needed to upgrade
23 and restore the Dwight D. Eisenhower National System
24 of Interstate and Defense Highways to its role as a pre-
25 mier system network that meets the growing and shifting

1 demands of the 21st century and for the next 50 years
2 (referred to in this section as the “study”).

3 (c) **METHODOLOGIES.**—In conducting the study, the
4 Transportation Research Board shall build on the meth-
5 odologies examined and recommended in the report pre-
6 pared for the American Association of State Highway and
7 Transportation Officials entitled “National Cooperative
8 Highway Research Program Project 20–24(79): Specifica-
9 tions for a National Study of the Future 3R, 4R, and Ca-
10 pacity Needs of the Interstate System” and dated Decem-
11 ber 2013.

12 (d) **RECOMMENDATIONS.**—The study—

13 (1) shall include specific recommendations re-
14 garding the features, standards, capacity needs, ap-
15 plication of technologies, and intergovernmental
16 roles to upgrade the Interstate System, including
17 any revisions to law (including regulations) that the
18 Transportation Research Board determines appro-
19 priate to achieve the goals; and

20 (2) is encouraged to build on the robust institu-
21 tional knowledge in the highway industry in applying
22 the techniques involved in implementing the study.

23 (e) **CONSIDERATIONS.**—In carrying out the study, the
24 Transportation Research Board shall determine the need

1 for reconstruction and improvement of the Interstate Sys-
2 tem by considering—

3 (1) future demands on transportation infra-
4 structure determined for national planning purposes,
5 including commercial and private traffic flows to
6 serve future economic activity and growth;

7 (2) the expected condition of the current Inter-
8 state System over the next 50 years, including long-
9 term deterioration and reconstruction needs;

10 (3) those National Highway System routes that
11 should be added to the existing Interstate System to
12 more efficiently serve national traffic flows;

13 (4) features that would take advantage of tech-
14 nological capabilities to address modern standards of
15 construction, maintenance, and operations, for pur-
16 poses of safety, and system management, taking into
17 further consideration system performance and cost;
18 and

19 (5) the resources necessary to maintain and im-
20 prove the Interstate System, including the resources
21 required to upgrade those National Highway System
22 routes identified in paragraph (3) to Interstate
23 standards.

24 (f) CONSULTATION.—In carrying out the study, the
25 Transportation Research Board—

1 (1) shall convene and consult with a panel of
2 national experts including current and future own-
3 ers, operators, and users of the Interstate System
4 and private sector stakeholders; and

5 (2) is encouraged to consult with—

6 (A) the Federal Highway Administration;

7 (B) States;

8 (C) planning agencies at the metropolitan,
9 State, and regional levels;

10 (D) the motor carrier industry;

11 (E) freight shippers;

12 (F) highway safety groups; and

13 (G) other appropriate entities.

14 (g) REPORT.—Not later than 3 years after the date
15 of enactment of this Act, the Transportation Research
16 Board shall submit to the Secretary, the Committee on
17 Environment and Public Works of the Senate, and the
18 Committee on Transportation and Infrastructure of the
19 House of Representatives a report on the results of the
20 study conducted under this section.

21 (h) FUNDING.—From amounts authorized to carry
22 out the Highway Research and Development Program, the
23 Secretary shall use up to \$5,000,000 for fiscal year 2016
24 to carry out this section.

1 **SEC. 2004. RESEARCHING SURFACE TRANSPORTATION SYS-**
2 **TEM FUNDING ALTERNATIVES.**

3 (a) IN GENERAL.—The Secretary shall promote the
4 research of user-based alternative revenue mechanisms
5 that preserve a user fee structure to maintain the long-
6 term solvency of the Highway Trust Fund.

7 (b) OBJECTIVES.—The objectives of the research de-
8 scribed in subsection (a) shall be—

9 (1) to study uncertainties relating to the design,
10 acceptance, and implementation of 2 or more future
11 user-based alternative revenue mechanisms;

12 (2) to define the functionality of those user-
13 based alternative revenue mechanisms;

14 (3) to conduct or promote research activities to
15 demonstrate and test those user-based alternative
16 revenue mechanisms, including by conducting field
17 trials, by partnering with individual States, groups
18 of States, or other appropriate entities to conduct
19 the research activities;

20 (4) to conduct outreach to increase public
21 awareness regarding the need for alternative funding
22 sources for surface transportation programs and
23 provide information on possible approaches;

24 (5) to provide recommendations regarding
25 adoption and implementation of those user-based al-
26 ternative revenue mechanisms; and

1 (6) to minimize the administrative cost of any
2 potential user-based alternative revenue mechanisms.

3 (c) GRANTS.—The Secretary shall provide grants to
4 individual States, groups of States, or other appropriate
5 entities to conduct research that addresses—

6 (1) the implementation, interoperability, public
7 acceptance, and other potential hurdles to the adop-
8 tion of a user-based alternative revenue mechanism;

9 (2) the protection of personal privacy;

10 (3) the use of independent and private third-
11 party vendors to collect fees and operate the user-
12 based alternative revenue mechanism;

13 (4) equity concerns, including the impacts of
14 the user-based alternative revenue mechanism on
15 differing income groups, various geographic areas,
16 and the relative burdens on rural and urban drivers;

17 (5) ease of compliance for different users of the
18 transportation system;

19 (6) the reliability and security of technology
20 used to implement the user-based alternative rev-
21 enue mechanism;

22 (7) the flexibility and choices of user-based al-
23 ternative revenue mechanisms, including the ability
24 of users to select from various technology and pay-
25 ment options;

1 (8) the cost of administering the user-based al-
2 ternative revenue mechanism; and

3 (9) the ability of the administering entity to
4 audit and enforce user compliance.

5 (d) ADVISORY COUNCIL.—

6 (1) IN GENERAL.—Not later than 1 year after
7 the date of enactment of this Act, the Secretary, in
8 consultation with the Secretary of the Treasury,
9 shall establish and lead a Surface Transportation
10 Revenue Alternatives Advisory Council (referred to
11 in this subsection as the “Council”) to inform the
12 selection and evaluation of user-based alternative
13 revenue mechanisms.

14 (2) MEMBERSHIP.—

15 (A) IN GENERAL.—The members of the
16 Council shall—

17 (i) be appointed by the Secretary; and

18 (ii) include, at a minimum—

19 (I) representatives with experi-
20 ence in user-based alternative revenue
21 mechanisms, of which—

22 (aa) not fewer than 1 shall
23 be from the Department;

1 (bb) not fewer than 1 shall
2 be from the Department of the
3 Treasury; and

4 (cc) not fewer than 2 shall
5 be from State departments of
6 transportation;

7 (II) representatives from applica-
8 ble users of the surface transportation
9 system; and

10 (III) appropriate technology and
11 public privacy experts.

12 (B) GEOGRAPHIC CONSIDERATIONS.—The
13 Secretary shall consider geographic diversity
14 when selecting members under this paragraph.

