

AMENDMENT NO. \_\_\_\_\_ Calendar No. \_\_\_\_\_

Purpose: In the nature of a substitute.

**IN THE SENATE OF THE UNITED STATES—114th Cong., 1st Sess.**

**H. R. 22**

To amend the Internal Revenue Code of 1986 to exempt employees with health coverage under TRICARE or the Veterans Administration from being taken into account for purposes of determining the employers to which the employer mandate applies under the Patient Protection and Affordable Care Act.

Referred to the Committee on \_\_\_\_\_ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT IN THE NATURE OF A SUBSTITUTE intended to be proposed by \_\_\_\_\_

Viz:

1 Strike all after the enacting clause and insert the fol-  
2 lowing:

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. ORGANIZATION OF ACT INTO DIVISIONS; TABLE OF**  
8 **CONTENTS.**

9 (a) DIVISIONS.—This Act is organized into 8 divi-  
10 sions as follows:

1           (1) Division A—Federal-aid Highways and  
2 Highway Safety Construction Programs.

3           (2) Division B—Public Transportation.

4           (3) Division C—Comprehensive Transportation  
5 and Consumer Protection Act of 2015.

6           (4) Division D—Freight and Major Projects.

7           (5) Division E—Finance.

8           (6) Division F—Miscellaneous.

9           (7) Division G—Surface Transportation Exten-  
10 sion.

11           (8) Division H—Budgetary Effects.

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

Sec. 1. Short title.

Sec. 2. Organization of Act into divisions; table of contents.

Sec. 3. Definitions.

Sec. 4. Effective date.

DIVISION A—FEDERAL-AID HIGHWAYS AND HIGHWAY SAFETY  
CONSTRUCTION PROGRAMS

TITLE I—FEDERAL-AID HIGHWAYS

Subtitle A—Authorizations and Programs

Sec. 11001. Authorization of appropriations.

Sec. 11002. Obligation ceiling.

Sec. 11003. Apportionment.

Sec. 11004. Surface transportation program.

Sec. 11005. Metropolitan transportation planning.

Sec. 11006. Statewide and nonmetropolitan transportation planning.

Sec. 11007. Highway use tax evasion projects.

Sec. 11008. Bundling of bridge projects.

Sec. 11009. Flexibility for certain rural road and bridge projects.

Sec. 11010. Construction of ferry boats and ferry terminal facilities.

Sec. 11011. Highway safety improvement program.

Sec. 11012. Data collection on unpaved public roads.

Sec. 11013. Congestion mitigation and air quality improvement program.

Sec. 11014. Transportation alternatives.

Sec. 11015. Consolidation of programs.

Sec. 11016. State flexibility for National Highway System modifications.

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- Sec. 11017. Toll roads, bridges, tunnels, and ferries.
- Sec. 11018. HOV facilities.
- Sec. 11019. Interstate system reconstruction and rehabilitation pilot program.
- Sec. 11020. Emergency relief for federally owned roads.
- Sec. 11021. Bridges requiring closure or load restrictions.
- Sec. 11022. National electric vehicle charging and natural gas fueling corridors.
- Sec. 11023. Asset management.
- Sec. 11024. Tribal transportation program amendment.
- Sec. 11025. Nationally significant Federal lands and Tribal projects program.
- Sec. 11026. Federal lands programmatic activities.
- Sec. 11027. Federal lands transportation program.
- Sec. 11028. Innovative project delivery.
- Sec. 11029. Obligation and release of funds.

#### Subtitle B—Acceleration of Project Delivery

- Sec. 11101. Categorical exclusion for projects of limited Federal assistance.
- Sec. 11102. Programmatic agreement template.
- Sec. 11103. Agency coordination.
- Sec. 11104. Initiation of environmental review process.
- Sec. 11105. Improving collaboration for accelerated decision making.
- Sec. 11106. Accelerated decisionmaking in environmental reviews.
- Sec. 11107. Improving transparency in environmental reviews.
- Sec. 11108. Integration of planning and environmental review.
- Sec. 11109. Use of programmatic mitigation plans.
- Sec. 11110. Adoption of Departmental environmental documents.
- Sec. 11111. Technical assistance for States.
- Sec. 11112. Surface transportation project delivery program.
- Sec. 11113. Categorical exclusions for multimodal projects.
- Sec. 11114. Modernization of the environmental review process.
- Sec. 11115. Service club, charitable association, or religious service signs.
- Sec. 11116. Satisfaction of requirements for certain historic sites.
- Sec. 11117. Bridge exemption from consideration under certain provisions.
- Sec. 11118. Elimination of barriers to improve at-risk bridges.
- Sec. 11119. At-risk project preagreement authority.

#### Subtitle C—Miscellaneous

- Sec. 11201. Credits for untaxed transportation fuels.
- Sec. 11202. Justification reports for access points on the Interstate System.
- Sec. 11203. Exemptions.
- Sec. 11204. High priority corridors on the National Highway System.
- Sec. 11205. Repeat intoxicated driver law.
- Sec. 11206. Vehicle-to-infrastructure equipment.
- Sec. 11207. Relinquishment.
- Sec. 11208. Transfer and sale of toll credits.
- Sec. 11209. Regional infrastructure accelerator demonstration program.

### TITLE II—TRANSPORTATION INNOVATION

#### Subtitle A—Research

- Sec. 12001. Research, technology, and education.
- Sec. 12002. Intelligent transportation systems.
- Sec. 12003. Future interstate study.
- Sec. 12004. Researching surface transportation system funding alternatives.

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## Subtitle B—Data

- Sec. 12101. Tribal data collection.
- Sec. 12102. Performance management data support program.

## Subtitle C—Transparency and Best Practices

- Sec. 12201. Every Day Counts initiative.
- Sec. 12202. Department of Transportation performance measures.
- Sec. 12203. Grant program for achievement in transportation for performance and innovation.
- Sec. 12204. Highway trust fund transparency and accountability.
- Sec. 12205. Report on highway trust fund administrative expenditures.
- Sec. 12206. Availability of reports.
- Sec. 12207. Performance period adjustment.
- Sec. 12208. Design standards.

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

- Sec. 13001. Transportation Infrastructure Finance and Innovation Act of 1998 amendments.

## TITLE IV—TECHNICAL CORRECTIONS

- Sec. 14001. Technical corrections.

## TITLE V—MISCELLANEOUS

- Sec. 15001. Appalachian development highway system.
- Sec. 15002. Appalachian regional development program.
- Sec. 15003. Water infrastructure finance and innovation.
- Sec. 15004. Administrative provisions to encourage pollinator habitat and forage on transportation rights-of-way.
- Sec. 15005. Study on performance of bridges.
- Sec. 15006. Sport fish restoration and recreational boating safety.

## DIVISION B—PUBLIC TRANSPORTATION

## TITLE XXI—FEDERAL PUBLIC TRANSPORTATION ACT

- Sec. 21001. Short title.
- Sec. 21002. Definitions.
- Sec. 21003. Metropolitan transportation planning.
- Sec. 21004. Statewide and nonmetropolitan transportation planning.
- Sec. 21005. Urbanized area formula grants.
- Sec. 21006. Fixed guideway capital investment grants.
- Sec. 21007. Mobility of seniors and individuals with disabilities.
- Sec. 21008. Formula grants for rural areas.
- Sec. 21009. Research, development, demonstration, and deployment program.
- Sec. 21010. Private sector participation.
- Sec. 21011. Innovative procurement.
- Sec. 21012. Human resources and training.
- Sec. 21013. General provisions.
- Sec. 21014. Project management oversight.
- Sec. 21015. Public transportation safety program.
- Sec. 21016. State of good repair grants.
- Sec. 21017. Authorizations.

- Sec. 21018. Grants for bus and bus facilities.
- Sec. 21019. Salary of Federal Transit Administrator.
- Sec. 21020. Technical and conforming amendments.

DIVISION C—COMPREHENSIVE TRANSPORTATION AND  
CONSUMER PROTECTION ACT OF 2015

- Sec. 31001. Short title.
- Sec. 31002. References to title 49, United States Code.
- Sec. 31003. Effective date.

TITLE XXXI—OFFICE OF THE SECRETARY

Subtitle A—Accelerating Project Delivery

- Sec. 31101. Delegation of authority.
- Sec. 31102. Infrastructure Permitting Improvement Center.
- Sec. 31103. Accelerated decision-making in environmental reviews.
- Sec. 31104. Environmental review alignment and reform.
- Sec. 31105. Multimodal categorical exclusions.
- Sec. 31106. Improving transparency in environmental reviews.
- Sec. 31107. Local transportation infrastructure program.

Subtitle B—Research

- Sec. 31201. Findings.
- Sec. 31202. Modal research plans.
- Sec. 31203. Consolidated research prospectus and strategic plan.
- Sec. 31204. Research Ombudsman.
- Sec. 31205. Smart cities transportation planning study.
- Sec. 31206. Bureau of Transportation Statistics independence.
- Sec. 31207. Conforming amendments.
- Sec. 31208. Repeal of obsolete office.

Subtitle C—Port Performance Act

- Sec. 31301. Short title.
- Sec. 31302. Findings.
- Sec. 31303. Port performance freight statistics program.

TITLE XXXII—COMMERCIAL MOTOR VEHICLE AND DRIVER  
PROGRAMS

Subtitle A—Compliance, Safety, and Accountability Reform

- Sec. 32001. Correlation study.
- Sec. 32002. Safety improvement metrics.
- Sec. 32003. Data certification.
- Sec. 32004. Data improvement.
- Sec. 32005. Accident report information.
- Sec. 32006. Post-accident report review.
- Sec. 32007. Recognizing excellence in safety.
- Sec. 32008. High risk carrier reviews.

Subtitle B—Transparency and Accountability

- Sec. 32201. Rulemaking requirements.
- Sec. 32202. Petitions for regulatory relief.

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- Sec. 32203. Inspector standards.
- Sec. 32204. Technology improvements.

Subtitle C—Trucking Rules Updated by Comprehensive and Key Safety Reform

- Sec. 32301. Update on statutory requirements.
- Sec. 32302. Statutory rulemaking.
- Sec. 32303. Guidance reform.
- Sec. 32304. Petitions.
- Sec. 32305. Regulatory reform.

Subtitle D—State Authorities

- Sec. 32401. Emergency route working group.
- Sec. 32402. Additional State authority.
- Sec. 32403. Commercial driver access.

Subtitle E—Motor Carrier Safety Grant Consolidation

- Sec. 32501. Definitions.
- Sec. 32502. Grants to States.
- Sec. 32503. New entrant safety review program study.
- Sec. 32504. Performance and registration information systems management.
- Sec. 32505. Authorization of appropriations.
- Sec. 32506. Commercial driver's license program implementation.
- Sec. 32507. Extension of Federal motor carrier safety programs for fiscal year 2016.
- Sec. 32508. Motor carrier safety assistance program allocation.
- Sec. 32509. Maintenance of effort calculation.

Subtitle F—Miscellaneous Provisions

- Sec. 32601. Windshield technology.
- Sec. 32602. Electronic logging devices requirements.
- Sec. 32603. Lapse of required financial security; suspension of registration.
- Sec. 32604. Access to National Driver Register.
- Sec. 32605. Study on commercial motor vehicle driver commuting.
- Sec. 32606. Household goods consumer protection working group.
- Sec. 32607. Interstate van operations.
- Sec. 32608. Report on design and implementation of wireless roadside inspection systems.
- Sec. 32609. Motorcoach hours of service study.
- Sec. 32610. GAO Review of school bus safety.
- Sec. 32611. Use of hair testing for preemployment and random controlled substances tests.

TITLE XXXIII—HAZARDOUS MATERIALS

- Sec. 33101. Endorsements.
- Sec. 33102. Enhanced reporting.
- Sec. 33103. Hazardous material information.
- Sec. 33104. National emergency and disaster response.
- Sec. 33105. Authorization of appropriations.

TITLE XXXIV—HIGHWAY AND MOTOR VEHICLE SAFETY

Subtitle A—Highway Traffic Safety

## PART I—HIGHWAY SAFETY

- Sec. 34101. Authorization of appropriations.
- Sec. 34102. Highway safety programs.
- Sec. 34103. Grants for alcohol-ignition interlock laws and 24–7 sobriety programs.
- Sec. 34104. Repeat offender criteria.
- Sec. 34105. Study on the national roadside survey of alcohol and drug use by drivers.
- Sec. 34106. Increasing public awareness of the dangers of drug-impaired driving.
- Sec. 34107. Improvement of data collection on child occupants in vehicle crashes.

## PART II—STOP MOTORCYCLE CHECKPOINT FUNDING ACT

- Sec. 34121. Short title.
- Sec. 34122. Grant restriction.

## PART III—IMPROVING DRIVER SAFETY ACT OF 2015

- Sec. 34131. Short title.
- Sec. 34132. Distracted driving incentive grants.
- Sec. 34133. Barriers to data collection report.
- Sec. 34134. Minimum requirements for State graduated driver licensing incentive grant program.

## PART IV—TECHNICAL AND CONFORMING AMENDMENTS

- Sec. 34141. Technical corrections to the Motor Vehicle and Highway Safety Improvement Act of 2012.

## Subtitle B—Vehicle Safety

- Sec. 34201. Authorization of appropriations.
- Sec. 34202. Inspector General recommendations.
- Sec. 34203. Improvements in availability of recall information.
- Sec. 34204. Recall process.
- Sec. 34205. Pilot grant program for State notification to consumers of motor vehicle recall status.
- Sec. 34206. Recall obligations under bankruptcy.
- Sec. 34207. Dealer requirement to check for open recall.
- Sec. 34208. Extension of time period for remedy of tire defects.
- Sec. 34209. Rental car safety.
- Sec. 34210. Increase in civil penalties for violations of motor vehicle safety.
- Sec. 34211. Electronic odometer disclosures.
- Sec. 34212. Corporate responsibility for NHTSA reports.
- Sec. 34213. Direct vehicle notification of recalls.
- Sec. 34214. Unattended children warning.
- Sec. 34215. Tire pressure monitoring system.

## Subtitle C—Research and Development and Vehicle Electronics

- Sec. 34301. Report on operations of the Council for Vehicle Electronics, Vehicle Software, and Emerging Technologies.
- Sec. 34302. Cooperation with foreign governments.

## Subtitle D—Miscellaneous Provisions

## PART I—DRIVER PRIVACY ACT OF 2015

- Sec. 34401. Short title.
- Sec. 34402. Limitations on data retrieval from vehicle event data recorders.
- Sec. 34403. Vehicle event data recorder study.

## PART II—SAFETY THROUGH INFORMED CONSUMERS ACT OF 2015

- Sec. 34421. Short title.
- Sec. 34422. Passenger motor vehicle information.

## PART III—TIRE EFFICIENCY, SAFETY, AND REGISTRATION ACT OF 2015

- Sec. 34431. Short title.
- Sec. 34432. Tire fuel efficiency minimum performance standards.
- Sec. 34433. Tire registration by independent sellers.
- Sec. 34434. Tire recall database.

TITLE XXXV—RAILROAD REFORM, ENHANCEMENT, AND  
EFFICIENCY

- Sec. 35001. Short title.
- Sec. 35002. Passenger transportation; definitions.

## Subtitle A—Authorization of Appropriations

- Sec. 35101. Authorization of grants to Amtrak.
- Sec. 35102. National infrastructure and safety investments.
- Sec. 35103. Authorization of appropriations for National Transportation Safety Board rail investigations.
- Sec. 35104. Authorization of appropriations for Amtrak Office of Inspector General.
- Sec. 35105. National cooperative rail research program.

## Subtitle B—Amtrak Reform

- Sec. 35201. Amtrak grant process.
- Sec. 35202. 5-year business line and assets plans.
- Sec. 35203. State-supported route committee.
- Sec. 35204. Route and service planning decisions.
- Sec. 35205. Competition.
- Sec. 35206. Rolling stock purchases.
- Sec. 35207. Food and beverage policy.
- Sec. 35208. Local products and promotional events.
- Sec. 35209. Right-of-way leveraging.
- Sec. 35210. Station development.
- Sec. 35211. Amtrak debt.
- Sec. 35212. Amtrak pilot program for passengers transporting domesticated cats and dogs.
- Sec. 35213. Amtrak board of directors.
- Sec. 35214. Amtrak boarding procedures.

## Subtitle C—Intercity Passenger Rail Policy

- Sec. 35301. Competitive operating grants.
- Sec. 35302. Federal-State partnership for state of good repair.
- Sec. 35303. Large capital project requirements.
- Sec. 35304. Small business participation study.



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- Sec. 35305. Gulf coast rail service working group.
- Sec. 35306. Integrated passenger rail working group.
- Sec. 35307. Shared-use study.
- Sec. 35308. Northeast Corridor Commission.
- Sec. 35309. Northeast Corridor through-ticketing and procurement efficiencies.
- Sec. 35310. Data and analysis.
- Sec. 35311. Performance-based proposals.
- Sec. 35312. Amtrak Inspector General.
- Sec. 35313. Miscellaneous provisions.

## Subtitle D—Rail Safety

## PART I—SAFETY IMPROVEMENT

- Sec. 35401. Highway-rail grade crossing safety.
- Sec. 35402. Speed limit action plans.
- Sec. 35403. Signage.
- Sec. 35404. Alerters.
- Sec. 35405. Signal protection.
- Sec. 35406. Technology implementation plans.
- Sec. 35407. Commuter rail track inspections.
- Sec. 35408. Emergency response.
- Sec. 35409. Private highway-rail grade crossings.
- Sec. 35410. Repair and replacement of damaged track inspection equipment.
- Sec. 35411. Rail police officers.
- Sec. 35412. Operation deep dive; report.
- Sec. 35413. Post-accident assessment.
- Sec. 35414. Technical and conforming amendments.
- Sec. 35415. GAO study on use of locomotive horns at highway-rail grade crossings.

## PART II—CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS

- Sec. 35421. Consolidated rail infrastructure and safety improvements.

## PART III—HAZARDOUS MATERIALS BY RAIL SAFETY AND OTHER SAFETY ENHANCEMENTS

- Sec. 35431. Real-time emergency response information.
- Sec. 35432. Thermal blankets.
- Sec. 35433. Comprehensive oil spill response plans.
- Sec. 35434. Hazardous materials by rail liability study.
- Sec. 35435. Study and testing of electronically-controlled pneumatic brakes.
- Sec. 35436. Recording devices.
- Sec. 35437. Rail passenger transportation liability.
- Sec. 35438. Modification reporting.
- Sec. 35439. Report on crude oil characteristics research study.

## PART IV—POSITIVE TRAIN CONTROL

- Sec. 35441. Coordination of spectrum.
- Sec. 35442. Updated plans.
- Sec. 35443. Early adoption and interoperability.
- Sec. 35444. Positive train control at grade crossings effectiveness study.

## Subtitle E—Project Delivery

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- Sec. 35501. Short title.
- Sec. 35502. Preservation of public lands.
- Sec. 35503. Efficient environmental reviews.
- Sec. 35504. Advance acquisition.
- Sec. 35505. Railroad rights-of-way.
- Sec. 35506. Savings clause.
- Sec. 35507. Transition.

## Subtitle F—Financing

- Sec. 35601. Short title; references.
- Sec. 35602. Definitions.
- Sec. 35603. Eligible applicants.
- Sec. 35604. Eligible purposes.
- Sec. 35605. Program administration.
- Sec. 35606. Loan terms and repayment.
- Sec. 35607. Credit risk premiums.
- Sec. 35608. Master credit agreements.
- Sec. 35609. Priorities and conditions.
- Sec. 35610. Savings provision.