15 (3) FUNCTIONS.—Not later than 1 year after
16 the date on which the Council is established, the
17 Council shall, at a minimum—

18 (A) define the functionality of 2 or more
19 user-based alternative revenue mechanisms;

20 (B) identify technological, administrative,
21 institutional, privacy, and other issues that—

22 (i) are associated with the user-based
23 alternative revenue mechanisms; and

24 (ii) may be researched through re-
25 search activities;

1 (C) conduct public outreach to identify and
2 assess questions and concerns about the user-
3 based alternative revenue mechanisms for fu-
4 ture evaluation through research activities; and

5 (D) provide recommendations to the Sec-
6 retary on the process and criteria used for se-
7 lecting research activities under subsection (c).

8 (4) EVALUATIONS.—The Council shall conduct
9 periodic evaluations of the research activities that
10 have received assistance from the Secretary under
11 this section.

12 (5) APPLICABILITY OF FEDERAL ADVISORY
13 COMMITTEE ACT.—The Council shall not be subject
14 to the Federal Advisory Committee Act (5 U.S.C.
15 App.).

16 (e) BIENNIAL REPORTS.—Not later than 2 years
17 after the date of enactment of this Act, and every 2 years
18 thereafter until the completion of the research activities
19 under this section, the Secretary shall submit to the Sec-
20 retary of the Treasury, the Committee on Finance and the
21 Committee on Environment and Public Works of the Sen-
22 ate, and the Committee on Ways and Means and the Com-
23 mittee on Transportation and Infrastructure of the House
24 of Representatives a report describing the progress of the
25 research activities.

1 (f) FINAL REPORT.—On the completion of the re-
2 search activities under this section, the Secretary and the
3 Secretary of the Treasury, acting jointly, shall submit to
4 the Committee on Finance and the Committee on Environ-
5 ment and Public Works of the Senate and the Committee
6 on Ways and Means and the Committee on Transportation
7 and Infrastructure of the House of Representatives a re-
8 port describing the results of the research activities and
9 any recommendations.

10 (g) FUNDING.—Of the funds authorized to carry out
11 section 503(b) of title 23, United States Code—

12 (1) \$15,000,000 shall be used to carry out this
13 section in fiscal year 2016; and

14 (2) \$20,000,000 shall be used to carry out this
15 section in each of fiscal years 2017 through 2021.

16 **Subtitle B—Data**

17 **SEC. 2101. TRIBAL DATA COLLECTION.**

18 Section 201(c)(6) of title 23, United States Code, is
19 amended by adding at the end the following:

20 “(C) TRIBAL DATA COLLECTION.—In addi-
21 tion to the data to be collected under subpara-
22 graph (A), not later than 90 days after the end
23 of each fiscal year, any entity carrying out a
24 project under the tribal transportation program
25 under section 202 shall submit to the Secretary

1 and the Secretary of the Interior, based on obli-
2 gations and expenditures under the tribal trans-
3 portation program during the preceding fiscal
4 year, the following data:

5 “(i) The names of projects or activi-
6 ties carried out by the entity under the
7 tribal transportation program during the
8 preceding fiscal year.

9 “(ii) A description of the projects or
10 activities identified under clause (i).

11 “(iii) The current status of the
12 projects or activities identified under
13 clause (i).

14 “(iv) An estimate of the number of
15 jobs created and the number of jobs re-
16 tained by the projects or activities identi-
17 fied under clause (i).”.

18 **SEC. 2102. PERFORMANCE MANAGEMENT DATA SUPPORT**

19 **PROGRAM.**

20 (a) **PERFORMANCE MANAGEMENT DATA SUPPORT.—**

21 The Administrator of the Federal Highway Administra-
22 tion shall develop, use, and maintain data sets and data
23 analysis tools to assist metropolitan planning organiza-
24 tions, States, and the Federal Highway Administration in
25 carrying out performance management analyses (including

1 the performance management requirements under section
2 150 of title 23, United States Code).

3 (b) INCLUSIONS.—The data analysis activities au-
4 thorized under subsection (a) may include—

5 (1) collecting and distributing vehicle probe
6 data describing traffic on Federal-aid highways;

7 (2) collecting household travel behavior data to
8 assess local and cross-jurisdictional travel, including
9 to accommodate external and through travel;

10 (3) enhancing existing data collection and anal-
11 ysis tools to accommodate performance measures,
12 targets, and related data, so as to better understand
13 trip origin and destination, trip time, and mode;

14 (4) enhancing existing data analysis tools to im-
15 prove performance predictions and travel models in
16 reports described in section 150(e) of title 23,
17 United States Code; and

18 (5) developing tools—

19 (A) to improve performance analysis; and

20 (B) to evaluate the effects of project in-
21 vestments on performance.

22 (c) FUNDING.—From amounts authorized to carry
23 out the Highway Research and Development Program, the
24 Administrator may use up to \$10,000,000 for each of fis-
25 cal years 2016 through 2021 to carry out this section.

1 **Subtitle C—Transparency and Best**
2 **Practices**

3 **SEC. 2201. EVERY DAY COUNTS INITIATIVE.**

4 (a) IN GENERAL.—It is in the national interest for
5 the Department, State departments of transportation, and
6 all other recipients of Federal transportation funds—

7 (1) to identify, accelerate, and deploy innova-
8 tion aimed at shortening project delivery, enhancing
9 the safety of the roadways of the United States, and
10 protecting the environment;

11 (2) to ensure that the planning, design, engi-
12 neering, construction, and financing of transpor-
13 tation projects is done in an efficient and effective
14 manner;

15 (3) to promote the rapid deployment of proven
16 solutions that provide greater accountability for pub-
17 lic investments and encourage greater private sector
18 involvement; and

19 (4) to create a culture of innovation within the
20 highway community.

21 (b) EVERY DAY COUNTS INITIATIVE.—To advance
22 the policy described in subsection (a), the Administrator
23 of the Federal Highway Administration (referred to in this
24 section as the “Administrator”) shall continue the Every
25 Day Counts initiative to work with States, local transpor-

1 tation agencies, and industry stakeholders to identify and
2 deploy proven innovative practices and products that—

- 3 (1) accelerate innovation deployment;
- 4 (2) shorten the project delivery process;
- 5 (3) improve environmental sustainability;
- 6 (4) enhance roadway safety; and
- 7 (5) reduce congestion.

8 (c) INNOVATION DEPLOYMENT.—

9 (1) IN GENERAL.—At least every 2 years, the
10 Administrator shall work collaboratively with stake-
11 holders to identify a new collection of innovations,
12 best practices, and data to be deployed to highway
13 stakeholders through case studies, webinars, and
14 demonstration projects.

15 (2) REQUIREMENTS.—In identifying a collection
16 described in paragraph (1), the Secretary shall take
17 into account market readiness, impacts, benefits,
18 and ease of adoption of the innovation or practice.

19 (d) PUBLICATION.—Each collection identified under
20 subsection (c) shall be published by the Administrator on
21 a publicly available website.

22 **SEC. 2202. DEPARTMENT OF TRANSPORTATION PERFORM-**
23 **ANCE MEASURES.**

24 (a) PERFORMANCE MEASURES.—Not later than 1
25 year after the date of enactment of this Act, the Secretary,

1 in coordination with the heads of other Federal agencies
2 with responsibility for the review and approval of projects
3 funded under title 23, United States Code, shall measure
4 and report on—

5 (1) the progress made toward aligning Federal
6 reviews of projects funded under title 23, United
7 States Code, and the improvement of project delivery
8 associated with those projects; and

9 (2) as applicable, the effectiveness of the De-
10 partment in achieving the goals described in section
11 150(b) of title 23, United States Code, through dis-
12 cretionary programs.

13 (b) REPORT.—Not later than 2 years after the date
14 of enactment of this Act and biennially thereafter, the Sec-
15 retary shall submit to the Committee on Environment and
16 Public Works of the Senate and the Committee on Trans-
17 portation and Infrastructure of the House of Representa-
18 tives a report describing the results of the evaluation con-
19 ducted under subsection (a).

20 (c) INSPECTOR GENERAL REPORT.—Not later than
21 3 years after the date of enactment of this Act, the Inspec-
22 tor General of the Department shall submit to the Com-
23 mittee on Environment and Public Works of the Senate
24 and the Committee on Transportation and Infrastructure

1 of the House of Representatives a report describing the
2 results of the evaluation conducted under subsection (a).

3 **SEC. 2203. GRANT PROGRAM FOR ACHIEVEMENT IN TRANS-**
4 **PORTATION FOR PERFORMANCE AND INNO-**
5 **VATION.**

6 (a) DEFINITIONS.—In this section:

7 (1) ELIGIBLE ENTITY.—The term “eligible enti-
8 ty” includes—

9 (A) a State;

10 (B) a unit of local government;

11 (C) a tribal organization (as defined in sec-
12 tion 4 of the Indian Self-Determination and
13 Education Assistance Act (25 U.S.C. 450b));
14 and

15 (D) a metropolitan planning organization.

16 (2) STATE.—The term “State” means—

17 (A) a State;

18 (B) the District of Columbia;

19 (C) the Commonwealth of Puerto Rico;

20 and

21 (D) any other territory (as defined in sec-
22 tion 165(c)(1) of title 23, United States Code).

23 (b) ESTABLISHMENT OF PROGRAM.—The Secretary
24 shall establish a competitive grant program to reward—

1 (1) achievement in transportation performance
2 management; and

3 (2) the implementation of strategies that
4 achieve innovation and efficiency in surface trans-
5 portation.

6 (c) PURPOSE.—The purpose of the program under
7 this section shall be to reward entities for the implementa-
8 tion of policies and procedures that—

9 (1) support performance-based management of
10 the surface transportation system and improve
11 transportation outcomes; or

12 (2) use innovative technologies and practices
13 that improve the efficiency and performance of the
14 surface transportation system.

15 (d) APPLICATION.—

16 (1) IN GENERAL.—An eligible entity may sub-
17 mit to the Secretary an application for a grant
18 under this section.

19 (2) CONTENTS.—An application under para-
20 graph (1) shall indicate the means by which the eli-
21 gible entity has met the requirements and purpose
22 of the program under this section, including by—

23 (A) establishing, and making progress to-
24 ward achieving, performance targets that exceed

1 the requirements of title 23, United States
2 Code;

3 (B) using innovative techniques and prac-
4 tices that enhance the effective movement of
5 people, goods, and services, such as technologies
6 that reduce construction time, improve oper-
7 ational efficiencies, and extend the service life
8 of highways and bridges; and

9 (C) employing transportation planning
10 tools and procedures that improve transparency
11 and the development of transportation invest-
12 ment strategies within the jurisdiction of the el-
13 igible entity.

14 (e) EVALUATION CRITERIA.—In awarding a grant
15 under this section, the Secretary shall take into consider-
16 ation the extent to which the application of the applicable
17 eligible entity under subsection (d)—

18 (1) demonstrates performance in meeting the
19 requirements of subsection (c); and

20 (2) promotes the national goals described in
21 section 150(b) of title 23, United States Code.

22 (f) ELIGIBLE ACTIVITIES.—Amounts made available
23 to carry out this section shall be used for projects eligible
24 for funding under—

25 (1) title 23, United States Code; or

1 (2) chapter 53 of title 49, United States Code.

2 (g) LIMITATION.—The amount of a grant under this
3 section shall be not more than \$15,000,000.

4 (h) AUTHORIZATION OF APPROPRIATIONS.—

5 (1) IN GENERAL.—There is authorized to be
6 appropriated to carry out this section \$150,000,000
7 for each of fiscal years 2016 through 2021, to re-
8 main available until expended.

9 (2) ADMINISTRATIVE COSTS.—The Secretary
10 shall withhold a reasonable amount of funds made
11 available under paragraph (1) for administration of
12 the program under this section, not to exceed 3 per-
13 cent of the amount appropriated for each applicable
14 fiscal year.

15 (i) APPLICABILITY OF REQUIREMENTS.—Amounts
16 made available under this section shall be administered as
17 if the funds were apportioned under chapter 1 of title 23,
18 United States Code.

19 **SEC. 2204. HIGHWAY TRUST FUND TRANSPARENCY AND AC-**
20 **COUNTABILITY.**

21 (a) IN GENERAL.—Section 104 of title 23, United
22 States Code, is amended by striking subsection (g) and
23 inserting the following:

24 “(g) HIGHWAY TRUST FUND TRANSPARENCY AND
25 ACCOUNTABILITY REPORT.—

1 “(1) PUBLICLY AVAILABLE REPORT.—Not later
2 than 180 days after the date of enactment of the
3 DRIVE Act and quarterly thereafter, the Secretary
4 shall compile data in accordance with this subsection
5 on the use of Federal-aid highway program funds
6 made available under this title.

7 “(2) REQUIREMENTS.—The Secretary shall en-
8 sure that the reports required under this subsection
9 are made available in a user-friendly manner on the
10 public website of the Department of Transportation
11 and can be searched and downloaded by users of the
12 website.

13 “(3) CONTENTS OF REPORT.—

14 “(A) APPORTIONED AND ALLOCATED PRO-
15 GRAMS.—For each fiscal year, the report shall
16 include comprehensive data for each program,
17 organized by State, that includes—

18 “(i) the total amount of funds avail-
19 able for obligation, identifying the unobli-
20 gated balance of funds available at the end
21 of the preceding fiscal year and new fund-
22 ing available for the current fiscal year;

23 “(ii) the total amount of funding obli-
24 gated during the current fiscal year;

1 “(iii) the remaining amount of funds
2 available for obligation;

3 “(iv) changes in the obligated, unex-
4 pended balance during the current fiscal
5 year, including the obligated, unexpended
6 balance at the end of the preceding fiscal
7 year and current fiscal year expenditures;
8 and

9 “(v) the percentage of the total
10 amount of obligations for the current fiscal
11 year used for construction and the total
12 amount obligated during the current fiscal
13 year for rehabilitation.

14 “(B) PROJECT DATA.—To the maximum
15 extent practicable, the report shall include
16 project-specific data, including data describ-
17 ing—

18 “(i) the specific location of a project;

19 “(ii) whether the project is located in
20 an area of the State with a population of—

21 “(I) less than 5,000 individuals;

22 “(II) 5,000 or more individuals
23 but less than 50,000 individuals; or

24 “(III) 50,000 or more individ-
25 uals;

1 “(iii) the total cost of the project;

2 “(iv) the amount of Federal funding
3 being used on the project;

4 “(v) the 1 or more programs from
5 which Federal funds are obligated on the
6 project;

7 “(vi) the type of improvement being
8 made, such as categorizing the project
9 as—

10 “(I) a road reconstruction
11 project;

12 “(II) a new road construction
13 project;

14 “(III) a new bridge construction
15 project;

16 “(IV) a bridge rehabilitation
17 project; or

18 “(V) a bridge replacement
19 project; and

20 “(vii) the ownership of the highway or
21 bridge.