## DIVISION D—FREIGHT AND MAJOR PROJECTS

## TITLE XLI—FREIGHT POLICY

- Sec. 41001. Establishment of freight chapter.
- Sec. 41002. National multimodal freight policy.
- Sec. 41003. National multimodal freight network.

## TITLE XLII—PLANNING

- Sec. 42001. National freight strategic plan.
- Sec. 42002. State freight advisory committees.
- Sec. 42003. State freight plans.
- Sec. 42004. Freight data and tools.

## TITLE XLIII—FORMULA FREIGHT PROGRAM

- Sec. 43001. National highway freight program.
- Sec. 43002. Savings provision.

## TITLE XLIV—GRANTS

- Sec. 44001. Purpose; definitions; administration.
- Sec. 44002. Grants.

## DIVISION E—FINANCE

- Sec. 50001. Short title.

## TITLE LI—HIGHWAY TRUST FUND AND RELATED TAXES

## Subtitle A—Extension of Trust Fund Expenditure Authority and Related Taxes

- Sec. 51101. Extension of trust fund expenditure authority.
- Sec. 51102. Extension of highway-related taxes.

## Subtitle B—Additional Transfers to Highway Trust Fund

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- Sec. 51201. Further additional transfers to trust fund.
- Sec. 51202. Transfer to Highway Trust Fund of certain motor vehicle safety penalties.

## TITLE LII—OFFSETS

## Subtitle A—Tax Provisions

- Sec. 52101. Consistent basis reporting between estate and person acquiring property from decedent.
- Sec. 52102. Revocation or denial of passport in case of certain unpaid taxes.
- Sec. 52103. Clarification of 6-year statute of limitations in case of overstatement of basis.
- Sec. 52104. Additional information on returns relating to mortgage interest.
- Sec. 52105. Return due date modifications.
- Sec. 52106. Reform of rules relating to qualified tax collection contracts.
- Sec. 52107. Special compliance personnel program.
- Sec. 52108. Transfers of excess pension assets to retiree health accounts.

## Subtitle B—Fees and Receipts

- Sec. 52201. Extension of deposits of security service fees in the general fund.
- Sec. 52202. Adjustment for inflation of fees for certain customs services.
- Sec. 52203. Dividends and surplus funds of Reserve banks.
- Sec. 52204. Strategic Petroleum Reserve drawdown and sale.
- Sec. 52205. Extension of enterprise guarantee fee.

## Subtitle C—Outlays

- Sec. 52301. Recision of funds from Hardest Hit Fund program.
- Sec. 52302. Interest on overpayment.
- Sec. 52303. Revisions to provisions limiting payment of benefits to fugitive felons under titles II, VIII, and XVI of the Social Security Act.

## DIVISION F—MISCELLANEOUS

## TITLE LXI—FEDERAL PERMITTING IMPROVEMENT

- Sec. 61001. Definitions.
- Sec. 61002. Federal Permitting Improvement Council.
- Sec. 61003. Permitting process improvement.
- Sec. 61004. Interstate compacts.
- Sec. 61005. Coordination of required reviews.
- Sec. 61006. Delegated State permitting programs.
- Sec. 61007. Litigation, judicial review, and savings provision.
- Sec. 61008. Report to Congress.
- Sec. 61009. Funding for governance, oversight, and processing of environmental reviews and permits.
- Sec. 61010. Application.
- Sec. 61011. GAO Report.

## DIVISION G—SURFACE TRANSPORTATION EXTENSION

- Sec. 70001. Short title.

## TITLE LXXI—EXTENSION OF FEDERAL-AID HIGHWAY PROGRAMS

- Sec. 71001. Extension of Federal-aid highway programs.

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Sec. 71002. Administrative expenses.

TITLE LXXII—TEMPORARY EXTENSION OF PUBLIC  
TRANSPORTATION PROGRAMS

Sec. 72001. Formula grants for rural areas.

Sec. 72002. Apportionment of appropriations for formula grants.

Sec. 72003. Authorizations for public transportation.

Sec. 72004. Bus and bus facilities formula grants.

TITLE LXXIII—EXTENSION OF HIGHWAY SAFETY PROGRAMS

Subtitle A—Extension of Highway Safety Programs

Sec. 73101. Extension of National Highway Traffic Safety Administration highway safety programs.

Sec. 73102. Extension of Federal Motor Carrier Safety Administration programs.

Sec. 73103. Dingell-Johnson Sport Fish Restoration Act.

Subtitle B—Hazardous Materials

Sec. 73201. Authorization of appropriations.

TITLE LXXIV—REVENUE PROVISIONS

Sec. 74001. Extension of trust fund expenditure authority.

DIVISION H—BUDGETARY EFFECTS

Sec. 80001. Budgetary effects.

Sec. 80002. Maintenance of highway trust fund cash balance.

Sec. 80003. Prohibition on rescissions of certain contract authority.

**1 SEC. 3. DEFINITIONS.**

2 In this Act:

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

5 (2) SECRETARY.—The term “Secretary” means  
6 the Secretary of Transportation.

**7 SEC. 4. EFFECTIVE DATE.**

8 Except as otherwise provided, divisions A, B, C, and  
9 D, including the amendments made by those divisions,  
10 take effect on October 1, 2015.

1 **DIVISION A—FEDERAL-AID**  
2 **HIGHWAYS AND HIGHWAY**  
3 **SAFETY CONSTRUCTION PRO-**  
4 **GRAMS**

5 **TITLE I—FEDERAL-AID**  
6 **HIGHWAYS**

7 **Subtitle A—Authorizations and**  
8 **Programs**

9 **SEC. 11001. AUTHORIZATION OF APPROPRIATIONS.**

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

13 (1) FEDERAL-AID HIGHWAY PROGRAM.—For  
14 the national highway performance program under  
15 section 119 of title 23, United States Code, the sur-  
16 face transportation program under section 133 of  
17 that title, the highway safety improvement program  
18 under section 148 of that title, the congestion miti-  
19 gation and air quality improvement program under  
20 section 149 of that title, the national freight pro-  
21 gram under section 167 of that title, the transpor-  
22 tation alternatives program under section 213 of  
23 that title, and to carry out section 134 of that  
24 title—

25 (A) \$40,079,500,000 for fiscal year 2016;

1 (B) \$41,071,300,000 for fiscal year 2017;

2 (C) \$42,127,100,000 for fiscal year 2018;

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

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

5 and

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

7 (2) TRANSPORTATION INFRASTRUCTURE FI-  
8 NANCE AND INNOVATION PROGRAM.—For credit as-  
9 sistance under the transportation infrastructure fi-  
10 nance and innovation program under chapter 6 of  
11 title 23, United States Code, \$500,000,000 for each  
12 of fiscal years 2016 through 2021.

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

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

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

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

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

23 (iv) \$490,000,000 for fiscal year  
24 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                           \$130,000,000 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. 11002. 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) \$42,401,500,000 for fiscal year 2016;  
7 (2) \$43,472,300,000 for fiscal year 2017;  
8 (3) \$44,607,100,000 for fiscal year 2018;  
9 (4) \$45,859,400,000 for fiscal year 2019;  
10 (5) \$46,982,700,000 for fiscal year 2020; and  
11 (6) \$48,132,900,000 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. 11003. 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-asides 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) \$1,500,000,000 for fiscal year  
2                   2016;

3                   “(ii) \$1,750,000,000 for fiscal year  
4                   2017;

5                   “(iii) \$2,000,000,000 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 apportionment deter-  
19                         mined under subsection (c) for a State;  
20                         bears to

21                         “(ii) the total apportionments for all  
22                         States.

23                  “(D) METROPOLITAN PLANNING.—Of the  
24                  amount set aside under this paragraph for a  
25                  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-asides in accordance with paragraph (5)  
21                  and section 213(a)”;

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. 11004. 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”; and

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

7 (ii) in subparagraph (B), by striking  
8 “50 percent” and inserting “45 percent”;  
9 and

10 (B) in paragraph (3)—

11 (i) by striking “paragraph (1)(A)(ii)”  
12 and inserting “paragraph (1)(A)(iii)”; and

13 (ii) by striking “greater than 5,000  
14 and less than 200,000” and inserting “of  
15 5,000 to 200,000”;

16 (4) in subsection (f)(1)—

17 (A) by striking “104(b)(3)” and inserting  
18 “104(b)(2)”; and

19 (B) by striking “the period of fiscal years  
20 2011 through 2014” and inserting “each fiscal  
21 year”;

22 (5) by redesignating subsection (h) as sub-  
23 section (i);

24 (6) in subsection (g)—

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

4 “(g) BRIDGES OFF THE NATIONAL HIGHWAY SYS-  
5 TEM.—

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

10 (B) in paragraph (2)—

11 (i) by striking subparagraph (A) and  
12 inserting the following:

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

21 “(i) 15 percent of the amount appor-  
22 tioned to the State under section  
23 104(b)(2); and

24 “(ii) an amount equal to at least 110  
25 percent of the amount of funds set aside

1 for bridges not on Federal-aid highways in  
2 the State for fiscal year 2014.”; and

3 (ii) in subparagraph (B), by striking  
4 “off-system” and inserting “off-NHS”;  
5 and

6 (C) by redesignating paragraph (3) as sub-  
7 section (h);

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

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

12 (B) by redesignating subparagraphs (A)  
13 and (B) as paragraphs (1) and (2), respectively,  
14 and indenting appropriately; and

15 (C) in the matter preceding paragraph (1)  
16 (as so redesignated)—

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

19 (ii) by striking “, and is determined  
20 by the Secretary upon completion to be no  
21 longer a deficient bridge”;

22 (8) in subsection (i)(1) (as redesignated by  
23 paragraph (5)), by striking “under subsection  
24 (d)(1)(A)(iii) for each of fiscal years 2013 through

1       2014” and inserting “under subsection (d)(1)(A)(ii)  
2       for each fiscal year”; and

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

4       “(j) BORDER STATES.—

5               “(1) IN GENERAL.—After consultation with rel-  
6       evant transportation planning organizations, the  
7       Governor of a State that shares a land border with  
8       Canada or Mexico may designate for each fiscal year  
9       not more than 5 percent of funds made available to  
10      the State under subsection (d)(1)(B) for border in-  
11      frastructure projects eligible under section 1303 of  
12      SAFETEA-LU (23 U.S.C. 101 note; Public Law  
13      109–59).

14              “(2) USE OF FUNDS.—Funds designated under  
15      this subsection shall be available under the require-  
16      ments of section 1303 of SAFETEA-LU (23 U.S.C.  
17      101 note; Public Law 109–59).

18              “(3) CERTIFICATION.—Before making a des-  
19      ignation under paragraph (1), the Governor shall  
20      certify that the designation is consistent with trans-  
21      portation planning requirements under this title.

22              “(4) NOTIFICATION.—Not later than 30 days  
23      after making a designation under paragraph (1), the  
24      Governor shall submit to the relevant transportation  
25      planning organizations within the border region a

1 written notification of any suballocated or distrib-  
2 uted amount of funds available for obligation by ju-  
3 isdiction.

4 “(5) LIMITATION.—This subsection applies only  
5 to funds apportioned to a State after the date of en-  
6 actment of the DRIVE Act.

7 “(6) DEADLINE FOR DESIGNATION.—A des-  
8 ignation under paragraph (1) shall—

9 “(A) be submitted to the Secretary not  
10 later than 30 days before the beginning of the  
11 fiscal year for which the designation is being  
12 made; and

13 “(B) remain in effect for the funds des-  
14 igned under paragraph (1) for a fiscal year  
15 until the Governor of the State notifies the Sec-  
16 retary of the termination of the designation.

17 “(7) UNOBLIGATED FUNDS AFTER TERMI-  
18 NATION.—On the date of a termination under para-  
19 graph (6)(B), all remaining unobligated funds that  
20 were designated under paragraph (1) for the fiscal  
21 year for which the designation is being terminated  
22 shall be made available to the State for the purposes  
23 described in subsection (d)(1)(B).”

1 **SEC. 11005. METROPOLITAN TRANSPORTATION PLANNING.**

2 Section 134 of title 23, United States Code, is  
3 amended—

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

6 (2) in subsection (c)(2), by striking “and bicy-  
7 cle transportation facilities” and inserting “, bicycle  
8 transportation facilities, intermodal facilities that  
9 support intercity transportation, including intercity  
10 buses and intercity bus facilities, and commuter van-  
11 pool providers”;

12 (3) in subsection (d)—

13 (A) by redesignating paragraphs (3)  
14 through (6) as paragraphs (4) through (7), re-  
15 spectively;

16 (B) by inserting after paragraph (2) the  
17 following:

18 “(3) REPRESENTATION.—

19 “(A) IN GENERAL.—Designation or selec-  
20 tion of officials or representatives under para-  
21 graph (2) shall be determined by the metropoli-  
22 tan planning organization according to the by-  
23 laws or enabling statute of the organization.

24 “(B) PUBLIC TRANSPORTATION REP-  
25 RESENTATIVE.—Subject to the bylaws or ena-  
26 bling statute of the metropolitan planning orga-

1           nization, a representative of a provider of public  
2           transportation may also serve as a representa-  
3           tive of a local municipality.

4           “(C) POWERS OF CERTAIN OFFICIALS.—  
5           An official described in paragraph (2)(B) shall  
6           have responsibilities, actions, duties, voting  
7           rights, and any other authority commensurate  
8           with other officials described in paragraph  
9           (2)(B).”; and

10           (C) in paragraph (5) (as redesignated by  
11           subparagraph (A)), by striking “paragraph (5)”  
12           and inserting “paragraph (6)”;

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

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

18           (6) in subsection (h)—

19           (A) in paragraph (1)—

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

22           (ii) in subparagraph (H), by striking  
23           the period at the end and inserting “;  
24           and”; and

1 (iii) by adding at the end the fol-  
2 lowing:

3 “(I) improve the resilience and reliability  
4 of the transportation system.”; and

5 (B) in paragraph (2)(A), by striking “and  
6 in section 5301(c) of title 49” and inserting  
7 “and the general purposes described in section  
8 5301 of title 49”;

9 (7) in subsection (i)—

10 (A) in paragraph (2)—

11 (i) in subparagraph (A)(i), by striking  
12 “transit” and inserting “public transpor-  
13 tation facilities, intercity bus facilities”;

14 (ii) in subparagraph (G)—

15 (I) by striking “and provide” and  
16 inserting “, provide”; and

17 (II) by inserting “, and reduce  
18 vulnerability due to natural disasters  
19 of the existing transportation infra-  
20 structure” before the period at the  
21 end; and

22 (iii) in subparagraph (H), by inserting  
23 “, including consideration of the role that  
24 intercity buses may play in reducing con-  
25 gestion, pollution, and energy consumption



1 in a cost-effective manner and strategies  
2 and investments that preserve and enhance  
3 intercity bus systems, including systems  
4 that are privately owned and operated” be-  
5 fore the period at the end;

6 (B) in paragraph (6)(A)—

7 (i) by inserting “public ports,” before  
8 “freight shippers,”; and

9 (ii) by inserting “(including intercity  
10 bus operators and commuter vanpool pro-  
11 viders)” after “private providers of trans-  
12 portation”; and

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

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

17 (9) in subsection (k)—

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

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

21 (10) in subsection (l)—

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

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

4 (11) by striking subsection (n);

5 (12) by redesignating subsections (o) through  
6 (q) as subsections (n) through (p), respectively;

7 (13) in subsection (o) (as so redesignated), by  
8 striking “set aside under section 104(f)” and insert-  
9 ing “apportioned under paragraphs (5)(D) and (6)  
10 of section 104(b)” ; and

11 (14) by adding at the end the following:

12 “(q) TREATMENT OF LAKE TAHOE REGION.—

13 “(1) DEFINITION OF LAKE TAHOE REGION.—In  
14 this subsection, the term ‘Lake Tahoe Region’ has  
15 the meaning given the term ‘region’ in subsection (a)  
16 of Article II of the Lake Tahoe Regional Planning  
17 Compact (Public Law 96–551; 94 Stat. 3234).

18 “(2) TREATMENT.—For the purpose of this  
19 title, the Lake Tahoe Region shall be treated as—

20 “(A) a metropolitan planning organization;

21 “(B) a transportation management area  
22 under subsection (k); and

23 “(C) an urbanized area, which is com-  
24 prised of a population of 145,000 in the State

1 of California and a population of 65,000 in the  
2 State of Nevada.

3 “(3) SUBALLOCATED FUNDING.—

4 “(A) SECTION 133.—When determining the  
5 amount under subparagraph (A) of section  
6 133(d)(1) that shall be obligated for a fiscal  
7 year in the States of California and Nevada  
8 under clauses (i), (ii), and (iii) of that subpara-  
9 graph, the Secretary shall, for each of those  
10 States—

11 “(i) calculate the population under  
12 each of those clauses;

13 “(ii) decrease the amount under sec-  
14 tion 133(d)(1)(A)(iii) by the population  
15 specified in paragraph (2) of this sub-  
16 section for the Lake Tahoe Region in that  
17 State; and

18 “(iii) increase the amount under sec-  
19 tion 133(d)(1)(A)(i) by the population  
20 specified in paragraph (2) of this sub-  
21 section for the Lake Tahoe Region in that  
22 State.

23 “(B) SECTION 213.—When determining the  
24 amount under paragraph (1) of section 213(c)  
25 that shall be obligated for a fiscal year in the

1 States of California and Nevada under subpara-  
2 graphs (A), (B), and (C) of that paragraph, the  
3 Secretary shall, for each of those States—

4 “(i) calculate the population under  
5 each of those subparagraphs;

6 “(ii) decrease the amount under sec-  
7 tion 213(c)(1)(C) by the population speci-  
8 fied in paragraph (2) of this subsection for  
9 the Lake Tahoe Region in that State; and

10 “(iii) increase the amount under sec-  
11 tion 213(c)(1)(A) by the population speci-  
12 fied in paragraph (2) of this subsection for  
13 the Lake Tahoe Region in that State.”.

14 **SEC. 11006. STATEWIDE AND NONMETROPOLITAN TRANS-**  
15 **PORTATION PLANNING.**

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

18 (1) in subsection (a)(2), by striking “and bicy-  
19 cle transportation facilities” and inserting “, bicycle  
20 transportation facilities, intermodal facilities that  
21 support intercity transportation, including intercity  
22 buses and intercity bus facilities, and commuter van-  
23 pool providers”;

24 (2) in subsection (d)—

25 (A) in paragraph (1)—

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

3 (ii) in subparagraph (H), by striking  
4 the period at the end and inserting “;  
5 and”; and

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

8 “(I) improve the resilience and reliability  
9 of the transportation system.”; and

10 (B) in paragraph (2)(A), by striking “and  
11 in section 5301(c) of title 49” and inserting  
12 “and the general purposes described in section  
13 5301 of title 49”;

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

16 (4) in subsection (f)—

17 (A) in paragraph (2)(B)(i), by striking  
18 “subsection (m)” and inserting “subsection  
19 (l)”;

20 (B) in paragraph (3)(A)—

21 (i) in clause (i), by striking “sub-  
22 section (m)” and inserting “subsection  
23 (l)”;

24 (ii) in clause (ii), by inserting “(in-  
25 cluding intercity bus operators and com-

1 muter vanpool providers)” after “private  
2 providers of transportation”;

3 (C) in paragraph (7), in the matter pre-  
4 ceeding subparagraph (A), by striking “should”  
5 and inserting “shall”; and

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

14 (5) in subsection (g)—

15 (A) in paragraph (2)(B)(i), by striking  
16 “subsection (m)” and inserting “subsection  
17 (l)”;

18 (B) in paragraph (3)—

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

21 (ii) by inserting “(including intercity  
22 bus operators),” after “private providers of  
23 transportation”; and

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

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

2 (7) by redesignating subsections (k) through  
3 (m) as subsections (j) through (l), respectively.