22 “(C) TRANSFERS BETWEEN PROGRAMS.—
23 The report shall include a description of the
24 amount of funds transferred between programs
25 by each State under section 126.”.

1 (b) CONFORMING AMENDMENT.—Section 1503 of
2 MAP–21 (23 U.S.C. 104 note; Public Law 112–141) is
3 amended by striking subsection (c).

4 **SEC. 2205. REPORT ON HIGHWAY TRUST FUND ADMINIS-**
5 **TRATIVE EXPENDITURES.**

6 (a) INITIAL REPORT.—Not later than 150 days after
7 the date of enactment of this Act, the Comptroller General
8 of the United States shall submit to Congress a report
9 describing the administrative expenses of the Federal
10 Highway Administration funded from the Highway Trust
11 Fund during the 3 most recent fiscal years.

12 (b) UPDATES.—Not later than 5 years after the date
13 on which the report is submitted under subsection (a) and
14 every 5 years thereafter, the Comptroller General shall
15 submit to Congress a report that updates the information
16 provided in the report under that subsection for the pre-
17 ceding 5-year period.

18 (c) INCLUSIONS.—Each report submitted under sub-
19 section (a) or (b) shall include a description of the—

20 (1) types of administrative expenses of pro-
21 grams and offices funded by the Highway Trust
22 Fund;

23 (2) tracking and monitoring of administrative
24 expenses;

1 (3) controls in place to ensure that funding for
2 administrative expenses is used as efficiently as
3 practicable; and

4 (4) flexibility of the Department to reallocate
5 amounts from the Highway Trust Fund between
6 full-time equivalent employees and other functions.

7 **SEC. 2206. AVAILABILITY OF REPORTS.**

8 (a) IN GENERAL.—The Secretary shall make avail-
9 able to the public on the website of the Department any
10 report required to be submitted by the Secretary to Con-
11 gress after the date of enactment of this Act.

12 (b) DEADLINE.—Each report described in subsection
13 (a) shall be made available on the website not later than
14 30 days after the report is submitted to Congress.

15 **SEC. 2207. PERFORMANCE PERIOD ADJUSTMENT.**

16 (a) NATIONAL HIGHWAY PERFORMANCE PRO-
17 GRAM.—Section 119 of title 23, United States Code, is
18 amended—

19 (1) in subsection (e)(7), by striking “for 2 con-
20 secutive reports submitted under this paragraph
21 shall include in the next report submitted” and in-
22 serting “shall include as part of the performance
23 target report under section 150(e)”; and

24 (2) in subsection (f)(1)(A), by striking “If, dur-
25 ing 2 consecutive reporting periods, the condition of

1 the Interstate System, excluding bridges on the
2 Interstate System, in a State falls” and inserting “If
3 a State reports that the condition of the Interstate
4 System, excluding bridges on the Interstate System,
5 has fallen”.

6 (b) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—
7 Section 148(i) of title 23, United States Code, is amend-
8 ed—

9 (1) in the matter preceding paragraph (1), by
10 striking “performance targets of the State estab-
11 lished under section 150(d) by the date that is 2
12 years after the date of the establishment of the per-
13 formance targets” and inserting “safety performance
14 targets of the State established under section
15 150(d)”;

16 (2) in paragraphs (1) and (2), by inserting
17 “safety” before “performance targets” each place it
18 appears.

19 **SEC. 2208. DESIGN STANDARDS.**

20 (a) IN GENERAL.—Section 109 of title 23, United
21 States Code, is amended—

22 (1) in subsection (c)—

23 (A) in paragraph (1), in the matter pre-
24 ceding subparagraph (A), by striking “may take

1 into account” and inserting “shall consider”;
2 and

3 (B) in paragraph (2)—

4 (i) in subparagraph (C), by striking
5 “and” at the end;

6 (ii) by redesignating subparagraph
7 (D) as subparagraph (F); and

8 (iii) by inserting after subparagraph
9 (C) the following:

10 “(D) the publication entitled ‘Highway
11 Safety Manual’ of the American Association of
12 State Highway and Transportation Officials;

13 “(E) the publication entitled ‘Urban Street
14 Design Guide’ of the National Association of
15 City Transportation Officials; and”;

16 (2) in subsection (f), by inserting “pedestrian
17 walkways,” after “bikeways,”.

18 (b) DESIGN STANDARD FLEXIBILITY.—Notwith-
19 standing section 109(o) of title 23, United States Code,
20 a local jurisdiction may use a roadway design guide that
21 is different from the roadway design guide used by the
22 State in which the local jurisdiction is located for the de-
23 sign of projects on all roadways under the ownership of
24 the local jurisdiction (other than a highway on the Inter-
25 state System) if—

- 1 (1) the local jurisdiction is the project sponsor;
- 2 (2) the roadway design guide—
- 3 (A) is recognized by the Federal Highway
- 4 Administration; and
- 5 (B) is adopted by the local jurisdiction;
- 6 and
- 7 (3) the design complies with all other applicable
- 8 Federal laws.

9 **TITLE III—TRANSPORTATION IN-**

10 **FRASTRUCTURE FINANCE**

11 **AND INNOVATION ACT OF**

12 **1998 AMENDMENTS**

13 **SEC. 3001. TRANSPORTATION INFRASTRUCTURE FINANCE**

14 **AND INNOVATION ACT OF 1998 AMENDMENTS.**

15 (a) DEFINITIONS.—Section 601(a) of title 23, United

16 States Code, is amended—

- 17 (1) in the matter preceding paragraph (1)—
- 18 (A) by striking “In this chapter, the” and
- 19 inserting “The”; and
- 20 (B) by inserting “to sections 601 through
- 21 609” after “apply”;
- 22 (2) in paragraph (2)—
- 23 (A) in subparagraph (B), by striking
- 24 “and” at the end;

1 (B) in subparagraph (C), by striking the
2 period at the end and inserting “; and”; and

3 (C) by adding at the end the following:

4 “(D) capitalizing a rural projects fund
5 using the proceeds of a secured loan made to a
6 State infrastructure bank in accordance with
7 sections 602 and 603, for the purpose of mak-
8 ing loans to sponsors of rural infrastructure
9 projects in accordance with section 610.”;

10 (3) in paragraph (3), by striking “this chapter”
11 and inserting “the TIFIA program”;

12 (4) in paragraph (10)—

13 (A) in the matter preceding subparagraph

14 (A)—

15 (i) by inserting “related” before
16 “projects”; and

17 (ii) by striking “(which shall receive
18 an investment grade rating from a rating
19 agency)”;

20 (B) in subparagraph (A), by striking “sub-
21 ject to the availability of future funds being
22 made available to carry out this chapter;” and
23 inserting “subject to—

1 “(i) the availability of future funds
2 being made available to carry out the
3 TIFIA program; and

4 “(ii) the satisfaction of all of the con-
5 ditions for the provision of credit assist-
6 ance under the TIFIA program, including
7 section 603(b)(1);” and

8 (C) in subparagraph (D)—

9 (i) by redesignating clauses (ii) and
10 (iii) as clauses (iii) and (iv), respectively;

11 (ii) by inserting after clause (i) the
12 following:

13 “(ii) receiving an investment grade
14 rating from a rating agency;”;

15 (iii) in clause (iii) (as so redesign-
16 ated), by striking “section 602(c)” and
17 inserting “including sections 602(c) and
18 603(b)(1);” and

19 (iv) in clause (iv) (as so redesignated),
20 by striking “this chapter” and inserting
21 “the TIFIA program”;

22 (5) in paragraph (12)—

23 (A) in subparagraph (D)(iv), by striking
24 the period at the end and inserting “; and”;
25 and

1 (B) by adding at the end the following:

2 “(E) a project to improve or construct
3 public infrastructure that is located within
4 walking distance of, and accessible to, a fixed
5 guideway transit facility, passenger rail station,
6 intercity bus station, or intermodal facility, in-
7 cluding a transportation, public utility, and cap-
8 ital project described in section 5302(3)(G)(v)
9 of title 49, and related infrastructure;

10 “(F) a project for the acquisition of plant
11 and wildlife habitat pursuant to a conservation
12 plan that—

13 “(i) has been approved by the Sec-
14 retary of the Interior pursuant to section
15 10 of the Endangered Species Act of 1973
16 (16 U.S.C. 1539); and

17 “(ii) as determined by the Secretary
18 of the Interior, would mitigate the environ-
19 mental impacts of transportation infra-
20 structure projects otherwise eligible for as-
21 sistance under the TIFIA program; and

22 “(G) the capitalization of a rural projects
23 fund by a State infrastructure bank with the
24 proceeds of a secured loan made in accordance
25 with sections 602 and 603, for the purpose of

1 making loans to sponsors of rural infrastructure
2 projects in accordance with section 610.”;

3 (6) in paragraph (15), by striking “means” and
4 all that follows through the period at the end and
5 inserting “means a surface transportation infra-
6 structure project located in an area that is outside
7 of an urbanized area with a population greater than
8 150,000 individuals, as determined by the Bureau of
9 the Census.”;

10 (7) by redesignating paragraphs (16), (17),
11 (18), (19), and (20) as paragraphs (17), (18), (20),
12 (21), and (22), respectively;

13 (8) by inserting after paragraph (15) the fol-
14 lowing:

15 “(16) RURAL PROJECTS FUND.—The term
16 ‘rural projects fund’ means a fund—

17 “(A) established by a State infrastructure
18 bank in accordance with section 610(d)(4);

19 “(B) capitalized with the proceeds of a se-
20 cured loan made to the bank in accordance with
21 sections 602 and 603; and

22 “(C) for the purpose of making loans to
23 sponsors of rural infrastructure projects in ac-
24 cordance with section 610.”;

1 (9) by inserting after paragraph (18) (as redesi-
2 gnated) the following:

3 “(19) STATE INFRASTRUCTURE BANK.—The
4 term ‘State infrastructure bank’ means an infra-
5 structure bank established under section 610.”; and

6 (10) in paragraph (22) (as redesignated), by in-
7 serting “established under sections 602 through
8 609” after “Department”.

9 (b) DETERMINATION OF ELIGIBILITY AND PROJECT
10 SELECTION.—Section 602 of title 23, United States Code,
11 is amended—

12 (1) in subsection (a)—

13 (A) in paragraph (1), in the matter pre-
14 ceding subparagraph (A), by striking “this
15 chapter” and inserting “the TIFIA program”;

16 (B) in paragraph (2)(A), by striking “this
17 chapter” and inserting “the TIFIA program”;

18 (C) in paragraph (3), by striking “this
19 chapter” and inserting “the TIFIA program”;

20 (D) in paragraph (5)—

21 (i) by striking the heading and insert-
22 ing “ELIGIBLE PROJECT COST PARAM-
23 ETERS.—”;

24 (ii) in subparagraph (A)—

1 (I) in the matter preceding clause
2 (i), by striking “subparagraph (B), to
3 be eligible for assistance under this
4 chapter, a project” and inserting
5 “subparagraphs (B) and (C), a
6 project under the TIFIA program”;

7 (II) by striking clause (i) and in-
8 sserting the following:

9 “(i) \$50,000,000; and”; and

10 (III) in clause (ii), by striking
11 “assistance”; and

12 (iii) in subparagraph (B)—

13 (I) by striking the subparagraph
14 designation and heading and all that
15 follows through “In the case” and in-
16 sserting the following:

17 “(B) EXCEPTIONS.—

18 “(i) INTELLIGENT TRANSPORTATION
19 SYSTEMS.—In the case”; and

20 (II) by adding at the end the fol-
21 lowing:

22 “(ii) TRANSIT-ORIENTED DEVELOP-
23 MENT PROJECTS.—In the case of a project
24 described in section 601(a)(12)(E), eligible

1 project costs shall be reasonably antici-
2 pated to equal or exceed \$10,000,000.

3 “(iii) RURAL PROJECTS.—In the case
4 of a rural infrastructure project or a
5 project capitalizing a rural projects fund,
6 eligible project costs shall be reasonably
7 anticipated to equal or exceed
8 \$10,000,000, but not to exceed
9 \$100,000,000.

10 “(iv) LOCAL INFRASTRUCTURE
11 PROJECTS.—Eligible project costs shall be
12 reasonably anticipated to equal or exceed
13 \$10,000,000 in the case of projects or pro-
14 grams of projects—

15 “(I) in which the applicant is a
16 local government, public authority, or
17 instrumentality of local government;

18 “(II) located on a facility owned
19 by a local government; or

20 “(III) for which the Secretary de-
21 termines that a local government is
22 substantially involved in the develop-
23 ment of the project.”;

24 (E) in paragraph (9), in the matter pre-
25 ceding subparagraph (A), by striking “this

1 chapter” and inserting “the TIFIA program”;
2 and

3 (F) in paragraph (10)—

4 (i) by striking “To be eligible” and in-
5 serting the following:

6 “(A) IN GENERAL.—Except as provided in
7 subparagraph (B), to be eligible”;

8 (ii) by striking “this chapter” each
9 place it appears and inserting “the TIFIA
10 program”;

11 (iii) by striking “not later than” and
12 inserting “no later than”; and

13 (iv) by adding at the end the fol-
14 lowing:

15 “(B) RURAL PROJECTS FUND.—In the
16 case of a project capitalizing a rural projects
17 fund, the State infrastructure bank shall dem-
18 onstrate, not later than 2 years after the date
19 on which a secured loan is obligated for the
20 project under the TIFIA program, that the
21 bank has executed a loan agreement with a bor-
22 rower for a rural infrastructure project in ac-
23 cordance with section 610. After the demonstra-
24 tion is made, the bank may draw upon the se-
25 cured loan. At the end of the 2-year period, to

1 the extent the bank has not used the loan com-
2 mitment, the Secretary may extend the term of
3 the loan or withdraw the loan commitment.”;

4 (2) in subsection (b), by striking paragraph (2)
5 and inserting the following:

6 “(2) MASTER CREDIT AGREEMENTS.—

7 “(A) PROGRAM OF RELATED PROJECTS.—

8 The Secretary may enter into a master credit
9 agreement for a program of related projects se-
10 cured by a common security pledge on terms
11 acceptable to the Secretary.