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

7 **SEC. 11007. HIGHWAY USE TAX EVASION PROJECTS.**

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

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

16 **SEC. 11008. BUNDLING OF BRIDGE PROJECTS.**

17 Section 144 of title 23, United States Code, is  
18 amended—

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

22 (2) by redesignating subsection (j) as sub-  
23 section (k);

24 (3) by inserting after subsection (i) the fol-  
25 lowing:

1 “(j) BUNDLING OF BRIDGE PROJECTS.—

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

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

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

12 “(A) eligible projects under section 119 or  
13 133;

14 “(B) included as a bundled project in a  
15 transportation improvement program under sec-  
16 tion 134(j) or a statewide transportation im-  
17 provement program under section 135, as appli-  
18 cable; and

19 “(C) awarded to a single contractor or con-  
20 sultant pursuant to a contract for engineering  
21 and design or construction between the con-  
22 tractor and an eligible entity.

23 “(4) ITEMIZATION.—Notwithstanding any other  
24 provision of law (including regulations), an eligible



1 bridge project included in a bundle under this sub-  
2 section may be listed as—

3 “(A) 1 project for purposes of sections 134  
4 and 135; and

5 “(B) a single project within the applicable  
6 bundle.

7 “(5) FINANCIAL CHARACTERISTICS.—Projects  
8 bundled under this subsection shall have the same fi-  
9 nancial characteristics, including—

10 “(A) the same funding category or sub-  
11 category; and

12 “(B) the same Federal share.”; and

13 (4) in subsection (k)(2) (as redesignated by  
14 paragraph (2)), by striking “104(b)(3)” and insert-  
15 ing “104(b)(2)”.

16 **SEC. 11009. FLEXIBILITY FOR CERTAIN RURAL ROAD AND**  
17 **BRIDGE PROJECTS.**

18 (a) AUTHORITY.—With respect to rural road and  
19 rural bridge projects eligible for funding under title 23,  
20 United States Code, subject to the provisions of this sec-  
21 tion and on request by a State, the Secretary may—

22 (1) exercise all existing flexibilities under and  
23 exceptions to—

24 (A) the requirements of title 23, United  
25 States Code; and

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

3 (2) otherwise provide additional flexibility or ex-  
4 pedited processing with respect to the requirements  
5 described in paragraph (1).

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

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

10 (A) has a population density of 80 or fewer  
11 persons per square mile of land area; or

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

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

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

20 (B) have a total estimated cost of not more  
21 than \$30,000,000 and Federal funds com-  
22 prising less than 15 percent of the total esti-  
23 mated project cost.

24 (c) PROCESS TO ASSIST RURAL PROJECTS.—

1           (1) ASSISTANCE WITH FEDERAL REQUIRE-  
2           MENTS.—

3                   (A) IN GENERAL.—For projects under this  
4           section, the Secretary shall seek to provide, to  
5           the maximum extent practicable, regulatory re-  
6           lief and flexibility consistent with this section.

7                   (B) EXCEPTIONS, EXEMPTIONS, AND ADDI-  
8           TIONAL FLEXIBILITY.—Exceptions, exemptions,  
9           and additional flexibility from regulatory re-  
10          quirements may be granted if, in the opinion of  
11          the Secretary—

12                   (i) the project is not expected to have  
13           a significant adverse impact on the envi-  
14           ronment;

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

17                   (iii) the assistance would be in the  
18           public interest for 1 or more reasons, in-  
19           cluding—

20                           (I) reduced project costs;

21                           (II) expedited construction, par-  
22           ticularly in an area where the con-  
23           struction season is relatively short and  
24           not granting the waiver or additional

1 flexibility could delay the project to a  
2 later construction season; or

3 (III) improved safety.

4 (2) MAINTAINING PROTECTIONS.—Nothing in  
5 this subsection—

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

8 (B) supersedes, amends, or modifies—

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

12 (ii) any requirement of title 23,  
13 United States Code; or

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

17 **SEC. 11010. CONSTRUCTION OF FERRY BOATS AND FERRY**  
18 **TERMINAL FACILITIES.**

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

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

24 (2) by striking subsections (d) through (g) and  
25 inserting the following:

1       “(d) FORMULA.—Of the amounts allocated under  
2 subsection (c)—

3           “(1) 35 percent shall be allocated among eligi-  
4 ble entities in the proportion that—

5               “(A) the number of ferry passengers, in-  
6 cluding passengers in vehicles, carried by each  
7 ferry system in the most recent calendar year  
8 for which data is available; bears to

9               “(B) the number of ferry passengers, in-  
10 cluding passengers in vehicles, carried by all  
11 ferry systems in the most recent calendar year  
12 for which data is available;

13           “(2) 35 percent shall be allocated among eligi-  
14 ble entities in the proportion that—

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

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

21           “(3) 30 percent shall be allocated among eligi-  
22 ble entities in the proportion that—

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

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

4           “(e)     REDISTRIBUTION     OF     UNOBLIGATED  
5 AMOUNTS.—The Secretary shall—

6                   “(1) withdraw amounts allocated to an eligible  
7                   entity under subsection (c) that remain unobligated  
8                   by the end of the third fiscal year following the fiscal  
9                   year for which the amounts were allocated; and

10                   “(2) in the subsequent fiscal year, redistribute  
11                   the funds referred to in paragraph (1) in accordance  
12                   with the formula under subsection (d) among eligible  
13                   entities for which no amounts were withdrawn under  
14                   paragraph (1).

15           “(f)     MINIMUM     AMOUNT.—Notwithstanding sub-  
16 section (c), a State with an eligible entity that meets the  
17 requirements of this section shall receive not less than  
18 \$100,000 under this section for a fiscal year.

19           “(g)     IMPLEMENTATION.—

20                   “(1) DATA COLLECTION.—

21                   “(A)     NATIONAL     FERRY     DATABASE.—  
22                   Amounts made available for a fiscal year under  
23                   this section shall be allocated using the most re-  
24                   cent data available, as collected and imputed in  
25                   accordance with the national ferry database es-

1           tablished under section 1801(e) of SAFETEA-  
2           LU (23 U.S.C. 129 note; 119 Stat. 1456).

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

10          “(2) ADJUSTMENTS.—On review of the data  
11          submitted under paragraph (1)(B), the Secretary  
12          may make adjustments to the data as the Secretary  
13          determines necessary to correct misreported or in-  
14          consistent data.

15          “(h) AUTHORIZATION OF APPROPRIATIONS.—There  
16          is authorized to be appropriated out of the Highway Trust  
17          Fund (other than the Mass Transit Account) to carry out  
18          this section \$80,000,000 for each of fiscal years 2016  
19          through 2021.

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

23          “(j) APPLICABILITY.—All provisions of this chapter  
24          that are applicable to the National Highway System, other  
25          than provisions relating to apportionment formula and

1 Federal share, shall apply to funds made available to carry  
2 out this section, except as determined by the Secretary  
3 to be inconsistent with this section.”.

4 (b) NATIONAL FERRY DATABASE.—Section  
5 1801(e)(4) of SAFETEA-LU (23 U.S.C. 129 note; 119  
6 Stat. 1456) is amended by striking subparagraph (D) and  
7 inserting the following:

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

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

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

18 (2) in paragraph (3)—

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

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

22 “(B) Any Federal participation shall not  
23 involve the construction or purchase, for private  
24 ownership, of a ferry boat, ferry terminal facil-





1 (ii) by adding at the end the fol-  
2 lowing:

3 “(xxv) Installation of vehicle-to-infra-  
4 structure communication equipment.

5 “(xxvi) Pedestrian hybrid beacons.

6 “(xxvii) Roadway improvements that  
7 provide separation between pedestrians and  
8 motor vehicles, including medians and pe-  
9 destrian crossing islands.

10 “(xxviii) An infrastructure safety  
11 project not described in clauses (i) through  
12 (xxvii).”; and

13 (B) by striking paragraph (10) and redesi-  
14 gnating paragraphs (11) through (13) as para-  
15 graphs (10) through (12), respectively;

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

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

21 (4) in subsection (g)(1)—

22 (A) by striking “increases” and inserting  
23 “does not decrease”; and

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

1 **SEC. 11012. DATA COLLECTION ON UNPAVED PUBLIC**  
2 **ROADS.**

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

5 “(k) DATA COLLECTION ON UNPAVED PUBLIC  
6 ROADS.—

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

11 “(A)(i) more than 45 percent of the public  
12 roads in the State are gravel roads or otherwise  
13 unpaved; and

14 “(ii) less than 10 percent of fatalities in  
15 the State occur on those unpaved public roads;  
16 or

17 “(B)(i) more than 70 percent of the public  
18 roads in the State are gravel roads or otherwise  
19 unpaved; and

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

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

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

7 **SEC. 11013. CONGESTION MITIGATION AND AIR QUALITY**  
8 **IMPROVEMENT PROGRAM.**

9           Section 149 of title 23, United States Code, is  
10 amended—

11           (1) in subsection (b)—

12                 (A) in paragraph (1)(A)(i)(I), by inserting  
13 “in the designated nonattainment area” after  
14 “air quality standard”;

15                 (B) in paragraph (3), by inserting “or  
16 maintenance” after “likely to contribute to the  
17 attainment”;

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

21                 (D) in paragraph (8)(A)(ii)—

22                         (i) in the matter preceding subclause  
23 (I), by inserting “or port-related freight  
24 operations” after “construction projects”;  
25 and

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

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

6 (3) in subsection (d)—

7 (A) in paragraph (2)—

8 (i) in subparagraph (A)—

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

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

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

22 (B) in paragraph (3), by inserting “, in a  
23 manner consistent with the approach that was  
24 in effect on the day before the date of enact-

1           ment of MAP-21,” after “the Secretary shall  
2           modify”;

3           (4) in subsection (g)—

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

6                 (B) in paragraph (3)—

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

9                     “(A) IN GENERAL.—States and metropoli-  
10          tan”;

11                    (ii) by striking “are proven to reduce”  
12           and inserting “reduce directly emitted”;

13           and

14                    (iii) by adding at the end the fol-  
15           lowing:

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

21           (5) in subsection (k)—

22                 (A) in paragraph (1)—

23                     (i) by striking “that has a nonattain-  
24           ment or maintenance area” and inserting

1 “that has 1 or more nonattainment or  
2 maintenance areas”;

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

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

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

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

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

17 “(3) PM2.5 NONATTAINMENT AND MAINTENANCE IN LOW POPULATION DENSITY STATES.—

18  
19 “(A) EXCEPTION.—In any State with a  
20 population density of 80 or fewer persons per  
21 square mile of land area, based on the most re-  
22 cent decennial census, the requirements under  
23 subsection (g)(3) and paragraphs (1) and (2) of  
24 this subsection shall not apply to a nonattain-  
25 ment or maintenance area in the State if—

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

6                   “(ii) regional motor vehicle emissions  
7                   are an insignificant contributor to the air  
8                   quality problem for PM<sub>2.5</sub> in the non-  
9                   attainment or maintenance area.

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

17                  “(4) PORT-RELATED EQUIPMENT AND VEHI-  
18                  CLES.—To meet the requirements under paragraph  
19                  (1), a State or metropolitan planning organization  
20                  may elect to obligate funds to the most cost-effective  
21                  projects to reduce emissions from port-related  
22                  landside nonroad or on-road equipment that is oper-  
23                  ated within the boundaries of a PM<sub>2.5</sub> nonattain-  
24                  ment or maintenance area.”;



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

4           (7) in subsection (m), by striking “section  
5           104(b)(2)” and inserting “section 104(b)(4)”.

6 **SEC. 11014. TRANSPORTATION ALTERNATIVES.**

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

9           (1) by striking subsection (a) and inserting the  
10          following:

11          “(a) RESERVATION OF FUNDS.—

12                 “(1) IN GENERAL.—On October 1 of each fiscal  
13                 year, the Secretary shall set aside from the amount  
14                 determined for a State under section 104(c) an  
15                 amount determined for the State under paragraphs  
16                 (2) and (3).

17                 “(2) TOTAL AMOUNT.—The total amount set  
18                 aside for the program under this section shall be  
19                 \$850,000,000 for each fiscal year.

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

24                         “(A) the amount apportioned to the State  
25                         for the transportation enhancements program

1 for fiscal year 2009 under section 133(d)(2), as  
2 in effect on the day before the date of enact-  
3 ment of MAP-21 (Public Law 112-141; 126  
4 Stat. 405); bears to

5 “(B) the total amount of funds appor-  
6 tioned to all States for that fiscal year for the  
7 transportation enhancements program for fiscal  
8 year 2009.”;

9 (2) in subsection (c)—

10 (A) in paragraph (1)—

11 (i) in the matter preceding subpara-  
12 graph (A), by striking “Of the funds” and  
13 all that follows through “shall be obligated  
14 under this section” in subparagraph (A)  
15 and inserting “Funds reserved in a State  
16 under this section shall be obligated”;

17 (ii) by striking subparagraph (B);

18 (iii) by redesignating clauses (i)  
19 through (iii) as subparagraphs (A) through  
20 (C), respectively;

21 (iv) in subparagraph (B) (as so redес-  
22 igned), by striking “greater than 5,000”  
23 and inserting “of 5,000 or more”; and

1 (v) in subparagraph (C) (as so rededesignated), by striking “; and” and inserting  
2 a period;  
3

4 (B) in paragraph (2), by striking “paragraph (1)(A)(i)” and inserting “paragraph  
5 (1)(A)”;  
6

7 (C) in paragraph (3)(A)—

8 (i) by striking “Except as provided in  
9 paragraph (1)(B), the” and inserting  
10 “The”; and

11 (ii) by striking “paragraph (1)(A)(i)”  
12 both places it appears and inserting “para-  
13 graph (1)(A)”;

14 (D) in paragraph (4)(B)—

15 (i) in clause (vi), by striking “and” at  
16 the end;

17 (ii) by redesignating clause (vii) as  
18 clause (viii); and

19 (iii) by inserting after clause (vi) the  
20 following:

21 “(vii) a nonprofit entity responsible  
22 for the administration of local transpor-  
23 tation safety programs; and”; and

24 (E) in paragraph (5)—

1 (i) by striking “For funds reserved”  
2 and inserting the following:

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

4 (ii) by striking “paragraph (1)(A)(i)”  
5 and inserting “paragraph (1)(A)”; and

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

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

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

16 “(h) ANNUAL REPORTS.—

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

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

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

1                   “(ii) the types of project to be carried  
2                   out (as described in subsection (b)), ex-  
3                   pressed as percentages of the total appor-  
4                   tionment of the State under subsection (a);  
5                   and

6                   “(B) the number of projects selected for  
7                   funding for each fiscal year, including the ag-  
8                   gregate cost and location of projects selected.

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

13                  “(i) EXPEDITING INFRASTRUCTURE PROJECTS.—

14                  “(1) IN GENERAL.—Not later than 1 year after  
15                  the date of enactment of this subsection, the Sec-  
16                  retary shall develop regulations or guidance relating  
17                  to the implementation of this section that encour-  
18                  ages the use of the programmatic approaches to en-  
19                  vironmental reviews, expedited procurement tech-  
20                  niques, and other best practices to facilitate produc-  
21                  tive and timely expenditure for projects that are  
22                  small, low-impact, and constructed within an exist-  
23                  ing built environment.

24                  “(2) STATE PROCESSES.—The Secretary shall  
25                  work with State departments of transportation to

1 ensure that any regulation or guidance developed  
2 under paragraph (1) is consistently implemented by  
3 States and the Federal Highway Administration to  
4 avoid unnecessary delays in implementing projects  
5 and to ensure the effective use of Federal dollars.”.

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

8 (1) by striking “SET-ASIDES.—” and all that  
9 follows through “Funds that” in paragraph (1) and  
10 inserting “SET-ASIDES.—Funds that”;

11 (2) by striking “sections 104(d) and 133(d)”  
12 and inserting “sections 104(d), 133(d), and 213(c)”;  
13 and

14 (3) by striking paragraph (2).

15 **SEC. 11015. CONSOLIDATION OF PROGRAMS.**

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

20 **SEC. 11016. STATE FLEXIBILITY FOR NATIONAL HIGHWAY**  
21 **SYSTEM MODIFICATIONS.**

22 (a) NATIONAL HIGHWAY SYSTEM FLEXIBILITY.—  
23 Not later than 90 days after the date of enactment of this  
24 Act, the Secretary shall issue guidance relating to working  
25 with State departments of transportation that request as-

1 sistance from the division offices of the Federal Highway  
2 Administration—

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

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

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

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

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

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

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

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

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

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

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

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

23 (2) the status of each request; and

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



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

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

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

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

13 (2) in clause (ii)—

14 (A) by striking “(ii) enhances” and insert-  
15 ing “(ii)(I) enhances”;

16 (B) by striking the period at the end and  
17 inserting “; or”; and

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

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

21 **SEC. 11017. TOLL ROADS, BRIDGES, TUNNELS, AND FER-**  
22 **RIES.**

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

25 (1) in paragraph (1)—

1 (A) in subparagraph (B)—

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

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

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

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

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

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

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

18 (5) by inserting after paragraph (7) (as so re-  
19 designated) the following:

20 “(8) EQUAL ACCESS FOR MOTORCOACHES.—A  
21 private motorcoach that serves the public shall be  
22 provided access to a toll facility under the same  
23 rates, terms, and conditions as public transportation  
24 buses in the State.”.

1 **SEC. 11018. 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.”;

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);

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.”; and

9           (4) in subsection (f)(1), in the matter preceding  
10          subparagraph (A), by inserting “solely” before “op-  
11          erating”.

12 **SEC. 11019. INTERSTATE SYSTEM RECONSTRUCTION AND**  
13 **REHABILITATION PILOT PROGRAM.**

14          Section 1216(b) of the Transportation Equity Act for  
15 the 21st Century (Public Law 105–178; 112 Stat. 212)  
16 is amended—

17           (1) in paragraph (3)—

18           (A) in subparagraph (A), by striking “the  
19           age, condition, and intensity of use of the facil-  
20           ity” and inserting “an analysis demonstrating  
21           that the facility has a significant age, condition,  
22           or intensity of use to require expedited recon-  
23           struction or rehabilitation”;

24           (B) in subparagraph (D)(iii), by inserting  
25           “, and that demonstrates the capability of that



1 agency to perform or oversee the building, oper-  
2 ation, and maintenance of a toll expressway  
3 system meeting criteria for the Interstate Sys-  
4 tem” before the semicolon at the end; and

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

6 “(E) An analysis showing how the State  
7 plan for implementing tolls on the facility takes  
8 into account the interests and use of local, re-  
9 gional, and interstate travelers.

10 “(F) An explanation of how the State will  
11 collect tolls using electronic toll collection, in-  
12 cluding at highway speeds, if practicable.

13 “(G) A plan describing the proposed loca-  
14 tion for the collection of tolls on the facility, in-  
15 cluding any locations in proximity to a State  
16 border.