12 “(B) ADEQUATE FUNDING NOT AVAIL-
13 ABLE.—If the Secretary fully obligates funding
14 to eligible projects for a fiscal year and ade-
15 quate funding is not available to fund a credit
16 instrument, a project sponsor of an eligible
17 project may elect to enter into a master credit
18 agreement and wait to execute a credit instru-
19 ment until the fiscal year for which additional
20 funds are available to receive credit assist-
21 ance.”;

22 (3) in subsection (c)(1), in the matter preceding
23 subparagraph (A), by striking “this chapter” and in-
24 serting “the TIFIA program”; and

1 (4) in subsection (e), by striking “this chapter”
2 and inserting “the TIFIA program”.

3 (c) SECURED LOAN TERMS AND LIMITATIONS.—Sec-
4 tion 603(b) of title 23, United States Code, is amended—

5 (1) in paragraph (2)—

6 (A) by striking “The amount of” and in-
7 serting the following:

8 “(A) IN GENERAL.—Except as provided in
9 subparagraph (B), the amount of”; and

10 (B) by adding at the end the following:

11 “(B) RURAL PROJECTS FUND.—In the
12 case of a project capitalizing a rural projects
13 fund, the maximum amount of a secured loan
14 made to a State infrastructure bank shall be
15 determined in accordance with section
16 602(a)(5)(B)(iii).”;

17 (2) in paragraph (3)(A)(i)—

18 (A) in subclause (III), by striking “or” at
19 the end;

20 (B) in subclause (IV), by striking “and” at
21 the end and inserting “or”; and

22 (C) by adding at the end the following:

23 “(V) in the case of a secured
24 loan for a project capitalizing a rural
25 projects fund, any other dedicated

1 revenue sources available to a State
2 infrastructure bank, including repay-
3 ments from loans made by the bank
4 for rural infrastructure projects;
5 and”;

6 (3) in paragraph (4)(B)—

7 (A) in clause (i), by striking “under this
8 chapter” and inserting “or a rural projects fund
9 under the TIFIA program”; and

10 (B) in clause (ii), by inserting “and rural
11 project funds” after “rural infrastructure
12 projects”;

13 (4) in paragraph (5)—

14 (A) by redesignating subparagraphs (A)
15 and (B) as clauses (i) and (ii), respectively, and
16 indenting appropriately;

17 (B) in the matter preceding subparagraph
18 (A), by striking “The final” and inserting the
19 following:

20 “(A) IN GENERAL.—Except as provided in
21 subparagraph (B), the final”; and

22 (C) by adding at the end the following:

23 “(B) RURAL PROJECTS FUND.—In the
24 case of a project capitalizing a rural projects
25 fund, the final maturity date of the secured

1 loan shall not exceed 35 years after the date on
2 which the secured loan is obligated.”;

3 (5) in paragraph (8), by striking “this chapter”
4 and inserting “the TIFIA program”; and

5 (6) in paragraph (9)—

6 (A) by striking “The total Federal assist-
7 ance provided on a project receiving a loan
8 under this chapter” and inserting the following:

9 “(A) IN GENERAL.—The total Federal as-
10 sistance provided for a project receiving a loan
11 under the TIFIA program”; and

12 (B) by adding at the end the following:

13 “(B) RURAL PROJECTS FUND.—A project
14 capitalizing a rural projects fund shall satisfy
15 clause (i) through compliance with the Federal
16 share requirement described in section
17 610(e)(3)(B).”.

18 (d) PROGRAM ADMINISTRATION.—Section 605 of
19 title 23, United States Code, is amended—

20 (1) by striking “this chapter” each place it ap-
21 pears and inserting “the TIFIA program”; and

22 (2) by adding at the end the following:

23 “(f) ASSISTANCE TO SMALL PROJECTS.—

24 “(1) RESERVATION OF FUNDS.—Of the funds
25 made available to carry out the TIFIA program for

1 each fiscal year, and after the set-aside under sec-
2 tion 608(a)(6), not less than \$2,000,000 shall be
3 made available for the Secretary to use in lieu of
4 fees collected under subsection (b) for projects under
5 the TIFIA program having eligible project costs that
6 are reasonably anticipated not to equal or exceed
7 \$75,000,000.

8 “(2) RELEASE OF FUNDS.—Any funds not used
9 under paragraph (1) shall be made available on Oc-
10 tober 1 of the following fiscal year to provide credit
11 assistance to any project under the TIFIA pro-
12 gram.”.

13 (e) STATE AND LOCAL PERMITS.—Section 606 of
14 title 23, United States Code, is amended in the matter
15 preceding paragraph (1) by striking “this chapter” and
16 inserting “the TIFIA program”.

17 (f) REGULATIONS.—Section 607 of title 23, United
18 States Code, is amended by striking “this chapter” and
19 inserting “the TIFIA program”.

20 (g) FUNDING.—Section 608 of title 23, United States
21 Code, is amended—

22 (1) by striking “this chapter” each place it ap-
23 pears and inserting “the TIFIA program”; and

24 (2) in subsection (a)—

1 (A) in paragraph (2), by inserting “of”
2 after “504(f)”;

3 (B) in paragraph (3)—

4 (i) in subparagraph (A), by inserting
5 “or rural projects funds” after “rural in-
6 frastructure projects”; and

7 (ii) in subparagraph (B), by inserting
8 “or rural projects funds” after “rural in-
9 frastructure projects”; and

10 (C) in paragraph (6), by striking “0.50
11 percent” and inserting “0.75 percent”.

12 (h) REPORTS TO CONGRESS.—Section 609 of title 23,
13 United States Code, is amended by striking “this chapter
14 (other than section 610)” each place it appears and insert-
15 ing “the TIFLA program”.

16 (i) STATE INFRASTRUCTURE BANK PROGRAM.—Sec-
17 tion 610 of title 23, United States Code, is amended—

18 (1) in subsection (a), by adding at the end the
19 following:

20 “(11) RURAL INFRASTRUCTURE PROJECT.—

21 The term ‘rural infrastructure project’ has the
22 meaning given the term in section 601.

23 “(12) RURAL PROJECTS FUND.—The term
24 ‘rural projects fund’ has the meaning given the term
25 in section 601.”;

1 (2) in subsection (d)—

2 (A) in paragraph (1)(A), by striking “each
3 of fiscal years” and all that follows through the
4 end of subparagraph (A) and inserting “each
5 fiscal year under each of paragraphs (1), (2),
6 and (5) of section 104(b); and”;

7 (B) in paragraph (2), by striking “in each
8 of fiscal years 2005 through 2009” and insert-
9 ing “in each fiscal year”;

10 (C) in paragraph (3), by striking “in each
11 of fiscal years 2005 through 2009” and insert-
12 ing “in each fiscal year”;

13 (D) by redesignating paragraphs (4)
14 through (6) as paragraphs (5) through (7), re-
15 spectively;