17 “(H) Approved documentation that the  
18 project—

19 “(i) has received a categorical exclu-  
20 sion, a finding of no significant impact, or  
21 a record of decision under the National  
22 Environmental Policy Act of 1969 (42  
23 U.S.C. 4321 et seq.); and

24 “(ii) complies with the Uniform Relo-  
25 cation Assistance and Real Property Ac-

1                   quisition Policies Act of 1970 (42 U.S.C.  
2                   4601 et seq.).”;

3                   (2) by striking paragraphs (4) and (6);

4                   (3) by redesignating paragraph (5) as para-  
5                   graph (4);

6                   (4) in paragraph (4)(as so redesignated)—

7                   (A) in the matter preceding subparagraph  
8                   (A), by striking “Before the Secretary may per-  
9                   mit” and inserting “As a condition of permit-  
10                  ting”;

11                  (B) in subparagraph (A)—

12                  (i) in the matter preceding clause (i),  
13                  by striking “for—” and inserting “for per-  
14                  missible uses described in section  
15                  129(a)(3) of title 23, United States Code;  
16                  and”;

17                  (ii) by striking clauses (i) through  
18                  (iii);

19                  (5) by inserting after paragraph (4) (as so re-  
20                  designated) the following:

21                  “(5) APPLICATION PROCESSING PROCEDURE.—

22                  “(A) IN GENERAL.—Not later than 60  
23                  days after receipt of an application under this  
24                  subsection, the Secretary shall provide to the

1 applicant a written notice informing the appli-  
2 cant whether—

3 “(i) the application is complete and  
4 meets all requirements under this sub-  
5 section; or

6 “(ii) additional information or mate-  
7 rials are needed—

8 “(I) to complete the application;  
9 or

10 “(II) to meet the eligibility re-  
11 quirements under paragraph (3).

12 “(B) ADDITIONAL INFORMATION OR MATE-  
13 RIALS.—

14 “(i) IN GENERAL.—Not later than 60  
15 days after receipt of an application, the  
16 Secretary shall—

17 “(I) identify any additional infor-  
18 mation or materials that are needed  
19 under subparagraph (A)(ii); and

20 “(II) provide to the applicant  
21 written notice specifying the details of  
22 the additional required information or  
23 materials.

24 “(ii) AMENDED APPLICATION.—Not  
25 later than 60 days after receipt of the ad-



1 approved, issue a solicitation for a  
2 contract to provide for the reconstruc-  
3 tion or rehabilitation of the facility;  
4 and

5 “(II) not later than 2 years after  
6 the date on which the application is  
7 approved, execute a contract for the  
8 reconstruction or rehabilitation of the  
9 facility.

10 “(ii) PRIOR APPLICATIONS.—For an  
11 application that received a conditional pro-  
12 visional approval under this subsection be-  
13 fore the date of enactment of the DRIVE  
14 Act, for the reconstruction or rehabilitation  
15 of a facility, a State shall—

16 “(I) not later than 1 year after  
17 the date of enactment of the DRIVE  
18 Act, issue a solicitation for a contract  
19 to provide for the reconstruction or  
20 rehabilitation of the facility; and

21 “(II) not later than 2 years after  
22 the date of enactment of the DRIVE  
23 Act, execute a contract for the recon-  
24 struction or rehabilitation of the facil-  
25 ity.

1                   “(iii) CANCELLATION OR EXTEN-  
2                   SION.—If an applicable deadline under  
3                   clause (i) or (ii) is not met, the Secretary  
4                   shall—

5                               “(I) cancel the application ap-  
6                               proval; or

7                               “(II) grant an extension of not  
8                               more than 1 year for the applicable  
9                               deadline, on the condition that—

10                                       “(aa) there has been demon-  
11                                       strable progress toward meeting  
12                                       the applicable requirements; and

13                                       “(bb) the requirements are  
14                                       likely to be met within 1 year.

15                   “(6) LIMITATION ON THE USE OF NATIONAL  
16                   HIGHWAY PERFORMANCE PROGRAM FUNDS.—During  
17                   the term of the pilot program, funds apportioned for  
18                   the national highway performance program under  
19                   section 104(b)(1) of title 23, United States Code,  
20                   may not be used for a facility for which tolls are  
21                   being collected under the pilot program unless the  
22                   funds are used for a maintenance purpose, as de-  
23                   fined in section 101(a) of title 23, United States  
24                   Code.”;

1 (6) by redesignating paragraphs (7) and (8) as  
2 paragraphs (8) and (9), respectively;

3 (7) by inserting after paragraph (6) the fol-  
4 lowing:

5 “(7) WITHDRAWAL.—A State may elect to  
6 withdraw participation of the State in the pilot pro-  
7 gram at any time.”; and

8 (8) in paragraph (8) (as redesignated by para-  
9 graph (6)), by inserting “after the date of enactment  
10 of the DRIVE Act” after “10 years”.

11 **SEC. 11020. EMERGENCY RELIEF FOR FEDERALLY OWNED**  
12 **ROADS.**

13 (a) ELIGIBILITY.—Section 125(d)(3) of title 23,  
14 United States Code, is amended—

15 (1) in subparagraph (A), by striking “or” at  
16 the end;

17 (2) in subparagraph (B), by striking the period  
18 at the end and inserting “; or”; and

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

20 “(C) projects eligible for assistance under  
21 this section located on tribal transportation fa-  
22 cilities, Federal lands transportation facilities,  
23 or other federally owned roads that are open to  
24 public travel (as defined in subsection (e)(1)).”.

1 (b) DEFINITION.—Section 125(e) of title 23, United  
2 States Code, is amended by striking paragraph (1) and  
3 inserting the following:

4 “(1) DEFINITIONS.—In this subsection:

5 “(A) OPEN TO PUBLIC TRAVEL.—The term  
6 ‘open to public travel’ means, with respect to a  
7 road, that, except during scheduled periods, ex-  
8 treme weather conditions, or emergencies, the  
9 road—

10 “(i) is maintained;

11 “(ii) is open to the general public; and

12 “(iii) can accommodate travel by a  
13 standard passenger vehicle, without restric-  
14 tive gates or prohibitive signs or regula-  
15 tions, other than for general traffic control  
16 or restrictions based on size, weight, or  
17 class of registration.

18 “(B) STANDARD PASSENGER VEHICLE.—

19 The term ‘standard passenger vehicle’ means a  
20 vehicle with 6 inches of clearance from the low-  
21 est point of the frame, body, suspension, or dif-  
22 ferential to the ground.”.



1 **SEC. 11021. BRIDGES REQUIRING CLOSURE OR LOAD RE-**  
2 **STRICTIONS.**

3 Section 144(h) of title 23, United States Code, is  
4 amended—

5 (1) by redesignating paragraphs (6) and (7) as  
6 paragraphs (7) and (8), respectively;

7 (2) by inserting after paragraph (5) the fol-  
8 lowing:

9 “(6) BRIDGES REQUIRING CLOSURE OR LOAD  
10 RESTRICTIONS.—

11 “(A) BRIDGES OWNED BY FEDERAL AGEN-  
12 CIES OR TRIBAL GOVERNMENTS.—If a Federal  
13 agency or tribal government fails to ensure that  
14 any highway bridge that is open to public travel  
15 and located in the jurisdiction of the Federal  
16 agency or tribal government is properly closed  
17 or restricted to loads that the bridge can carry  
18 safely, the Secretary—

19 “(i) shall, on learning of the need to  
20 close or restrict loads on the bridge, re-  
21 quire the Federal agency or tribal govern-  
22 ment to take action necessary—

23 “(I) to close the bridge within 48  
24 hours; or

1                   “(II) within 30 days, to restrict  
2                   public travel on the bridge to loads  
3                   that the bridge can carry safely; and  
4                   “(ii) may, if the Federal agency or  
5                   tribal government fails to take action re-  
6                   quired under clause (i), withhold all fund-  
7                   ing authorized under this title for the Fed-  
8                   eral agency or tribal government.”.

9                   “(B) OTHER BRIDGES.—If a State fails to  
10                  ensure that any highway bridge, other than a  
11                  bridge described in subparagraph (A), that is  
12                  open to public travel and is located within the  
13                  boundaries of the State is properly closed or re-  
14                  stricted to loads the bridge can carry safely, the  
15                  Secretary—

16                         “(i) shall, on learning of the need to  
17                         close or restrict loads on the bridge, re-  
18                         quire the State to take action necessary—

19                                 “(I) to close the bridge within 48  
20                                 hours; or

21                                 “(II) within 30 days, to restrict  
22                                 public travel on the bridge to loads  
23                                 that the bridge can carry safely; and  
24                                 “(ii) may, if the State fails to take ac-  
25                                 tion required under clause (i), withhold ap-

1                   proval for Federal-aid projects in that  
2                   State.”; and

3                   (3) in paragraph (8) (as redesignated by para-  
4                   graph (1)), by striking “(6)” and inserting “(7)”.

5 **SEC. 11022. NATIONAL ELECTRIC VEHICLE CHARGING AND**  
6 **NATURAL GAS FUELING CORRIDORS.**

7           (a) IN GENERAL.—Chapter 1 of title 23, United  
8 States Code, is amended by inserting after section 150 the  
9 following:

10 **“§ 151. National electric vehicle charging and natural**  
11 **gas fueling corridors**

12           “(a) IN GENERAL.—Not later than 1 year after the  
13 date of enactment of the DRIVE Act, the Secretary shall  
14 designate national electric vehicle charging and natural  
15 gas fueling corridors that identify the near- and long-term  
16 need for, and location of, electric vehicle charging infra-  
17 structure and natural gas fueling infrastructure at stra-  
18 tegic locations along major national highways to improve  
19 the mobility of passenger and commercial vehicles that  
20 employ electric and natural gas fueling technologies across  
21 the United States.

22           “(b) DESIGNATION OF CORRIDORS.—In designating  
23 the corridors under subsection (a), the Secretary shall—

24                   “(1) solicit nominations from State and local  
25                   officials for facilities to be included in the corridors;

1           “(2) incorporate existing electric vehicle charg-  
2           ing and natural gas fueling corridors designated by  
3           a State or group of States; and

4           “(3) consider the demand for, and location of,  
5           existing electric vehicle charging and natural gas  
6           fueling infrastructure.

7           “(c) STAKEHOLDERS.—In designating corridors  
8           under subsection (a), the Secretary shall involve, on a vol-  
9           untary basis, stakeholders that include—

10           “(1) the heads of other Federal agencies;

11           “(2) State and local officials;

12           “(3) representatives of—

13           “(A) energy utilities;

14           “(B) the electric and natural gas vehicle  
15           industries;

16           “(C) the freight and shipping industry;

17           “(D) clean technology firms;

18           “(E) the hospitality industry;

19           “(F) the restaurant industry; and

20           “(G) highway rest stop vendors; and

21           “(4) such other stakeholders as the Secretary  
22           determines to be necessary.

23           “(d) REDESIGNATION.—Not later than 5 years after  
24           the date of establishment of the corridors under subsection

1 (a), and every 5 years thereafter, the Secretary shall up-  
2 date and redesignate the corridors.

3 “(e) REPORT.—During designation and redesignation  
4 of the corridors under this section, the Secretary shall  
5 issue a report that—

6 “(1) identifies electric vehicle charging and nat-  
7 ural gas fueling infrastructure and standardization  
8 needs for electricity providers, natural gas providers,  
9 infrastructure providers, vehicle manufacturers, elec-  
10 tricity purchasers, and natural gas purchasers; and

11 “(2) establishes an aspirational goal of achiev-  
12 ing strategic deployment of electric vehicle charging  
13 and natural gas fueling infrastructure in those cor-  
14 ridors by the end of fiscal year 2021.”.

15 (b) CONFORMING AMENDMENT.—The analysis of  
16 chapter 1 of title 23, United States Code, is amended by  
17 striking the item relating to section 151 and inserting the  
18 following:

“151. National Electric Vehicle Charging and Natural Gas Fueling Corridors.”.

19 **SEC. 11023. ASSET MANAGEMENT.**

20 (a) Section 119 of title 23, United States Code, is  
21 amended—

22 (1) in subsection (f)(2)—

23 (A) in subparagraph (A), by striking  
24 “structurally deficient” and inserting “being in  
25 poor condition”; and

1 (B) in subparagraph (B), by striking  
2 “structurally deficient” and inserting “being in  
3 poor condition”; and

4 (2) by adding at the end the following:

5 “(h) CRITICAL INFRASTRUCTURE.—

6 “(1) DEFINITION OF CRITICAL INFRASTRUC-  
7 TURE.—In this subsection, the term ‘critical infra-  
8 structure’ means those facilities the incapacity or  
9 failure of which would have a debilitating impact on  
10 national or regional economic security, national or  
11 regional energy security, national or regional public  
12 health or safety, or any combination of those mat-  
13 ters.

14 “(2) DESIGNATION.—The asset management  
15 plan of a State developed pursuant to subsection (e)  
16 may include a designation of a critical infrastructure  
17 network of facilities from among those facilities in  
18 the State that are eligible under subsection (c).

19 “(3) RISK REDUCTION.—A State may use funds  
20 apportioned under this section for projects intended  
21 to reduce the risk of failure of facilities designated  
22 as being on the critical infrastructure network of the  
23 State.”.

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

1 (1) in subsection (a)(1)(B), by striking “defi-  
2 cient”; and

3 (2) in subsection (b)(5), by striking “each  
4 structurally deficient bridge” and inserting “each  
5 bridge in poor condition”.

6 (c) Section 202(d) of title 23, United States Code,  
7 is amended—

8 (1) in paragraph (1), by striking “deficient”;

9 (2) in paragraph (2)(B), by striking “defi-  
10 cient”; and

11 (3) in paragraph (3)—

12 (A) in subparagraph (A), by striking the  
13 semicolon at the end and inserting “; and”;

14 (B) in subparagraph (B), by striking “;  
15 and” at the end and inserting a period; and

16 (C) by striking subparagraph (C).

17 **SEC. 11024. TRIBAL TRANSPORTATION PROGRAM AMEND-**  
18 **MENT.**

19 Section 202 of title 23, United States Code, is  
20 amended—

21 (1) in subsection (a)(6), by striking “6 percent”  
22 and inserting “5 percent”; and

23 (2) in subsection (d)(2), in the matter pre-  
24 ceding subparagraph (A) by striking “2 percent”  
25 and inserting “3 percent”.

1 **SEC. 11025. NATIONALLY SIGNIFICANT FEDERAL LANDS**  
2 **AND TRIBAL PROJECTS PROGRAM.**

3 (a) **PURPOSE.**—The Secretary shall establish a na-  
4 tionally significant Federal lands and tribal projects pro-  
5 gram (referred to in this section as the “program”) to pro-  
6 vide funding to construct, reconstruct, or rehabilitate na-  
7 tionally significant Federal lands and tribal transportation  
8 projects.

9 (b) **ELIGIBLE APPLICANTS.**—

10 (1) **IN GENERAL.**—Except as provided in para-  
11 graph (2), entities eligible to receive funds under  
12 sections 201, 202, 203, and 204 of title 23, United  
13 States Code, may apply for funding under the pro-  
14 gram.

15 (2) **SPECIAL RULE.**—A State, county, or unit of  
16 local government may only apply for funding under  
17 the program if sponsored by an eligible Federal land  
18 management agency or Indian tribe.

19 (c) **ELIGIBLE PROJECTS.**—An eligible project under  
20 the program shall be a single continuous project—

21 (1) on a Federal lands transportation facility, a  
22 Federal lands access transportation facility, or a  
23 Tribal transportation facility (as those terms are de-  
24 fined in section 101 of title 23, United States Code),  
25 except that such facility is not required to be in-



1       cluded on an inventory described in sections 202 or  
2       203 of title 23, United States Code;

3           (2) for which completion of activities required  
4       under the National Environmental Policy Act of  
5       1969 (42 U.S.C. 4321 et seq.) has been dem-  
6       onstrated through—

7           (A) a record of decision with respect to the  
8       project;

9           (B) a finding that the project has no sig-  
10       nificant impact; or

11          (C) a determination that the project is cat-  
12       egorically excluded; and

13          (3) having an estimated cost, based on the re-  
14       sults of preliminary engineering, equal to or exceed-  
15       ing \$25,000,0000, with priority consideration given  
16       to projects with an estimated cost equal to or ex-  
17       ceeding \$50,000,000.

18       (d) ELIGIBLE ACTIVITIES.—

19           (1) IN GENERAL.—Subject to paragraph (2), an  
20       eligible applicant receiving funds under the program  
21       may only use the funds for construction, reconstruc-  
22       tion, and rehabilitation activities.

23           (2) INELIGIBLE ACTIVITIES.—An eligible appli-  
24       cant may not use funds received under the program  
25       for activities relating to project design.

1           (e) APPLICATIONS.—Eligible applicants shall submit  
2 to the Secretary an application at such time, in such form,  
3 and containing such information as the Secretary may re-  
4 quire.

5           (f) SELECTION CRITERIA.—In selecting a project to  
6 receive funds under the program, the Secretary shall con-  
7 sider the extent to which the project—

8                   (1) furthers the goals of the Department, in-  
9 cluding state of good repair, environmental sustain-  
10 ability, economic competitiveness, quality of life, and  
11 safety;

12                   (2) improves the condition of critical  
13 multimodal transportation facilities;

14                   (3) needs construction, reconstruction, or reha-  
15 bilitation;

16                   (4) is included in or eligible for inclusion in the  
17 National Register of Historic Places;

18                   (5) enhances environmental ecosystems;

19                   (6) uses new technologies and innovations that  
20 enhance the efficiency of the project;

21                   (7) is supported by funds, other than the funds  
22 received under the program, to construct, maintain,  
23 and operate the facility;

24                   (8) spans 2 or more States; and

1           (9) serves land owned by multiple Federal agen-  
2           cies or Indian tribes.

3           (g) FEDERAL SHARE.—The Federal share of the cost  
4 of a project shall be 95 percent.

5           (h) AUTHORIZATION OF APPROPRIATIONS.—There is  
6 authorized to be appropriated to carry out this section  
7 \$150,000,000 for each of fiscal years 2016 through 2021,  
8 to remain available for a period of 3 fiscal years following  
9 the fiscal year for which the amounts were appropriated.

10 **SEC. 11026. FEDERAL LANDS PROGRAMMATIC ACTIVITIES.**

11           Section 201(e) of title 23, United States Code, is  
12 amended—

13           (1) in paragraph (6)(A)—

14                   (A) by redesignating clauses (i) and (ii) as  
15 subclauses (I) and (II), respectively;

16                   (B) in the matter preceding subclause (I)  
17 (as so redesignated), by striking “The Secre-  
18 taries” and inserting the following:

19                           “(i) IN GENERAL.—The Secretaries”;

20                   (C) by inserting a period after “tribal  
21 transportation program”; and

22                   (D) by striking “in accordance with” and  
23 all that follows through “including—” and in-  
24 serting the following:

1                   “(ii) REQUIREMENT.—Data collected  
2                   to implement the tribal transportation pro-  
3                   gram shall be in accordance with the In-  
4                   dian Self-Determination and Education  
5                   Assistance Act (25 U.S.C. 450 et seq.).

6                   “(iii) INCLUSIONS.—Data collected  
7                   under this paragraph includes—”; and

8                   (2) by striking paragraph (7) and inserting the  
9                   following—

10                   “(7) COOPERATIVE RESEARCH AND TECH-  
11                   NOLOGY DEPLOYMENT.—The Secretary may conduct  
12                   cooperative research and technology deployment in  
13                   coordination with Federal land management agen-  
14                   cies, as determined appropriate by the Secretary.

15                   “(8) FUNDING.—

16                   “(A) IN GENERAL.—To carry out the ac-  
17                   tivities described in this subsection for Federal  
18                   lands transportation facilities, Federal lands ac-  
19                   cess transportation facilities, and other federally  
20                   owned roads open to public travel (as that term  
21                   is defined in section 125(e)), the Secretary shall  
22                   combine and use not greater than 5 percent for  
23                   each fiscal year of the funds authorized for pro-  
24                   grams under sections 203 and 204.

1           “(B) OTHER ACTIVITIES.—In addition to  
2           the activities described in subparagraph (A),  
3           funds described under that subparagraph may  
4           be used for—

5                   “(i) bridge inspections on any feder-  
6                   ally owned bridge even if that bridge is not  
7                   included on the inventory described under  
8                   section 203; and

9                   “(ii) transportation planning activities  
10                  carried out by Federal land management  
11                  agencies eligible for funding under this  
12                  chapter.”.

13 **SEC. 11027. FEDERAL LANDS TRANSPORTATION PROGRAM.**

14           Section 203 of title 23, United States Code, is  
15 amended—

16           (1) in subsection (a)(1)—

17                   (A) in subparagraph (B), by striking “op-  
18                   eration” and inserting “capital, operations,”;  
19                   and

20                   (B) in subparagraph (D), by striking “sub-  
21                   paragraph (A)(iv)” and inserting “subpara-  
22                   graph (A)(iv)(I)”;

23           (2) in subsection (b)—

24                   (A) in paragraph (1)(B)—

1 (i) in clause (iv), by striking “and” at  
2 the end;

3 (ii) in clause (v), by striking the pe-  
4 riod at the end and inserting a semicolon;  
5 and

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

8 “(vi) the Bureau of Reclamation; and

9 “(vii) independent Federal agencies  
10 with natural resource and land manage-  
11 ment responsibilities.”; and

12 (B) in paragraph (2)(B), in the matter  
13 preceding clause (i), by inserting “performance  
14 management, including” after “support”; and

15 (3) in subsection (c)(2)(B), by adding at the  
16 end the following:

17 “(vi) The Bureau of Reclamation.”.

18 **SEC. 11028. INNOVATIVE PROJECT DELIVERY.**

19 Section 120(c)(3) of title 23, United States Code, is  
20 amended—

21 (1) in subparagraph (A)(ii)—

22 (A) by inserting “engineering or design ap-  
23 proaches,” after “technologies,”; and

24 (B) by striking “or contracting” and in-  
25 serting “or contracting or project delivery”; and

1 (2) in subparagraph (B)(iii), by inserting “and  
2 alternative bidding” before the semicolon at the end.

3 **SEC. 11029. OBLIGATION AND RELEASE OF FUNDS.**

4 Section 118(c)(2) of title 23, United States Code, is  
5 amended—

6 (1) in the matter preceding subparagraph (A),  
7 by striking “Any funds” and inserting the following:

8 “(A) IN GENERAL.—Any funds”;

9 (2) by redesignating subparagraphs (A) and  
10 (B) as clauses (i) and (ii), respectively, and indent-  
11 ing appropriately; and

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

13 “(B) SAME CLASS OF FUNDS NO LONGER  
14 AUTHORIZED.—If the same class of funds de-  
15 scribed in subparagraph (A)(i) is no longer au-  
16 thorized in the most recent authorizing law, the  
17 funds may be credited to a similar class of  
18 funds, as determined by the Secretary.”.

19 **Subtitle B—Acceleration of Project**  
20 **Delivery**

21 **SEC. 11101. 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. 11102. 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. 11103. 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. 11104. INITIATION OF ENVIRONMENTAL REVIEW**  
18 **PROCESS.**

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. 11105. IMPROVING COLLABORATION FOR ACCELER-**  
4 **ATED DECISION MAKING.**

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. 11106. 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. 11107. IMPROVING TRANSPARENCY IN ENVIRON-**  
14 **MENTAL REVIEWS.**

15          Section 139 of title 23, United States Code (as  
16 amended by section 11106(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       quired 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. 11108. 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 proc-  
3 ess 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. 11109. 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. 11110. 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 its comments and suggestions have been  
8 addressed may adopt a document described in subsection  
9 (a) without recirculating the document.”.

10 (b) CONFORMING AMENDMENT.—The analysis for  
11 chapter 3 of title 49, United States Code, is amended by  
12 striking the item relating to section 307 and inserting the  
13 following:

“Sec. 307. Adoption of Departmental environmental documents.”.

14 **SEC. 11111. TECHNICAL ASSISTANCE FOR STATES.**

15 Section 326 of title 23, United States Code, is  
16 amended—

17 (1) in subsection (c)—

18 (A) by redesignating paragraphs (2)  
19 through (4) as paragraphs (3) through (5), re-  
20 spectively; and

21 (B) by inserting after paragraph (1) the  
22 following:

23 “(2) ASSISTANCE TO STATES.—On request of a  
24 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. 11112. 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. 11113. 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. 11114. 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. 11115. 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. 11116. 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) align, to the maximum extent prac-  
12 ticable, with the requirements of the National  
13 Environmental Policy Act of 1969 (42 U.S.C.  
14 4231 et seq.) and section 306108 of title 54, in-  
15 cluding implementing regulations; and

16 “(B) not later than 90 days after the date  
17 of enactment of this subsection, coordinate with  
18 the Secretary of the Interior and the Executive  
19 Director of the Advisory Council on Historic  
20 Preservation (referred to in this subsection as  
21 the ‘Council’) to establish procedures to satisfy  
22 the requirements described in subparagraph (A)  
23 (including regulations).

24 “(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 an 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 each provide a concur-  
4           rence requested under subparagraph (A)(iii), no  
5           further analysis under subsection (a)(1) shall be  
6           required.

7           “(C) PUBLICATION.—A notice of a deter-  
8           mination, together with each relevant concur-  
9           rence to that determination, under subpara-  
10          graph (A) shall be—

11                   “(i) included in the record of decision  
12                   or finding of no significant impact of the  
13                   Secretary; and

14                   “(ii) posted on an appropriate Federal  
15                   website by not later than 3 days after the  
16                   date of receipt by the Secretary of all con-  
17                   currences requested under subparagraph  
18                   (A)(iii).

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 no fea-  
23                   sible and prudent alternative exists as described  
24                   in paragraph (2), the Secretary may provide to  
25                   the applicable preservation officer, the Council,

1           and the Secretary of the Interior notice of the  
2           intent of the Secretary to satisfy the require-  
3           ments of subsection (a)(2) through the con-  
4           sultation requirements of section 306108 of  
5           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) align, to the maximum extent prac-  
24          ticable, the requirements of this section with  
25          the requirements of the National Environmental

1 Policy Act of 1969 (42 U.S.C. 4231 et seq.)  
2 and section 306108 of title 54, including imple-  
3 menting regulations; 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 an 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 each provide a concur-  
18                  rence requested under subparagraph (A)(iii), no  
19                  further analysis under subsection (a)(1) shall be  
20                  required.

21                  “(C) PUBLICATION.—A notice of a deter-  
22                  mination, together with each relevant concur-  
23                  rence to that determination, under subpara-  
24                  graph (A) shall be—

1           “(i) included in the record of decision  
2           or finding of no significant impact of the  
3           Secretary; and

4           “(ii) posted on an appropriate Federal  
5           website by not later than 3 days after the  
6           date of receipt by the Secretary of all con-  
7           currences requested under subparagraph  
8           (A)(iii).

9           “(3) ALIGNING HISTORICAL REVIEWS.—

10           “(A) IN GENERAL.—If the Secretary, the  
11           applicable preservation officer, the Council, and  
12           the Secretary of the Interior concur that no fea-  
13           sible and prudent alternative exists as described  
14           in paragraph (2), the Secretary may provide to  
15           the applicable preservation officer, the Council,  
16           and the Secretary of the Interior notice of the  
17           intent of the Secretary to satisfy the require-  
18           ments of subsection (c)(2) through the con-  
19           sultation requirements of section 306108 of  
20           title 54.

21           “(B) SATISFACTION OF CONDITIONS.—To  
22           satisfy the requirements of subsection (c)(2),  
23           the applicable preservation officer, the Council,  
24           and the Secretary of the Interior shall concur in  
25           the treatment of the applicable historic site de-

1           scribed in the memorandum of agreement or  
2           programmatic agreement developed under sec-  
3           tion 306108 of title 54.”.

4 **SEC. 11117. BRIDGE EXEMPTION FROM CONSIDERATION**  
5 **UNDER CERTAIN PROVISIONS.**

6           (a) **PRESERVATION OF PARKLANDS.**—Section 138 of  
7 title 23, United States Code, as amended by section  
8 11116, is amended by adding at the end the following:

9           “(d) **BRIDGE EXEMPTION FROM CONSIDERATION.**—  
10 A common post-1945 concrete or steel bridge or culvert  
11 (as described in 77 Fed. Reg. 68790) that is exempt from  
12 individual review under section 306108 of title 54, United  
13 States Code, shall be exempt from consideration under  
14 this section.”.

15           (b) **POLICY ON LANDS, WILDLIFE AND WATERFOWL**  
16 **REFUGES, AND HISTORIC SITES.**—Section 303 of title 49,  
17 United States Code, as amended by section 11116, is  
18 amended by adding at the end the following:

19           “(f) **BRIDGE EXEMPTION FROM CONSIDERATION.**—  
20 A common post-1945 concrete or steel bridge or culvert  
21 (as described in 77 Fed. Reg. 68790) that is exempt from  
22 individual review under section 306108 of title 54, United  
23 States Code, shall be exempt from consideration under  
24 this section.”.

1 **SEC. 11118. ELIMINATION OF BARRIERS TO IMPROVE AT-**  
2 **RISK BRIDGES.**

3 (a) TEMPORARY AUTHORIZATION.—

4 (1) IN GENERAL.—Until the Secretary of the  
5 Interior takes the action described in subsection (b),  
6 the take of nesting swallows to facilitate a construc-  
7 tion project on a bridge eligible for funding under  
8 title 23, United States Code, with any component  
9 condition rating of 3 or less (as defined by the Na-  
10 tional Bridge Inventory General Condition Guidance  
11 issued by the Federal Highway Administration) is  
12 authorized under the Migratory Bird Treaty Act (16  
13 U.S.C. 703 et seq.) between April 1 and August 31.

14 (2) MEASURES TO MINIMIZE IMPACTS.—

15 (A) NOTIFICATION BEFORE TAKING.—

16 Prior to the taking of nesting swallows author-  
17 ized under paragraph (1), any person taking  
18 that action shall submit to the Secretary of the  
19 Interior a document that contains—

20 (i) the name of the person acting  
21 under the authority of paragraph (1) to  
22 take nesting swallows;

23 (ii) a list of practicable measures that  
24 will be undertaken to minimize or mitigate  
25 significant adverse impacts on the popu-  
26 lation of that species;

1 (iii) the time period during which ac-  
2 tivities will be carried out that will result  
3 in the taking of that species; and

4 (iv) an estimate of the number of  
5 birds, by species, to be taken in the pro-  
6 posed action.

7 (B) NOTIFICATION AFTER TAKING.—Not  
8 later than 60 days after the taking of nesting  
9 swallows authorized under paragraph (1), any  
10 person taking that action shall submit to the  
11 Secretary of the Interior a document that con-  
12 tains the number of birds, by species, taken in  
13 the action.

14 (b) AUTHORIZATION OF TAKE.—

15 (1) IN GENERAL.—The Secretary of the Inte-  
16 rior, in consultation with the Secretary, shall pro-  
17 mulgate a regulation under the authority of section  
18 3 of the Migratory Bird Treaty Act (16 U.S.C. 704)  
19 authorizing the take of nesting swallows to facilitate  
20 bridge repair, maintenance, or construction—

21 (A) without individual permit require-  
22 ments; and

23 (B) under terms and conditions determined  
24 to be consistent with treaties relating to migra-



1 tory birds that protect swallow species occur-  
2 ring in the United States.

3 (2) TERMINATION.—On the effective date of a  
4 final rule under this subsection by the Secretary of  
5 the Interior, subsection (a) shall have no force or ef-  
6 fect.

7 (c) SUSPENSION OR WITHDRAWAL OF TAKE AU-  
8 THORIZATION.—If the Secretary of the Interior, in con-  
9 sultation with the Secretary, determines that taking of  
10 nesting swallows carried out under the authority provided  
11 in subsection (a)(1) is having a significant adverse impact  
12 on swallow populations, the Secretary of the Interior may  
13 suspend that authority through publication in the Federal  
14 Register.

15 **SEC. 11119. AT-RISK PROJECT PREAGREEMENT AUTHOR-**  
16 **ITY.**

17 (a) DEFINITION OF PRELIMINARY ENGINEERING.—  
18 In this section, the term “preliminary engineering” means  
19 allowable preconstruction project development and engi-  
20 neering costs.

21 (b) AT-RISK PROJECT PREAGREEMENT AUTHOR-  
22 ITY.—A recipient or subrecipient of Federal-aid funds  
23 under title 23, United States Code, may—

24 (1) incur preliminary engineering costs for an  
25 eligible project under title 23, United States Code,

1 before receiving project authorization from the  
2 State, in the case of a subrecipient, and the Sec-  
3 retary to proceed with the project; and

4 (2) request reimbursement of applicable Federal  
5 funds after the project authorization is received.

6 (c) ELIGIBILITY.—The Secretary may reimburse pre-  
7 liminary engineering costs incurred by a recipient or sub-  
8 recipient under subsection (b)—

9 (1) if the costs meet all applicable requirements  
10 under title 23, United States Code, at the time the  
11 costs are incurred and the Secretary concurs that  
12 the requirements have been met;

13 (2) in the case of a project located within a des-  
14 ignated nonattainment or maintenance area for air  
15 quality, if the conformity requirements of the Clean  
16 Air Act (42 U.S.C. 7401 et seq.) have been met; and

17 (3) if the costs would have been allowable if in-  
18 curred after the date of the project authorization by  
19 the Department.

20 (d) AT-RISK.—A recipient or subrecipient that elects  
21 to use the authority provided under this section shall—

22 (1) assume all risk for preliminary engineering  
23 costs incurred prior to project authorization; and

24 (2) be responsible for ensuring and dem-  
25 onstrating to the Secretary that all applicable cost

1 eligibility conditions are met after the authorization  
2 is received.

3 (e) RESTRICTIONS.—Nothing in this section—

4 (1) allows a recipient or subrecipient to use the  
5 authority under this section to advance a project be-  
6 yond preliminary engineering prior to the completion  
7 of the environmental review process;

8 (2) waives the applicability of Federal require-  
9 ments to a project other than the reimbursement of  
10 preliminary engineering costs incurred prior to an  
11 authorization to proceed in accordance with this sec-  
12 tion; or

13 (3) guarantees Federal funding of the project  
14 or the eligibility of the project for future Federal-aid  
15 highway funding.

## 16 **Subtitle C—Miscellaneous**

### 17 **SEC. 11201. CREDITS FOR UNTAXED TRANSPORTATION** 18 **FUELS.**

19 (a) DEFINITION OF QUALIFIED REVENUES.—In this  
20 section, the term “qualified revenues” means any  
21 amounts—

22 (1) collected by a State—

23 (A) for the registration of a vehicle that  
24 operates solely on a fuel that is not subject to  
25 a Federal tax; and

1 (B) not sooner than the second registration  
2 period following the purchase of the vehicle; and

3 (2) that do not exceed, for a vehicle described  
4 in paragraph (1), an annual amount determined by  
5 the Secretary to be equal to the annual amount paid  
6 for Federal motor fuels taxes on the fuel used by an  
7 average passenger car fueled solely by gasoline.

8 (b) CREDIT.—

9 (1) IN GENERAL.—Subject to paragraph (2), if  
10 a State contributes qualified revenues to cover not  
11 less than 5 percent of the total cost of a project eli-  
12 gible for assistance under this title, the Federal  
13 share payable for the project under this section may  
14 be increased by an amount that is—

15 (A) equal to the percent of the total cost  
16 of the project from contributed qualified reve-  
17 nues; but

18 (B) not more than 5 percent of the total  
19 cost of the project.

20 (2) EXPIRATION.—The authorization of an in-  
21 creased Federal share for a project pursuant to  
22 paragraph (1) expires on September 30, 2023.

23 (c) STUDY.—

24 (1) IN GENERAL.—Before the expiration date of  
25 the credit under subsection (b)(2), the Secretary, in

1 coordination with other appropriate Federal agen-  
2 cies, shall submit to the Committee on Environment  
3 and Public Works of the Senate and the Committee  
4 on Transportation and Infrastructure of the House  
5 of Representatives a report that describes the most  
6 efficient and equitable means of taxing motor vehicle  
7 fuels not subject to a Federal tax as of the date of  
8 submission of the report.

9 (2) REQUIREMENT.—The means described in  
10 the report under paragraph (1) shall parallel, as  
11 closely as practicable, the structure of other Federal  
12 taxes on motor fuels.

13 **SEC. 11202. JUSTIFICATION REPORTS FOR ACCESS POINTS**  
14 **ON THE INTERSTATE SYSTEM.**

15 Section 111(e) of title 23, United States Code, is  
16 amended by inserting “(including new or modified free-  
17 way-to-crossroad interchanges inside a transportation  
18 management area)” after “the Interstate System”.

19 **SEC. 11203. EXEMPTIONS.**

20 Section 127 of title 23, United States Code, is  
21 amended by adding at the end the following:

22 “(m) NATURAL GAS VEHICLES.—A vehicle, if oper-  
23 ated by an engine fueled primarily by natural gas, may  
24 exceed any vehicle weight limit (up to a maximum gross

1 vehicle weight of 82,000 pounds) under this section by an  
2 amount that is equal to the difference between—

3 “(1) the weight of the vehicle attributable to  
4 the natural gas tank and fueling system carried by  
5 that vehicle; and

6 “(2) the weight of a comparable diesel tank and  
7 fueling system.

8 “(n) EMERGENCY VEHICLES.—

9 “(1) DEFINITION OF EMERGENCY VEHICLE.—

10 In this subsection, the term ‘emergency vehicle’  
11 means a vehicle designed to be used under emer-  
12 gency conditions—

13 “(A) to transport personnel and equip-  
14 ment; and

15 “(B) to support the suppression of fires  
16 and mitigation of other hazardous situations.

17 “(2) EMERGENCY VEHICLE WEIGHT LIMIT.—

18 Notwithstanding subsection (a), a State shall not en-  
19 force against an emergency vehicle a vehicle weight  
20 limit (up to a maximum gross vehicle weight of  
21 86,000 pounds) of less than—

22 “(A) 24,000 pounds on a single steering  
23 axle;

24 “(B) 33,500 pounds on a single drive axle;

25 “(C) 62,000 pounds on a tandem axle; or

1                   “(D) 52,000 pounds on a tandem rear  
2                   drive steer axle.

3           “(o) OPERATION OF CERTAIN SPECIALIZED VEHI-  
4 CLES ON CERTAIN HIGHWAYS IN THE STATE OF ARKAN-  
5 SAS.—If any segment of United States Route 63 between  
6 the exits for highways 14 and 75 in the State of Arkansas  
7 is designated as part of the Interstate System—

8                   “(1) a vehicle that could legally operate on the  
9                   segment before the date of the designation at the  
10                  posted speed limit may continue to operate on that  
11                  segment; and

12                  “(2) a vehicle that can only travel below the  
13                  posted speed limit on the segment that could other-  
14                  wise legally operate on the segment before the date  
15                  of the designation may continue to operate on that  
16                  segment during daylight hours.”.

17 **SEC. 11204. HIGH PRIORITY CORRIDORS ON THE NATIONAL**  
18 **HIGHWAY SYSTEM.**

19           Section 1105 of the Intermodal Surface Transpor-  
20 tation Efficiency Act of 1991 (105 Stat. 2031) is amend-  
21 ed—

22                   (1) in subsection (c) (105 Stat. 2032; 119 Stat.  
23                   1213)—

24                           (A) by striking paragraph (13) and insert-  
25                           ing the following:

1           “(13) Raleigh-Norfolk Corridor from Raleigh,  
2           North Carolina, through Rocky Mount, Williamston  
3           and Elizabeth City, North Carolina, to Norfolk, Vir-  
4           ginia.”;

5                   (B) by striking paragraph (68) and insert-  
6           ing the following:

7           “(68) The Washoe County Corridor and the  
8           Intermountain West Corridor shall generally follow:

9                   “(A) in the case of the Washoe County  
10           Corridor, along Interstate Route 580/United  
11           States Route 95/United States Route 95A, from  
12           Reno, Nevada, to Las Vegas, Nevada; and

13                   “(B) in the case of the Intermountain  
14           West Corridor, from the vicinity of Las Vegas  
15           extending north along United States Route 95,  
16           terminating at Interstate Route 80.”; and

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

18           “(81) United States Route 117/Interstate  
19           Route 795 from United States Route 70 in Golds-  
20           boro, Wayne County, North Carolina, to Interstate  
21           Route 40 west of Faison, Sampson County, North  
22           Carolina.