16 (E) by inserting after paragraph (3) the
17 following:

18 “(4) RURAL PROJECTS FUND.—Subject to sub-
19 section (j), the Secretary may permit a State enter-
20 ing into a cooperative agreement under this section
21 to establish a State infrastructure bank to deposit
22 into the rural projects fund of the bank the proceeds
23 of a secured loan made to the bank in accordance
24 with section 602 and 603.”; and

1 (F) in paragraph (6) (as redesignated), by
2 striking “section 133(d)(3)” and inserting “sec-
3 tion 133(d)(1)(A)(i)”;

4 (3) by striking subsection (e) and inserting the
5 following:

6 “(e) FORMS OF ASSISTANCE FROM STATE INFRA-
7 STRUCTURE BANKS.—

8 “(1) IN GENERAL.—A State infrastructure
9 bank established under this section may—

10 “(A) with funds deposited into the highway
11 account, transit account, or rail account of the
12 bank, make loans or provide other forms of
13 credit assistance to a public or private entity to
14 carry out a project eligible for assistance under
15 this section; and

16 “(B) with funds deposited into the rural
17 projects fund, make loans to a public or private
18 entity to carry out a rural infrastructure
19 project.

20 “(2) SUBORDINATION OF LOAN.—The amount
21 of a loan or other form of credit assistance provided
22 for a project described in paragraph (1) may be sub-
23 ordinated to any other debt financing for the
24 project.

1 “(3) MAXIMUM AMOUNT OF ASSISTANCE.—A
2 State infrastructure bank established under this sec-
3 tion may—

4 “(A) with funds deposited into the highway
5 account, transit account, or rail account, make
6 loans or provide other forms of credit assistance
7 to a public or private entity in an amount up
8 to 100 percent of the cost of carrying out a
9 project eligible for assistance under this section;
10 and

11 “(B) with funds deposited into the rural
12 projects fund, make loans to a public or private
13 entity in an amount not to exceed 80 percent
14 of the cost of carrying out a rural infrastruc-
15 ture project.

16 “(4) INITIAL ASSISTANCE.—Initial assistance
17 provided with respect to a project from Federal
18 funds deposited into a State infrastructure bank
19 under this section may not be made in the form of
20 a grant.”;

21 (4) in subsection (g)—

22 (A) in paragraph (1), by striking “each ac-
23 count” and inserting “the highway account, the
24 transit account, and the rail account”; and

1 (B) in paragraph (4), by inserting “, ex-
2 cept that any loan funded from the rural
3 projects fund of the bank shall bear interest at
4 or below the interest rate charged for the
5 TIFIA loan provided to the bank under section
6 603” after “feasible”; and

7 (5) in subsection (k), by striking “For each of
8 fiscal years 2005 through 2009” and inserting “For
9 each fiscal year”.

10 **TITLE IV—TECHNICAL** 11 **CORRECTIONS TO MAP-21**

12 **SEC. 4001. TECHNICAL CORRECTIONS.**

13 (a) Section 101(a)(29) of title 23, United States
14 Code, is amended—

15 (1) in subparagraph (B), by inserting a comma
16 after “disabilities”; and

17 (2) in subparagraph (F)(i), by striking
18 “133(b)(11)” and inserting “133(b)(14)”.

19 (b) Section 119(d)(1)(A) of title 23, United States
20 Code, is amended by striking “mobility,” and inserting
21 “congestion reduction, system reliability,”.

22 (c) Section 126(b) of title 23, United States Code (as
23 amended by section 1016(b)), is amended by striking
24 “133(d)” and inserting “133(d)(1)(A)”.

1 (d) Section 127(a)(3) of title 23, United States Code,
2 is amended by striking “118(b)(2) of this title” and in-
3 serting “118(b)”.

4 (e) Section 150(c)(3)(B) of title 23, United States
5 Code, is amended by striking the semicolon at the end and
6 inserting a period.

7 (f) Section 153(h)(2) of title 23, United States Code,
8 is amended by striking “paragraphs (1) through (3)” and
9 inserting “paragraphs (1), (2), and (4)”.

10 (g) Section 163(f)(2) of title 23, United States Code,
11 is amended by striking “118(b)(2)” and inserting
12 “118(b)”.

13 (h) Section 165(c)(7) of title 23, United States Code,
14 is amended by striking “paragraphs (2), (4), (7), (8),
15 (14), and (19)” and inserting “paragraphs (2), (4), (6),
16 (7), and (14)”.

17 (i) Section 202(b)(3) of title 23, United States Code,
18 is amended—

19 (1) in subparagraph (A)(i), in the matter pre-
20 ceding subclause (I), by inserting “(a)(6),” after
21 “subsections”; and

22 (2) in subparagraph (C)(ii)(IV), by striking
23 “(III).]” and inserting “(III).”.

1 (j) Section 217(a) of title 23, United States Code,
2 is amended by striking “104(b)(3)” and inserting
3 “104(b)(4)”.

4 (k) Section 327(a)(2)(B)(iii) of title 23, United
5 States Code, is amended by striking “(42 U.S.C. 13 4321
6 et seq.)” and inserting “(42 U.S.C. 4321 et seq.)”.

7 (l) Section 504(a)(4) of title 23, United States Code,
8 is amended by striking “104(b)(3)” and inserting
9 “104(b)(2)”.

10 (m) Section 515 of title 23, United States Code, is
11 amended by striking “this chapter” each place it appears
12 and inserting “sections 512 through 518”.

13 (n) Section 518(a) of title 23, United States Code,
14 is amended by inserting “a report” after “House of Rep-
15 resentatives”.

16 (o) Section 6302(b)(3)(B)(vi)(III) of title 49, United
17 States Code, is amended by striking “6310” and inserting
18 “6309”.

19 (p) Section 1301(l)(3) of SAFETEA-LU (23 U.S.C.
20 101 note; Public Law 109-59) is amended—

21 (1) in subparagraph (A)(i), by striking “com-
22 plied” and inserting “compiled”; and

23 (2) in subparagraph (B), by striking “para-
24 graph (1)” and inserting “subparagraph (A)”.

1 (q) Section 4407 of SAFETEA-LU (Public Law
2 109–59; 119 Stat. 1777), is amended by striking “hereby
3 enacted into law” and inserting “granted”.

4 (r) Section 51001(a)(1) of the Transportation Re-
5 search and Innovative Technology Act of 2012 (126 Stat.
6 864) is amended by striking “sections 503(b), 503(d), and
7 509” and inserting “section 503(b)”.

8 **TITLE V—MISCELLANEOUS**

9 **SEC. 5001. APPALACHIAN DEVELOPMENT HIGHWAY SYS-** 10 **TEM.**

11 Section 1528 of MAP–21 (40 U.S.C. 14501 note;
12 Public Law 112–141) is amended—

13 (1) by striking “2021” each place it appears
14 and inserting “2050”; and

15 (2) by striking “shall be 100 percent” each
16 place it appears and inserting “shall be up to 100
17 percent, as determined by the State”.

18 **SEC. 5002. APPALACHIAN REGIONAL DEVELOPMENT PRO-** 19 **GRAM.**

20 (a) HIGH-SPEED BROADBAND DEVELOPMENT INI-
21 TIATIVE.—

22 (1) IN GENERAL.—Subchapter I of chapter 145
23 of subtitle IV of title 40, United States Code, is
24 amended by adding at the end the following:

1 **“§ 14509. High-speed broadband deployment initia-**
2 **tive**

3 “(a) IN GENERAL.—The Appalachian Regional Com-
4 mission may provide technical assistance, make grants,
5 enter into contracts, or otherwise provide amounts to indi-
6 viduals or entities in the Appalachian region for projects
7 and activities—

8 “(1) to increase affordable access to broadband
9 networks throughout the Appalachian region;

10 “(2) to conduct research, analysis, and training
11 to increase broadband adoption efforts in the Appa-
12 lachian region;

13 “(3) to provide technology assets, including
14 computers, smartboards, and video projectors to
15 educational systems throughout the Appalachian re-
16 gion;

17 “(4) to increase distance learning opportunities
18 throughout the Appalachian region;

19 “(5) to increase the use of telehealth tech-
20 nologies in the Appalachian region; and

21 “(6) to promote e-commerce applications in the
22 Appalachian region.

23 “(b) LIMITATION ON AVAILABLE AMOUNTS.—Of the
24 cost of any activity eligible for a grant under this sec-
25 tion—

1 “(1) not more than 50 percent may be provided
2 from amounts appropriated to carry out this section;
3 and

4 “(2) notwithstanding paragraph (1)—

5 “(A) in the case of a project to be carried
6 out in a county for which a distressed county
7 designation is in effect under section 14526,
8 not more than 80 percent may be provided from
9 amounts appropriated to carry out this section;
10 and

11 “(B) in the case of a project to be carried
12 out in a county for which an at-risk designation
13 is in effect under section 14526, not more than
14 70 percent may be provided from amounts ap-
15 propriated to carry out this section.

16 “(c) SOURCES OF ASSISTANCE.—Subject to sub-
17 section (b), a grant provided under this section may be
18 provided from amounts made available to carry out this
19 section in combination with amounts made available—

20 “(1) under any other Federal program; or

21 “(2) from any other source.

22 “(d) FEDERAL SHARE.—Notwithstanding any provi-
23 sion of law limiting the Federal share under any other
24 Federal program, amounts made available to carry out
25 this section may be used to increase that Federal share,

1 as the Appalachian Regional Commission determines to be
2 appropriate.”.

3 (2) CONFORMING AMENDMENT.—The analysis
4 for chapter 145 of title 40, United States Code, is
5 amended by inserting after the item relating to sec-
6 tion 14508 the following:

“14509. High-speed broadband deployment initiative.”.

7 (b) AUTHORIZATION OF APPROPRIATIONS.—Section
8 14703 of title 40, United States Code, is amended—

9 (1) in subsection (a)(5), by striking “fiscal year
10 2012” and inserting “each of fiscal years 2012
11 through 2021”;

12 (2) by redesignating subsections (c) and (d) as
13 subsections (d) and (e), respectively; and

14 (3) by inserting after subsection (b) the fol-
15 lowing:

16 “(c) HIGH-SPEED BROADBAND DEPLOYMENT INI-
17 TIATIVE.—Of the amounts made available under sub-
18 section (a), \$10,000,000 shall be used to carry out section
19 14509 for each of fiscal years 2016 through 2021.”.

20 (c) TERMINATION.—Section 14704 of title 40, United
21 States Code, is amended by striking “2012” and inserting
22 “2021”.

23 (d) EFFECTIVE DATE.—This section and the amend-
24 ments made by this section take effect on October 1, 2015.

1 **TITLE VI—EXTENSION OF FED-**
2 **ERAL-AID HIGHWAY PRO-**
3 **GRAMS**

4 **SEC. 6001. EXTENSION OF FEDERAL-AID HIGHWAY PRO-**
5 **GRAMS.**

6 (a) IN GENERAL.—Section 1001 of the Highway and
7 Transportation Funding Act of 2014 (Public Law 113–
8 159; 128 Stat. 1840; 129 Stat. 219) is amended—

9 (1) in subsection (a), by striking “July 31,
10 2015” and inserting “September 30, 2015”;

11 (2) in subsection (b)(1)—

12 (A) by striking “July 31, 2015” and in-
13 serting “September 30, 2015”; and

14 (B) by striking “³⁰⁴/₃₆₅” and inserting
15 “³⁶⁵/₃₆₅”; and

16 (3) in subsection (c)—

17 (A) in paragraph (1)—

18 (i) by striking “July 31, 2015” and
19 inserting “September 30, 2015”; and

20 (ii) by striking “³⁰⁴/₃₆₅” and inserting
21 “³⁶⁵/₃₆₅”; and

22 (B) in paragraph (2)(B), by striking “by
23 this subsection”.

1 (b) OBLIGATION CEILING.—Section 1102 of MAP—
2 21 (23 U.S.C. 104 note; Public Law 112–141) is amend-
3 ed—

4 (1) in subsection (a)(3)—

5 (A) by striking “\$33,528,284,932” and in-
6 serting “\$40,256,000,000”; and

7 (B) by striking “July 31, 2015” and in-
8 serting “September 30, 2015”;

9 (2) in subsection (b)(12)—

10 (A) by striking “July 31, 2015” and in-
11 serting “September 30, 2015”; and

12 (B) by striking “³⁰⁴/₃₆₅” and inserting
13 “³⁶⁵/₃₆₅”;

14 (3) in subsection (c)—

15 (A) in the matter preceding paragraph (1),
16 by striking “July 31, 2015” and inserting
17 “September 30, 2015”; and

18 (B) in paragraph (2)—

19 (i) by striking “July 31, 2015” and
20 inserting “September 30, 2015”; and

21 (ii) by striking “³⁰⁴/₃₆₅” and inserting
22 “³⁶⁵/₃₆₅”; and

23 (4) in subsection (f)(1), in the matter preceding
24 subparagraph (A), by striking “July 31, 2015” and
25 inserting “September 30, 2015”.

1 (c) TRIBAL HIGH PRIORITY PROJECTS PROGRAM.—
2 Section 1123(h)(1) of MAP–21 (23 U.S.C. 202 note; Pub-
3 lic Law 112–141) is amended—

4 (1) by striking “\$24,986,301” and inserting
5 “\$30,000,000”; and

6 (2) by striking “July 31, 2015” and inserting
7 “September 30, 2015”.

8 **SEC. 6002. ADMINISTRATIVE EXPENSES.**

9 (a) AUTHORIZATION OF CONTRACT AUTHORITY.—
10 Section 1002(a) of the Highway and Transportation
11 Funding Act of 2014 (Public Law 113–159; 128 Stat.
12 1842; 129 Stat. 220) is amended—

13 (1) by striking “\$366,465,753” and inserting
14 “\$440,000,000”; and

15 (2) by striking “July 31, 2015” and inserting
16 “September 30, 2015”.

17 (b) CONTRACT AUTHORITY.—Section 1002(b)(2) of
18 the Highway and Transportation Funding Act of 2014
19 (Public Law 113–159; 128 Stat. 1842; 129 Stat. 220) is
20 amended by striking “July 31, 2015” and inserting “Sep-
21 tember 30, 2015”.

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