23           “(82) United States Route 70 from its intersec-  
24           tion with Interstate Route 40 in Garner, Wake



1 County, North Carolina, to the Port at Morehead  
2 City, Carteret County, North Carolina.”;

3 (2) in subsection (e)(5)—

4 (A) in subparagraph (A) (109 Stat. 597;  
5 118 Stat. 293; 119 Stat. 1213), in the first  
6 sentence—

7 (i) by inserting “subsection (c)(13),”  
8 after “subsection (c)(9),”;

9 (ii) by striking “subsections (c)(18)”  
10 and all that follows through “(c)(36)” and  
11 inserting “subsection (c)(18), subsection  
12 (c)(20), subparagraphs (A) and (B)(i) of  
13 subsection (c)(26), subsection (c)(36)” ;  
14 and

15 (iii) by striking “and subsection  
16 (c)(57)” and inserting “subsection (c)(57),  
17 subsection (c)(68)(B), subsection (c)(81),  
18 and subsection (c)(82)”;

19 (B) in subparagraph (C)(i) (109 Stat. 598;  
20 126 Stat. 427), by striking the last sentence  
21 and inserting “The routes referred to in sub-  
22 paragraphs (A) and (B)(i) of subsection (c)(26)  
23 and in subsection (c)(68)(B) are designated as  
24 Interstate Route I-11.”.

1 **SEC. 11205. REPEAT INTOXICATED DRIVER LAW.**

2 Section 164(a)(4) of title 23, United States Code, is  
3 amended in the matter preceding subparagraph (A) by in-  
4 serting “or combination of laws” after “means a State  
5 law”.

6 **SEC. 11206. VEHICLE-TO-INFRASTRUCTURE EQUIPMENT.**

7 (a) NATIONAL HIGHWAY PERFORMANCE PRO-  
8 GRAM.—Section 119(d)(2)(L) of title 23, United States  
9 Code, is amended by inserting “, including the installation  
10 of interoperable vehicle-to-infrastructure communication  
11 equipment” after “capital improvements”.

12 (b) SURFACE TRANSPORTATION PROGRAM.—Section  
13 133(b)(16) of title 23, United States Code, by inserting  
14 “, including the installation of interoperable vehicle-to-in-  
15 frastructure communication equipment” after “capital im-  
16 provements”.

17 **SEC. 11207. RELINQUISHMENT.**

18 A State transportation agency may relinquish park-  
19 and-ride lot facilities or portions of park-and-ride lot facili-  
20 ties to a local government agency for highway purposes  
21 if authorized to do so under State law.

22 **SEC. 11208. TRANSFER AND SALE OF TOLL CREDITS.**

23 (a) DEFINITIONS.—In this section, the following defi-  
24 nitions apply:

25 (1) ELIGIBLE STATE.—The term “eligible  
26 State” means a State that—

1 (A) is eligible to use a credit under section  
2 120(i) of title 23, United States Code; and

3 (B) has been selected by the Secretary  
4 under subsection (d)(2).

5 (2) RECIPIENT STATE.—The term “recipient  
6 State” means a State that receives a credit by trans-  
7 fer or by sale under this section from an eligible  
8 State.

9 (b) ESTABLISHMENT OF PILOT PROGRAM.—Not  
10 later than 1 year after the date of the establishment of  
11 a nationwide toll credit monitoring and tracking system  
12 under subsection (g), the Secretary shall establish and im-  
13 plement a toll credit marketplace pilot program in accord-  
14 ance with this section.

15 (c) PURPOSES.—The purposes of the pilot program  
16 established under subsection (b) are—

17 (1) to identify whether a monetary value can be  
18 assigned to toll credits;

19 (2) to identify the discounted rate of toll credits  
20 for cash;

21 (3) to determine if the purchase of toll credits  
22 by States provides the purchasing State budget flexi-  
23 bility to deal with funding issues, including off-sys-  
24 tem needs, transit systems with high operating costs,  
25 or cash flow issues; and

1           (4) to test the feasibility of expanding the toll  
2 credit market to allow all States to participate on a  
3 permanent basis.

4 (d) SELECTION OF ELIGIBLE STATES.—

5           (1) APPLICATION TO SECRETARY.—In order to  
6 participate in the pilot program established under  
7 subsection (b), a State shall submit to the Secretary  
8 an application at such time, in such manner, and  
9 containing such information as the Secretary may  
10 require.

11           (2) SELECTION.—Of the States that submit an  
12 application under paragraph (1), the Secretary may  
13 select not more than 10 States to be designated as  
14 an eligible State.

15 (e) TRANSFER OR SALE OF CREDITS.—

16           (1) IN GENERAL.—In carrying out the pilot  
17 program established under subsection (b), the Sec-  
18 retary shall provide that an eligible State may trans-  
19 fer or sell to a recipient State a credit not used by  
20 the eligible State under section 120(i) of title 23,  
21 United States Code.

22           (2) USE OF CREDITS BY TRANSFEREE OR PUR-  
23 CHASER.—A recipient State may use a credit re-  
24 ceived under paragraph (1) toward the non-Federal  
25 share requirement for any funds made available to

1 carry out title 23 or chapter 53 of title 49, United  
2 States Code.

3 (3) CONDITION ON TRANSFER OR SALE OF  
4 CREDITS.—To receive a credit under paragraph (1),  
5 a recipient State shall enter into an agreement with  
6 the Secretary described in section 120(i) of title 23,  
7 United States Code.

8 (f) USE OF PROCEEDS FROM SALE OF CREDITS.—  
9 An eligible State shall use the proceeds from the sale of  
10 a credit under subsection (e)(1) for any project in the eli-  
11 gible State that is eligible under the surface transportation  
12 program established under section 133 of title 23, United  
13 States Code.

14 (g) TOLL CREDIT MONITORING AND TRACKING.—  
15 Not later than 180 days after the enactment of this sec-  
16 tion, the Secretary shall establish a nationwide toll credit  
17 monitoring and tracking system that functions as a real-  
18 time database on the inventory and use of toll credits  
19 among all States (as defined in section 101(a) of title 23,  
20 United States Code).

21 (h) NOTIFICATION.—Not later than 30 days after the  
22 date on which a credit is transferred or sold under sub-  
23 section (e)(1), the eligible State shall submit to the Sec-  
24 retary in writing a notification of the transfer or sale.

25 (i) REPORTING REQUIREMENTS.—



1                   (ii) the anticipated use of the toll  
2                   credits; and

3                   (iii) plans for maintaining mainte-  
4                   nance of effort for spending on Federal-aid  
5                   highways projects.

6                   (3) ANNUAL REPORT.—Not later than 1 year  
7                   after the date on which the pilot program under sub-  
8                   section (b) is established and each year thereafter  
9                   that the pilot program is in effect, the Secretary  
10                  shall—

11                  (A) submit to the Committee on Environ-  
12                  ment and Public Works of the Senate and the  
13                  Committee on Transportation and Infrastruc-  
14                  ture of the House of Representatives a report  
15                  that—

16                         (i) determines whether a toll credit  
17                         marketplace is viable;

18                         (ii) describes the buying and selling  
19                         activities of the pilot program;

20                         (iii) describes the monetary value of  
21                         toll credits;

22                         (iv) determines whether the pilot pro-  
23                         gram could be expanded to more States or  
24                         all States; and

1 (v) provides updated information on  
2 the toll credit balance accumulated by each  
3 State; and

4 (B) make the report described in subpara-  
5 graph (A) publicly available on the website of  
6 the Department.

7 (j) **TERMINATION.**—The Secretary may terminate the  
8 program established under this section or the participation  
9 of any State in the program if the Secretary determines  
10 that the program is not serving a public benefit.

11 **SEC. 11209. REGIONAL INFRASTRUCTURE ACCELERATOR**  
12 **DEMONSTRATION PROGRAM.**

13 (a) **IN GENERAL.**—The Secretary shall establish a re-  
14 gional infrastructure demonstration program (referred to  
15 in this section as the “program”) to assist entities in de-  
16 veloping improved infrastructure priorities and financing  
17 strategies for the accelerated development of a project that  
18 is eligible for funding under the TIFIA program under  
19 chapter 6 of title 23, United States Code.

20 (b) **DESIGNATION OF REGIONAL INFRASTRUCTURE**  
21 **ACCELERATORS.**—In carrying out the program, the Sec-  
22 retary may designate regional infrastructure accelerators  
23 that will—

24 (1) serve a defined geographic area; and



1           (2) act as a resource in the geographic area to  
2           qualified entities in accordance with this section.

3           (c) APPLICATION.—To be eligible for a designation  
4           under subsection (b), a proposed regional infrastructure  
5           accelerator shall submit to the Secretary a proposal at  
6           such time, in such manner, and containing such informa-  
7           tion as the Secretary may require.

8           (d) CRITERIA.—In evaluating a proposal submitted  
9           under subsection (c), the Secretary shall consider—

10           (1) the need for geographic diversity among re-  
11           gional infrastructure accelerators; and

12           (2) the ability of the proposal to promote in-  
13           vestment in covered infrastructure projects, which  
14           shall include a plan—

15                   (A) to evaluate and promote innovative fi-  
16                   nancing methods for local projects, including  
17                   the use of the TIFIA program under chapter 6  
18                   of title 23, United States Code;

19                   (B) to build capacity of State, local, and  
20                   tribal governments to evaluate and structure  
21                   projects involving the investment of private cap-  
22                   ital;

23                   (C) to provide technical assistance and in-  
24                   formation on best practices with respect to fi-  
25                   nancing the projects;

1           (D) to increase transparency with respect  
2           to infrastructure project analysis and using in-  
3           novative financing for public infrastructure  
4           projects;

5           (E) to deploy predevelopment capital pro-  
6           grams designed to facilitate the creation of a  
7           pipeline of infrastructure projects available for  
8           investment;

9           (F) to bundle smaller-scale and rural  
10          projects into larger proposals that may be more  
11          attractive for investment; and

12          (G) to reduce transaction costs for public  
13          project sponsors.

14          (e) ANNUAL REPORT.—Not less frequently than once  
15          each year, the Secretary shall submit to Congress a report  
16          that describes the findings and effectiveness of the pro-  
17          gram.

18          (f) AUTHORIZATION OF APPROPRIATIONS.—There is  
19          authorized to be appropriated to carry out the program  
20          \$12,000,000, of which the Secretary shall use—

21                (1) \$11,750,000 for initial grants to regional  
22                infrastructure accelerators under subsection (b); and

23                (2) \$250,000 for administrative costs of car-  
24                rying out the program.

1       **TITLE II—TRANSPORTATION**  
2                   **INNOVATION**  
3                   **Subtitle A—Research**

4       **SEC. 12001. RESEARCH, TECHNOLOGY, AND EDUCATION.**

5           (a) HIGHWAY RESEARCH AND DEVELOPMENT PRO-  
6       GRAM.—Section 503(b)(3) of title 23, United States Code,  
7       is amended—

8           (1) in subparagraph (C)—

9                   (A) in clause (xviii), by striking “and” at  
10           the end;

11                   (B) in clause (xix), by striking the period  
12           at the end and inserting a semicolon; and

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

14                           “(xx) accelerated mobile, highway-  
15                           speed, bridge inspection methods that pro-  
16                           vide quantitative data-driven decision-  
17                           making capabilities without requiring lane  
18                           closures; and

19                           “(xxi) innovative segmental wall tech-  
20                           nology for soil bank stabilization and road-  
21                           way sound attenuation, and articulated  
22                           technology for hydraulic sheer-resistant  
23                           erosion control.”; and

24           (2) in subparagraph (D)(i), by inserting “and  
25       section 119(e)” after “this subparagraph”.

1 (b) TECHNOLOGY AND INNOVATION DEPLOYMENT  
2 PROGRAM.—Section 503(e) of title 23, United States  
3 Code, is amended—

4 (1) in paragraph (1), in the matter preceding  
5 subparagraph (A), by striking “carry out” and in-  
6 serting “establish and implement”;

7 (2) in paragraph (2)—

8 (A) in subparagraph (B), by striking  
9 clause (i) and inserting the following:

10 “(i) use not less than 50 percent of  
11 the funds authorized to carry out this sub-  
12 section to make grants to, and enter into  
13 cooperative agreements and contracts with,  
14 States, other Federal agencies, local gov-  
15 ernments, metropolitan planning organiza-  
16 tions, institutions of higher education, pri-  
17 vate sector entities, and nonprofit organi-  
18 zations to carry out demonstration pro-  
19 grams that will accelerate the deployment  
20 and adoption of transportation research  
21 activities;”;

22 (B) by redesignating subparagraph (C) as  
23 subparagraph (D); and

24 (C) by inserting after subparagraph (B)  
25 the following:

1 “(C) INNOVATION GRANTS.—

2 “(i) IN GENERAL.—In carrying out  
3 the program established under subpara-  
4 graph (B)(i), the Secretary shall establish  
5 a transparent competitive process in which  
6 entities described in subparagraph (B)(i)  
7 may submit an application to receive a  
8 grant under this subsection.

9 “(ii) PUBLICATION OF APPLICATION  
10 PROCESS.—A description of the application  
11 process established by the Secretary  
12 shall—

13 “(I) be posted on a public  
14 website;

15 “(II) identify the information re-  
16 quired to be included in the applica-  
17 tion; and

18 “(III) identify the criteria by  
19 which the Secretary shall select grant  
20 recipients.

21 “(iii) SUBMISSION OF APPLICATION.—  
22 To receive a grant under this paragraph,  
23 an entity described in subparagraph (B)(i)  
24 shall submit an application to the Sec-  
25 retary.

1                   “(iv) SELECTION AND APPROVAL.—  
2                   The Secretary shall select and approve an  
3                   application submitted under clause (iii)  
4                   based on whether the project described in  
5                   the application meets the goals of the pro-  
6                   gram described in paragraph (1).”; and

7                   (3) in paragraph (3)(C), by striking “each of  
8                   fiscal years 2013 through 2014” and inserting “each  
9                   fiscal year”.

10                  (c) CONFORMING AMENDMENT.—Section 505(e)(1)  
11 of title 23, United States Code, is amended by striking  
12 “section 503(e)(2)(C)” and inserting “section 503  
13 (c)(2)(D)”.

14 **SEC. 12002. INTELLIGENT TRANSPORTATION SYSTEMS.**

15                  (a) INTELLIGENT TRANSPORTATION SYSTEMS DE-  
16 PLOYMENT.—Section 513 of title 23, United States Code,  
17 is amended by adding at the end the following:

18                   “(d) SYSTEM OPERATIONS AND ITS DEPLOYMENT  
19 GRANT PROGRAM.—

20                   “(1) ESTABLISHMENT.—The Secretary shall es-  
21 tablish a competitive grant program to accelerate the  
22 deployment, operation, systems management, inter-  
23 modal integration, and interoperability of the ITS  
24 program and ITS-enabled operational strategies—



1           “(iii) real-time integrated traffic,  
2 transit, and multimodal transportation in-  
3 formation;

4           “(iv) advanced traffic, freight, park-  
5 ing, and incident management systems;

6           “(v) advanced technologies to improve  
7 transit and commercial vehicle operations;

8           “(vi) synchronized, adaptive, and  
9 transit preferential traffic signals;

10          “(vii) advanced infrastructure condi-  
11 tion assessment technologies; and

12          “(viii) 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 vehicle  
17                 communication technologies;

18                 “(B) the deployment of vehicle-to-vehicle  
19                 or vehicle-to-infrastructure communication tech-  
20                 nologies;

21                 “(C) the establishment and implementation  
22                 of ITS and ITS-enabled operations strategies  
23                 that improve performance in the areas of—

24                         “(i) traffic operations;

1                   “(ii) emergency response to surface  
2                   transportation incidents;

3                   “(iii) incident management;

4                   “(iv) transit and commercial vehicle  
5                   operations improvements;

6                   “(v) weather event response manage-  
7                   ment by State and local authorities;

8                   “(vi) surface transportation network  
9                   and facility management;

10                  “(vii) construction and work zone  
11                  management;

12                  “(viii) traffic flow information;

13                  “(ix) freight management; and

14                  “(x) congestion management;

15                  “(D) carrying out activities that support  
16                  the creation of networks that link metropolitan  
17                  and rural surface transportation systems into  
18                  an integrated data network, capable of col-  
19                  lecting, sharing, and archiving transportation  
20                  system traffic condition and performance infor-  
21                  mation;

22                  “(E) the implementation of intelligent  
23                  transportation systems and technologies that  
24                  improve highway safety through information  
25                  and communications systems linking vehicles,

1 infrastructure, mobile devices, transportation  
2 users, and emergency responders;

3 “(F) the provision of services necessary to  
4 ensure the efficient operation and management  
5 of ITS infrastructure, including costs associated  
6 with communications, utilities, rent, hardware,  
7 software, labor, administrative costs, training,  
8 and technical services;

9 “(G) the provision of support for the es-  
10 tablishment and maintenance of institutional  
11 relationships between transportation agencies,  
12 police, emergency medical services, private  
13 emergency operators, freight operators, ship-  
14 pers, public service utilities, and telecommuni-  
15 cations providers;

16 “(H) carrying out multimodal and cross-  
17 jurisdictional planning and deployment of re-  
18 gional transportation systems operations and  
19 management approaches; and

20 “(I) performing project evaluations to de-  
21 termine the costs, benefits, lessons learned, and  
22 future deployment strategies associated with the  
23 deployment of intelligent transportation sys-  
24 tems.

1           “(5) REPORT TO SECRETARY.—For each fiscal  
2 year that an eligible entity receives a grant under  
3 this subsection, not later than 1 year after receiving  
4 the grant, each recipient shall submit to the Sec-  
5 retary a report that describes how the project has  
6 met the expectations projected in the deployment  
7 plan submitted with the application, including infor-  
8 mation on—

9           “(A) how the program has helped reduce  
10 traffic crashes, congestion, costs, and other ben-  
11 efits of the deployed systems;

12           “(B) the effect of measuring and improv-  
13 ing transportation system performance through  
14 the deployment of advanced technologies;

15           “(C) the effectiveness of providing real-  
16 time integrated traffic, transit, and multimodal  
17 transportation information to the public that al-  
18 lows the public to make informed travel deci-  
19 sions; and

20           “(D) lessons learned and recommendations  
21 for future deployment strategies to optimize  
22 transportation efficiency and multimodal system  
23 performance.

24           “(6) REPORT TO CONGRESS.—Not later than 2  
25 years after the date on which the first grant is

1 awarded under this subsection and annually there-  
2 after for each fiscal year for which grants are  
3 awarded under this subsection, the Secretary shall  
4 submit to Congress a report that describes the effec-  
5 tiveness of the grant recipients in meeting the pro-  
6 jected deployment plan goals, including data on how  
7 the grant program has—

8 “(A) reduced traffic-related fatalities and  
9 injuries;

10 “(B) reduced traffic congestion and im-  
11 proved travel-time reliability;

12 “(C) reduced transportation-related emis-  
13 sions;

14 “(D) optimized multimodal system per-  
15 formance;

16 “(E) improved access to transportation al-  
17 ternatives;

18 “(F) provided the public with access to  
19 real-time integrated traffic, transit, and  
20 multimodal transportation information to make  
21 informed travel decisions;

22 “(G) provided cost savings to transpor-  
23 tation agencies, businesses, and the traveling  
24 public; and

1           “(H) provided other benefits to transpor-  
2           tation users and the general public.

3           “(7) ADDITIONAL GRANTS.—If the Secretary  
4           determines, based on a report submitted under para-  
5           graph (5), that a grant recipient is not complying  
6           with the established grant criteria, the Secretary  
7           may—

8           “(A) cease payment to the recipient of any  
9           remaining grant amounts; and

10           “(B) redistribute any remaining amounts  
11           to other eligible entities under this section.

12           “(8) NON-FEDERAL SHARE.—The Federal  
13           share of the cost of a project for which a grant is  
14           provided under this subsection shall not exceed 50  
15           percent of the cost of the project.

16           “(9) FUNDING.—Of the funds made available  
17           each fiscal year to carry out the intelligent transpor-  
18           tation system program under sections 512 through  
19           518, not less than \$30,000,000 shall be used to  
20           carry out this subsection.”.

21           (b) INTELLIGENT TRANSPORTATION SYSTEMS GOALS  
22           AND PURPOSES.—Section 514(a) of title 23, United  
23           States Code, is amended—

24           (1) in paragraph (4), by striking “and” at the  
25           end; and

1           (2) by striking paragraph (5) and inserting the  
2 following:

3           “(5) improvement of the ability of the United  
4 States to respond to security-related or other man-  
5 made emergencies and natural disasters; and

6           “(6) enhancement of the freight system of the  
7 United States and support to freight policy goals by  
8 conducting heavy duty vehicle demonstration activi-  
9 ties and accelerating adoption of ITS applications in  
10 freight operations.”.

11       (c) **ITS ADVISORY COMMITTEE REPORT.**—Section  
12 515(h)(4) of title 23, United States Code, is amended in  
13 the matter preceding subparagraph (A) by striking “Feb-  
14 ruary 1 of each year after the date of enactment of the  
15 Transportation Research and Innovative Technology Act  
16 of 2012” and inserting “May 1 of each year”.

17 **SEC. 12003. FUTURE INTERSTATE STUDY.**

18       (a) **FINDINGS.**—Congress finds that—

19           (1) a well-developed system of transportation  
20 infrastructure is critical to the economic well-being,  
21 health, and welfare of the people of the United  
22 States;

23           (2) the 47,000-mile national Interstate System  
24 is the backbone to that transportation infrastructure  
25 system; and



1 (3) as of the date of enactment of this Act—

2 (A) many segments of the approximately  
3 60- year-old Interstate System are well beyond  
4 the 50-year design life of the System and yet  
5 these aging facilities are central to the trans-  
6 portation infrastructure system, carrying 25  
7 percent of the vehicle traffic of the United  
8 States on just 1 percent of the total public  
9 roadway mileage;

10 (B) the need for ongoing maintenance,  
11 preservation, and reconstruction of the Inter-  
12 state System has grown due to increasing and  
13 changing travel demands; and

14 (C) simple maintenance of the current con-  
15 dition and configuration of the Interstate Sys-  
16 tem is insufficient for the System to fully serve  
17 the transportation needs of the United States  
18 for the next 50 years.

19 (b) FUTURE INTERSTATE SYSTEM STUDY.—Not  
20 later than 180 days after the date of enactment of this  
21 Act, the Secretary shall enter into an agreement with the  
22 Transportation Research Board of the National Acad-  
23 emies to conduct a study on the actions needed to upgrade  
24 and restore the Dwight D. Eisenhower National System  
25 of Interstate and Defense Highways to its role as a pre-

1 mier system network that meets the growing and shifting  
2 demands of the 21st century and for the next 50 years  
3 (referred to in this section as the “study”).

4 (c) **METHODOLOGIES.**—In conducting the study, the  
5 Transportation Research Board shall build on the meth-  
6 odologies examined and recommended in the report pre-  
7 pared for the American Association of State Highway and  
8 Transportation Officials entitled “National Cooperative  
9 Highway Research Program Project 20–24(79): Specifica-  
10 tions for a National Study of the Future 3R, 4R, and Ca-  
11 pacity Needs of the Interstate System” and dated Decem-  
12 ber 2013.

13 (d) **RECOMMENDATIONS.**—The study—

14 (1) shall include specific recommendations re-  
15 garding the features, standards, capacity needs, ap-  
16 plication of technologies, and intergovernmental  
17 roles to upgrade the Interstate System, including  
18 any revisions to law (including regulations) that the  
19 Transportation Research Board determines appro-  
20 priate to achieve the goals; and

21 (2) is encouraged to build on the robust institu-  
22 tional knowledge in the highway industry in applying  
23 the techniques involved in implementing the study.

24 (e) **CONSIDERATIONS.**—In carrying out the study, the  
25 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. 12004. RESEARCHING SURFACE TRANSPORTATION**  
2 **SYSTEM 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 (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. 12101. 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 Interior, based on obliga-  
2 tions 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. 12102. 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. 12201. 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. 12202. 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. 12203. GRANT PROGRAM FOR ACHIEVEMENT IN**  
4 **TRANSPORTATION FOR PERFORMANCE AND**  
5 **INNOVATION.**

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 out of the general fund of the Treasury  
7 to carry out this section \$150,000,000 for each of  
8 fiscal years 2016 through 2021, to remain available  
9 until expended.

10 (2) ADMINISTRATIVE COSTS.—The Secretary  
11 shall withhold a reasonable amount of funds made  
12 available under paragraph (1) for administration of  
13 the program under this section, not to exceed 3 per-  
14 cent of the amount appropriated for each applicable  
15 fiscal year.

16 (i) APPLICABILITY OF REQUIREMENTS.—Amounts  
17 made available under this section shall be administered as  
18 if the funds were apportioned under chapter 1 of title 23,  
19 United States Code.

20 **SEC. 12204. HIGHWAY TRUST FUND TRANSPARENCY AND**  
21 **ACCOUNTABILITY.**

22 (a) IN GENERAL.—Section 104 of title 23, United  
23 States Code, is amended by striking subsection (g) and  
24 inserting the following:

1           “(g) HIGHWAY TRUST FUND TRANSPARENCY AND  
2 ACCOUNTABILITY REPORT.—

3           “(1) PUBLICLY AVAILABLE REPORT.—Not later  
4 than 180 days after the date of enactment of the  
5 DRIVE Act and quarterly thereafter, the Secretary  
6 shall compile data in accordance with this subsection  
7 on the use of Federal-aid highway program funds  
8 made available under this title.

9           “(2) REQUIREMENTS.—The Secretary shall en-  
10 sure that the reports required under this subsection  
11 are made available in a user-friendly manner on the  
12 public website of the Department of Transportation  
13 and can be searched and downloaded by users of the  
14 website.

15           “(3) CONTENTS OF REPORT.—

16           “(A) APPORTIONED AND ALLOCATED PRO-  
17 GRAMS.—For each fiscal year, the report shall  
18 include comprehensive data for each program,  
19 organized by State, that includes—

20           “(i) the total amount of funds avail-  
21 able for obligation, identifying the unobli-  
22 gated balance of funds available at the end  
23 of the preceding fiscal year and new fund-  
24 ing available for the current fiscal year;



1                   “(III) 50,000 or more individ-  
2                   uals;

3                   “(iii) the total cost of the project;

4                   “(iv) the amount of Federal funding  
5                   being used on the project;

6                   “(v) the 1 or more programs from  
7                   which Federal funds are obligated on the  
8                   project;

9                   “(vi) the type of improvement being  
10                  made, such as categorizing the project  
11                  as—

12                  “(I) a road reconstruction  
13                  project;

14                  “(II) a new road construction  
15                  project;

16                  “(III) a new bridge construction  
17                  project;

18                  “(IV) a bridge rehabilitation  
19                  project; or

20                  “(V) a bridge replacement  
21                  project; and

22                  “(vii) the ownership of the highway or  
23                  bridge.

24                  “(C) TRANSFERS BETWEEN PROGRAMS.—

25                  The report shall include a description of the

1 amount of funds transferred between programs  
2 by each State under section 126.”.

3 (b) CONFORMING AMENDMENT.—Section 1503 of  
4 MAP–21 (23 U.S.C. 104 note; Public Law 112–141) is  
5 amended by striking subsection (c).

6 **SEC. 12205. REPORT ON HIGHWAY TRUST FUND ADMINIS-**  
7 **TRATIVE EXPENDITURES.**

8 (a) INITIAL REPORT.—Not later than 150 days after  
9 the date of enactment of this Act, the Comptroller General  
10 of the United States shall submit to Congress a report  
11 describing the administrative expenses of the Federal  
12 Highway Administration funded from the Highway Trust  
13 Fund during the 3 most recent fiscal years.

14 (b) UPDATES.—Not later than 5 years after the date  
15 on which the report is submitted under subsection (a) and  
16 every 5 years thereafter, the Comptroller General shall  
17 submit to Congress a report that updates the information  
18 provided in the report under that subsection for the pre-  
19 ceding 5-year period.

20 (c) INCLUSIONS.—Each report submitted under sub-  
21 section (a) or (b) shall include a description of the—

22 (1) types of administrative expenses of pro-  
23 grams and offices funded by the Highway Trust  
24 Fund;

1           (2) tracking and monitoring of administrative  
2           expenses;

3           (3) controls in place to ensure that funding for  
4           administrative expenses is used as efficiently as  
5           practicable; and

6           (4) flexibility of the Department to reallocate  
7           amounts from the Highway Trust Fund between  
8           full-time equivalent employees and other functions.

9   **SEC. 12206. AVAILABILITY OF REPORTS.**

10          (a) IN GENERAL.—The Secretary shall make avail-  
11          able to the public on the website of the Department any  
12          report required to be submitted by the Secretary to Con-  
13          gress after the date of enactment of this Act.

14          (b) DEADLINE.—Each report described in subsection  
15          (a) shall be made available on the website not later than  
16          30 days after the report is submitted to Congress.

17   **SEC. 12207. PERFORMANCE PERIOD ADJUSTMENT.**

18          (a) NATIONAL HIGHWAY PERFORMANCE PRO-  
19          GRAM.—Section 119 of title 23, United States Code, is  
20          amended—

21                  (1) in subsection (e)(7), by striking “for 2 con-  
22          secutive reports submitted under this paragraph  
23          shall include in the next report submitted” and in-  
24          serting “shall include as part of the performance  
25          target report under section 150(e)”; and



1           (2) in subsection (f)(1)(A), by striking “If, dur-  
2           ing 2 consecutive reporting periods, the condition of  
3           the Interstate System, excluding bridges on the  
4           Interstate System, in a State falls” and inserting “If  
5           a State reports that the condition of the Interstate  
6           System, excluding bridges on the Interstate System,  
7           has fallen”.

8           (b) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—  
9           Section 148(i) of title 23, United States Code, is amend-  
10          ed—

11           (1) in the matter preceding paragraph (1), by  
12           striking “performance targets of the State estab-  
13           lished under section 150(d) by the date that is 2  
14           years after the date of the establishment of the per-  
15           formance targets” and inserting “safety performance  
16           targets of the State established under section  
17           150(d)”; and

18           (2) in paragraphs (1) and (2), by inserting  
19           “safety” before “performance targets” each place it  
20           appears.

21          **SEC. 12208. DESIGN STANDARDS.**

22           (a) IN GENERAL.—Section 109 of title 23, United  
23           States Code, is amended—

24           (1) in subsection (c)—

25           (A) in paragraph (1)—

1 (i) in the matter preceding subpara-  
2 graph (A), by striking “may take into ac-  
3 count” and inserting “shall consider”; and

4 (ii) in subparagraph (C), by striking  
5 “access for” and inserting “access and  
6 safety for”; and

7 (B) in paragraph (2)—

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

10 (ii) by redesignating subparagraph  
11 (D) as subparagraph (F); and

12 (iii) by inserting after subparagraph  
13 (C) the following:

14 “(D) the publication entitled ‘Highway  
15 Safety Manual’ of the American Association of  
16 State Highway and Transportation Officials;

17 “(E) the publication entitled ‘Urban Street  
18 Design Guide’ of the National Association of  
19 City Transportation Officials; and”;

20 (2) in subsection (f), by inserting “pedestrian  
21 walkways,” after “bikeways,”.

22 (b) DESIGN STANDARD FLEXIBILITY.—Notwith-  
23 standing section 109(o) of title 23, United States Code,  
24 a local jurisdiction may use a roadway design guide that  
25 is different from the roadway design guide used by the

1 State in which the local jurisdiction is located for the de-  
2 sign of projects on all roadways under the ownership of  
3 the local jurisdiction (other than a highway on the Inter-  
4 state System) if—

5 (1) the local jurisdiction is the project sponsor;

6 (2) the roadway design guide—

7 (A) is recognized by the Federal Highway  
8 Administration; and

9 (B) is adopted by the local jurisdiction;  
10 and

11 (3) the design complies with all other applicable  
12 Federal laws.

13 **TITLE III—TRANSPORTATION IN-**  
14 **FRASTRUCTURE FINANCE**  
15 **AND INNOVATION ACT OF**  
16 **1998 AMENDMENTS**

17 **SEC. 13001. TRANSPORTATION INFRASTRUCTURE FINANCE**  
18 **AND INNOVATION ACT OF 1998 AMENDMENTS.**

19 (a) DEFINITIONS.—Section 601(a) of title 23, United  
20 States Code, is amended—

21 (1) in the matter preceding paragraph (1)—

22 (A) by striking “In this chapter, the” and  
23 inserting “The”; and

24 (B) by inserting “to sections 601 through  
25 609” after “apply”;

1 (2) in paragraph (2)—

2 (A) in subparagraph (B), by striking  
3 “and” at the end;

4 (B) in subparagraph (C), by striking the  
5 period at the end and inserting “; and”; and

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

7 “(D) capitalizing a rural projects fund  
8 using the proceeds of a secured loan made to a  
9 State infrastructure bank in accordance with  
10 sections 602 and 603, for the purpose of mak-  
11 ing loans to sponsors of rural infrastructure  
12 projects in accordance with section 610.”;

13 (3) in paragraph (3), by striking “this chapter”  
14 and inserting “the TIFIA program”;

15 (4) in paragraph (10)—

16 (A) in the matter preceding subparagraph  
17 (A)—

18 (i) by inserting “related” before  
19 “projects”; and

20 (ii) by striking “(which shall receive  
21 an investment grade rating from a rating  
22 agency)”;

23 (B) in subparagraph (A), by striking “sub-  
24 ject to the availability of future funds being

1           made available to carry out this chapter;” and  
2           inserting “subject to—

3                   “(i) the availability of future funds  
4                   being made available to carry out the  
5                   TIFLA program; and

6                   “(ii) the satisfaction of all of the con-  
7                   ditions for the provision of credit assist-  
8                   ance under the TIFLA program, including  
9                   section 603(b)(1);”; and

10           (C) in subparagraph (D)—

11                   (i) by redesignating clauses (ii) and  
12                   (iii) as clauses (iii) and (iv), respectively;

13                   (ii) by inserting after clause (i) the  
14                   following:

15                           “(ii) receiving an investment grade  
16                           rating from a rating agency;”;

17                           (iii) in clause (iii) (as so redesign-  
18                           ated), by striking “section 602(c)” and  
19                           inserting “including sections 602(c) and  
20                           603(b)(1)”; and

21                           (iv) in clause (iv) (as so redesignated),  
22                           by striking “this chapter” and inserting  
23                           “the TIFLA program”;

24           (5) in paragraph (12)—

1 (A) in subparagraph (D)(iv), by striking  
2 the period at the end and inserting “; and”;  
3 and

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

5 “(E) a project to improve or construct  
6 public infrastructure that is located within  
7 walking distance of, and accessible to, a fixed  
8 guideway transit facility, passenger rail station,  
9 intercity bus station, or intermodal facility, in-  
10 cluding a transportation, public utility, and cap-  
11 ital project described in section 5302(3)(G)(v)  
12 of title 49, and related infrastructure;

13 “(F) a project for the acquisition of plant  
14 and wildlife habitat pursuant to a conservation  
15 plan that—

16 “(i) has been approved by the Sec-  
17 retary of the Interior pursuant to section  
18 10 of the Endangered Species Act of 1973  
19 (16 U.S.C. 1539); and

20 “(ii) as determined by the Secretary  
21 of the Interior, would mitigate the environ-  
22 mental impacts of transportation infra-  
23 structure projects otherwise eligible for as-  
24 sistance under the TIFIA program; and

1           “(G) the capitalization of a rural projects  
2           fund by a State infrastructure bank with the  
3           proceeds of a secured loan made in accordance  
4           with sections 602 and 603, for the purpose of  
5           making loans to sponsors of rural infrastructure  
6           projects in accordance with section 610.”;

7           (6) in paragraph (15), by striking “means” and  
8           all that follows through the period at the end and  
9           inserting “means a surface transportation infra-  
10          structure project located in an area that is outside  
11          of an urbanized area with a population greater than  
12          150,000 individuals, as determined by the Bureau of  
13          the Census.”;

14          (7) by redesignating paragraphs (16), (17),  
15          (18), (19), and (20) as paragraphs (17), (18), (20),  
16          (21), and (22), respectively;

17          (8) by inserting after paragraph (15) the fol-  
18          lowing:

19          “(16) RURAL PROJECTS FUND.—The term  
20          ‘rural projects fund’ means a fund—

21                 “(A) established by a State infrastructure  
22                 bank in accordance with section 610(d)(4);

23                 “(B) capitalized with the proceeds of a se-  
24                 cured loan made to the bank in accordance with  
25                 sections 602 and 603; and

1           “(C) for the purpose of making loans to  
2           sponsors of rural infrastructure projects in ac-  
3           cordance with section 610.”;

4           (9) by inserting after paragraph (18) (as redesi-  
5           gnated) the following:

6           “(19) STATE INFRASTRUCTURE BANK.—The  
7           term ‘State infrastructure bank’ means an infra-  
8           structure bank established under section 610.”; and

9           (10) in paragraph (22) (as redesignated), by in-  
10          serting “established under sections 602 through  
11          609” after “Department”.

12          (b) DETERMINATION OF ELIGIBILITY AND PROJECT  
13          SELECTION.—Section 602 of title 23, United States Code,  
14          is amended—

15                 (1) in subsection (a)—

16                         (A) in paragraph (1), in the matter pre-  
17                         ceding subparagraph (A), by striking “this  
18                         chapter” and inserting “the TIFIA program”;

19                         (B) in paragraph (2)(A), by striking “this  
20                         chapter” and inserting “the TIFIA program”;

21                         (C) in paragraph (3), by striking “this  
22                         chapter” and inserting “the TIFIA program”;

23                         (D) in paragraph (5)—



1 (i) by striking the heading and insert-  
2 ing “ELIGIBLE PROJECT COST PARAM-  
3 ETERS.—”;

4 (ii) in subparagraph (A)—

5 (I) in the matter preceding clause  
6 (i), by striking “subparagraph (B), to  
7 be eligible for assistance under this  
8 chapter, a project” and inserting  
9 “subparagraphs (B) and (C), a  
10 project under the TIFIA program”;

11 (II) by striking clause (i) and in-  
12 serting the following:

13 “(i) \$50,000,000; and”; and

14 (III) in clause (ii), by striking  
15 “assistance”; and

16 (iii) in subparagraph (B)—

17 (I) by striking the subparagraph  
18 designation and heading and all that  
19 follows through “In the case” and in-  
20 serting the following:

21 “(B) EXCEPTIONS.—

22 “(i) INTELLIGENT TRANSPORTATION  
23 SYSTEMS.—In the case”; and

24 (II) by adding at the end the fol-  
25 lowing:



1 substantially involved in the develop-  
2 ment of the project.”;

3 (E) in paragraph (9), in the matter pre-  
4 ceding subparagraph (A), by striking “this  
5 chapter” and inserting “the TIFIA program”;  
6 and

7 (F) in paragraph (10)—

8 (i) by striking “To be eligible” and in-  
9 serting the following:

10 “(A) IN GENERAL.—Except as provided in  
11 subparagraph (B), to be eligible”;

12 (ii) by striking “this chapter” each  
13 place it appears and inserting “the TIFIA  
14 program”;

15 (iii) by striking “not later than” and  
16 inserting “no later than”; and

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

19 “(B) RURAL PROJECTS FUND.—In the  
20 case of a project capitalizing a rural projects  
21 fund, the State infrastructure bank shall dem-  
22 onstrate, not later than 2 years after the date  
23 on which a secured loan is obligated for the  
24 project under the TIFIA program, that the  
25 bank has executed a loan agreement with a bor-

1           rower for a rural infrastructure project in ac-  
2           cordance with section 610. After the demonstra-  
3           tion is made, the bank may draw upon the se-  
4           cured loan. At the end of the 2-year period, to  
5           the extent the bank has not used the loan com-  
6           mitment, the Secretary may extend the term of  
7           the loan or withdraw the loan commitment.”;

8           (2) in subsection (b), by striking paragraph (2)  
9           and inserting the following:

10           “(2) MASTER CREDIT AGREEMENTS.—

11           “(A) PROGRAM OF RELATED PROJECTS.—

12           The Secretary may enter into a master credit  
13           agreement for a program of related projects se-  
14           cured by a common security pledge on terms  
15           acceptable to the Secretary.

16           “(B) ADEQUATE FUNDING NOT AVAIL-

17           ABLE.—If the Secretary fully obligates funding

18           to eligible projects for a fiscal year and ade-

19           quate funding is not available to fund a credit

20           instrument, a project sponsor of an eligible

21           project may elect to enter into a master credit

22           agreement and wait to execute a credit instru-

23           ment until the fiscal year for which additional

24           funds are available to receive credit assist-

25           ance.”;

1           (3) in subsection (c)(1), in the matter preceding  
2           subparagraph (A), by striking “this chapter” and in-  
3           serting “the TIFIA program”; and

4           (4) in subsection (e), by striking “this chapter”  
5           and inserting “the TIFIA program”.

6           (c) SECURED LOAN TERMS AND LIMITATIONS.—Sec-  
7           tion 603(b) of title 23, United States Code, is amended—

8           (1) in paragraph (2)—

9           (A) by striking “The amount of” and in-  
10          serting the following:

11          “(A) IN GENERAL.—Except as provided in  
12          subparagraph (B), the amount of”;

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

14          “(B) RURAL PROJECTS FUND.—In the  
15          case of a project capitalizing a rural projects  
16          fund, the maximum amount of a secured loan  
17          made to a State infrastructure bank shall be  
18          determined in accordance with section  
19          602(a)(5)(B)(iii).”;

20          (2) in paragraph (3)(A)(i)—

21          (A) in subclause (III), by striking “or” at  
22          the end;

23          (B) in subclause (IV), by striking “and” at  
24          the end and inserting “or”; and

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



1           “(B) RURAL PROJECTS FUND.—In the  
2 case of a project capitalizing a rural projects  
3 fund, the final maturity date of the secured  
4 loan shall not exceed 35 years after the date on  
5 which the secured loan is obligated.”;

6           (5) in paragraph (8), by striking “this chapter”  
7 and inserting “the TIFIA program”; and

8           (6) in paragraph (9)—

9           (A) by striking “The total Federal assist-  
10 ance provided on a project receiving a loan  
11 under this chapter” and inserting the following:

12           “(A) IN GENERAL.—The total Federal as-  
13 sistance provided for a project receiving a loan  
14 under the TIFIA program”; and

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

16           “(B) RURAL PROJECTS FUND.—A project  
17 capitalizing a rural projects fund shall satisfy  
18 clause (i) through compliance with the Federal  
19 share requirement described in section  
20 610(e)(3)(B).”.

21           (d) PROGRAM ADMINISTRATION.—Section 605 of  
22 title 23, United States Code, is amended—

23           (1) by striking “this chapter” each place it ap-  
24 pears and inserting “the TIFIA program”; and

25           (2) by adding at the end the following:

1 “(f) ASSISTANCE TO SMALL PROJECTS.—

2 “(1) RESERVATION OF FUNDS.—Of the funds  
3 made available to carry out the TIFIA program for  
4 each fiscal year, and after the set-aside under sec-  
5 tion 608(a)(6), not less than \$2,000,000 shall be  
6 made available for the Secretary to use in lieu of  
7 fees collected under subsection (b) for projects under  
8 the TIFIA program having eligible project costs that  
9 are reasonably anticipated not to equal or exceed  
10 \$75,000,000.

11 “(2) RELEASE OF FUNDS.—Any funds not used  
12 under paragraph (1) shall be made available on Oc-  
13 tober 1 of the following fiscal year to provide credit  
14 assistance to any project under the TIFIA pro-  
15 gram.”.

16 (e) STATE AND LOCAL PERMITS.—Section 606 of  
17 title 23, United States Code, is amended in the matter  
18 preceding paragraph (1) by striking “this chapter” and  
19 inserting “the TIFIA program”.

20 (f) REGULATIONS.—Section 607 of title 23, United  
21 States Code, is amended by striking “this chapter” and  
22 inserting “the TIFIA program”.

23 (g) FUNDING.—Section 608 of title 23, United States  
24 Code, is amended—



1 (1) by striking “this chapter” each place it ap-  
2 pears and inserting “the TIFIA program”; and

3 (2) in subsection (a)—

4 (A) in paragraph (2), by inserting “of”  
5 after “504(f)”;

6 (B) in paragraph (3)—

7 (i) in subparagraph (A), by inserting  
8 “or rural projects funds” after “rural in-  
9 frastructure projects”; and

10 (ii) in subparagraph (B), by inserting  
11 “or rural projects funds” after “rural in-  
12 frastructure projects”; and

13 (C) in paragraph (6), by striking “0.50  
14 percent” and inserting “0.75 percent”.

15 (h) REPORTS TO CONGRESS.—Section 609 of title 23,  
16 United States Code, is amended by striking “this chapter  
17 (other than section 610)” each place it appears and insert-  
18 ing “the TIFIA program”.

19 (i) STATE INFRASTRUCTURE BANK PROGRAM.—Sec-  
20 tion 610 of title 23, United States Code, is amended—

21 (1) in subsection (a), by adding at the end the  
22 following:

23 “(11) RURAL INFRASTRUCTURE PROJECT.—  
24 The term ‘rural infrastructure project’ has the  
25 meaning given the term in section 601.

1           “(12) RURAL PROJECTS FUND.—The term  
2           ‘rural projects fund’ has the meaning given the term  
3           in section 601.”;

4           (2) in subsection (d)—

5           (A) in paragraph (1)(A), by striking “each  
6           of fiscal years” and all that follows through the  
7           end of subparagraph (A) and inserting “each  
8           fiscal year under each of paragraphs (1), (2),  
9           and (5) of section 104(b); and”;

10          (B) in paragraph (2), by striking “in each  
11          of fiscal years 2005 through 2009” and insert-  
12          ing “in each fiscal year”;

13          (C) in paragraph (3), by striking “in each  
14          of fiscal years 2005 through 2009” and insert-  
15          ing “in each fiscal year”;

16          (D) by redesignating paragraphs (4)  
17          through (6) as paragraphs (5) through (7), re-  
18          spectively;

19          (E) by inserting after paragraph (3) the  
20          following:

21          “(4) RURAL PROJECTS FUND.—Subject to sub-  
22          section (j), the Secretary may permit a State enter-  
23          ing into a cooperative agreement under this section  
24          to establish a State infrastructure bank to deposit  
25          into the rural projects fund of the bank the proceeds

1 of a secured loan made to the bank in accordance  
2 with section 602 and 603.”; and

3 (F) in paragraph (6) (as redesignated), by  
4 striking “section 133(d)(3)” and inserting “sec-  
5 tion 133(d)(1)(A)(i)”;

6 (3) by striking subsection (e) and inserting the  
7 following:

8 “(e) FORMS OF ASSISTANCE FROM STATE INFRA-  
9 STRUCTURE BANKS.—

10 “(1) IN GENERAL.—A State infrastructure  
11 bank established under this section may—

12 “(A) with funds deposited into the highway  
13 account, transit account, or rail account of the  
14 bank, make loans or provide other forms of  
15 credit assistance to a public or private entity to  
16 carry out a project eligible for assistance under  
17 this section; and

18 “(B) with funds deposited into the rural  
19 projects fund, make loans to a public or private  
20 entity to carry out a rural infrastructure  
21 project.

22 “(2) SUBORDINATION OF LOAN.—The amount  
23 of a loan or other form of credit assistance provided  
24 for a project described in paragraph (1) may be sub-

1       ordinated to any other debt financing for the  
2       project.

3           “(3) MAXIMUM AMOUNT OF ASSISTANCE.—A  
4       State infrastructure bank established under this sec-  
5       tion may—

6           “(A) with funds deposited into the highway  
7       account, transit account, or rail account, make  
8       loans or provide other forms of credit assistance  
9       to a public or private entity in an amount up  
10      to 100 percent of the cost of carrying out a  
11      project eligible for assistance under this section;  
12      and

13          “(B) with funds deposited into the rural  
14      projects fund, make loans to a public or private  
15      entity in an amount not to exceed 80 percent  
16      of the cost of carrying out a rural infrastruc-  
17      ture project.

18          “(4) INITIAL ASSISTANCE.—Initial assistance  
19      provided with respect to a project from Federal  
20      funds deposited into a State infrastructure bank  
21      under this section may not be made in the form of  
22      a grant.”;

23           (4) in subsection (g)—

1 (A) in paragraph (1), by striking “each ac-  
2 count” and inserting “the highway account, the  
3 transit account, and the rail account”; and

4 (B) in paragraph (4), by inserting “, ex-  
5 cept that any loan funded from the rural  
6 projects fund of the bank shall bear interest at  
7 or below the interest rate charged for the  
8 TIFIA loan provided to the bank under section  
9 603” after “feasible”; and

10 (5) in subsection (k), by striking “For each of  
11 fiscal years 2005 through 2009” and inserting “For  
12 each fiscal year”.

13 **TITLE IV—TECHNICAL**  
14 **CORRECTIONS**

15 **SEC. 14001. TECHNICAL CORRECTIONS.**

16 (a) Section 101(a)(29) of title 23, United States  
17 Code, is amended—

18 (1) in subparagraph (B), by inserting a comma  
19 after “disabilities”; and

20 (2) in subparagraph (F)(i), by striking  
21 “133(b)(11)” and inserting “133(b)(14)”.

22 (b) Section 119(d)(1)(A) of title 23, United States  
23 Code, is amended by striking “mobility,” and inserting  
24 “congestion reduction, system reliability,”.

1 (c) Section 126(b) of title 23, United States Code (as  
2 amended by section 11014(b)), is amended by striking  
3 “133(d)” and inserting “133(d)(1)(A)”.

4 (d) Section 127(a)(3) of title 23, United States Code,  
5 is amended by striking “118(b)(2) of this title” and in-  
6 serting “118(b)”.

7 (e) Section 150(c)(3)(B) of title 23, United States  
8 Code, is amended by striking the semicolon at the end and  
9 inserting a period.

10 (f) Section 153(h)(2) of title 23, United States Code,  
11 is amended by striking “paragraphs (1) through (3)” and  
12 inserting “paragraphs (1), (2), and (4)”.

13 (g) Section 163(f)(2) of title 23, United States Code,  
14 is amended by striking “118(b)(2)” and inserting  
15 “118(b)”.

16 (h) Section 165(c)(7) of title 23, United States Code,  
17 is amended by striking “paragraphs (2), (4), (7), (8),  
18 (14), and (19)” and inserting “paragraphs (2), (4), (6),  
19 (7), and (14)”.

20 (i) Section 202(b)(3) of title 23, United States Code,  
21 is amended—

22 (1) in subparagraph (A)(i), in the matter pre-  
23 ceding subclause (I), by inserting “(a)(6),” after  
24 “subsections”; and

1           (2) in subparagraph (C)(ii)(IV), by striking  
2           “(III).]” and inserting “(III).”.

3           (j) Section 217(a) of title 23, United States Code,  
4 is amended by striking “104(b)(3)” and inserting  
5 “104(b)(4)”.

6           (k) Section 327(a)(2)(B)(iii) of title 23, United  
7 States Code, is amended by striking “(42 U.S.C. 13 4321  
8 et seq.)” and inserting “(42 U.S.C. 4321 et seq.)”.

9           (l) Section 504(a)(4) of title 23, United States Code,  
10 is amended by striking “104(b)(3)” and inserting  
11 “104(b)(2)”.

12           (m) Section 515 of title 23, United States Code, is  
13 amended by striking “this chapter” each place it appears  
14 and inserting “sections 512 through 518”.

15           (n) Section 518(a) of title 23, United States Code,  
16 is amended by inserting “a report” after “House of Rep-  
17 resentatives”.

18           (o) Section 6302(b)(3)(B)(vi)(III) of title 49, United  
19 States Code, is amended by striking “6310” and inserting  
20 “6309”.

21           (p) Section 1301(l)(3) of SAFETEA-LU (23 U.S.C.  
22 101 note; Public Law 109–59) is amended—

23           (1) in subparagraph (A)(i), by striking “com-  
24 plied” and inserting “compiled”; and

1           (2) in subparagraph (B), by striking “para-  
2           graph (1)” and inserting “subparagraph (A)”.

3           (q) Section 4407 of SAFETEA-LU (Public Law  
4 109–59; 119 Stat. 1777), is amended by striking “hereby  
5 enacted into law” and inserting “granted”.

6           (r) Section 51001(a)(1) of the Transportation Re-  
7 search and Innovative Technology Act of 2012 (126 Stat.  
8 864) is amended by striking “sections 503(b), 503(d), and  
9 509” and inserting “section 503(b)”.

## 10           **TITLE V—MISCELLANEOUS**

### 11           **SEC. 15001. APPALACHIAN DEVELOPMENT HIGHWAY SYS-**

#### 12                           **TEM.**

13           Section 1528 of MAP–21 (40 U.S.C. 14501 note;  
14 Public Law 112–141) is amended—

15           (1) by striking “2021” each place it appears  
16           and inserting “2050”; and

17           (2) by striking “shall be 100 percent” each  
18           place it appears and inserting “shall be up to 100  
19           percent, as determined by the State”.

### 20           **SEC. 15002. APPALACHIAN REGIONAL DEVELOPMENT PRO-**

#### 21                           **GRAM.**

22           (a) HIGH-SPEED BROADBAND DEVELOPMENT INI-  
23           TIATIVE.—



1           (1) IN GENERAL.—Subchapter I of chapter 145  
2           of subtitle IV of title 40, United States Code, is  
3           amended by adding at the end the following:

4   **“§ 14509. High-speed broadband deployment initia-**  
5                                   **tive**

6           “(a) IN GENERAL.—The Appalachian Regional Com-  
7           mission may provide technical assistance, make grants,  
8           enter into contracts, or otherwise provide amounts to indi-  
9           viduals or entities in the Appalachian region for projects  
10          and activities—

11                   “(1) to increase affordable access to broadband  
12           networks throughout the Appalachian region;

13                   “(2) to conduct research, analysis, and training  
14           to increase broadband adoption efforts in the Appa-  
15           lachian region;

16                   “(3) to provide technology assets, including  
17           computers, smartboards, and video projectors to  
18           educational systems throughout the Appalachian re-  
19           gion;

20                   “(4) to increase distance learning opportunities  
21           throughout the Appalachian region;

22                   “(5) to increase the use of telehealth tech-  
23           nologies in the Appalachian region; and

24                   “(6) to promote e-commerce applications in the  
25           Appalachian region.

1       “(b) LIMITATION ON AVAILABLE AMOUNTS.—Of the  
2 cost of any activity eligible for a grant under this sec-  
3 tion—

4           “(1) not more than 50 percent may be provided  
5 from amounts appropriated to carry out this section;  
6 and

7           “(2) notwithstanding paragraph (1)—

8           “(A) in the case of a project to be carried  
9 out in a county for which a distressed county  
10 designation is in effect under section 14526,  
11 not more than 80 percent may be provided from  
12 amounts appropriated to carry out this section;  
13 and

14           “(B) in the case of a project to be carried  
15 out in a county for which an at-risk designation  
16 is in effect under section 14526, not more than  
17 70 percent may be provided from amounts ap-  
18 propriated to carry out this section.

19       “(c) SOURCES OF ASSISTANCE.—Subject to sub-  
20 section (b), a grant provided under this section may be  
21 provided from amounts made available to carry out this  
22 section in combination with amounts made available—

23           “(1) under any other Federal program; or

24           “(2) from any other source.

1           “(d) FEDERAL SHARE.—Notwithstanding any provi-  
2 sion of law limiting the Federal share under any other  
3 Federal program, amounts made available to carry out  
4 this section may be used to increase that Federal share,  
5 as the Appalachian Regional Commission determines to be  
6 appropriate.”.

7           (2) CONFORMING AMENDMENT.—The analysis  
8 for chapter 145 of title 40, United States Code, is  
9 amended by inserting after the item relating to sec-  
10 tion 14508 the following:

“14509. High-speed broadband deployment initiative.”.

11           (b) AUTHORIZATION OF APPROPRIATIONS.—Section  
12 14703 of title 40, United States Code, is amended—

13           (1) in subsection (a)(5), by striking “fiscal year  
14 2012” and inserting “each of fiscal years 2012  
15 through 2021”;

16           (2) by redesignating subsections (c) and (d) as  
17 subsections (d) and (e), respectively; and

18           (3) by inserting after subsection (b) the fol-  
19 lowing:

20           “(c) HIGH-SPEED BROADBAND DEPLOYMENT INITIA-  
21 TIVE.—Of the amounts made available under subsection  
22 (a), \$10,000,000 shall be used to carry out section 14509  
23 for each of fiscal years 2016 through 2021.”.

1 (c) TERMINATION.—Section 14704 of title 40, United  
2 States Code, is amended by striking “2012” and inserting  
3 “2021”.

4 (d) EFFECTIVE DATE.—This section and the amend-  
5 ments made by this section take effect on October 1, 2015.

6 **SEC. 15003. WATER INFRASTRUCTURE FINANCE AND INNO-**  
7 **VATION.**

8 Section 3907(a) of title 33, United States Code, is  
9 amended—

10 (1) by striking paragraph (5); and

11 (2) by redesignating paragraphs (6) and (7) as  
12 paragraphs (5) and (6), respectively.

13 **SEC. 15004. ADMINISTRATIVE PROVISIONS TO ENCOURAGE**  
14 **POLLINATOR HABITAT AND FORAGE ON**  
15 **TRANSPORTATION RIGHTS-OF-WAY.**

16 (a) IN GENERAL.—Section 319 of title 23, United  
17 States Code, is amended—

18 (1) in subsection (a), by inserting “(including  
19 the enhancement of habitat and forage for polli-  
20 nators)” before “adjacent”; and

21 (2) by adding at the end the following:

22 “(c) ENCOURAGEMENT OF POLLINATOR HABITAT  
23 AND FORAGE DEVELOPMENT AND PROTECTION ON  
24 TRANSPORTATION RIGHTS-OF-WAY.—In carrying out any  
25 program administered by the Secretary under this title,

1 the Secretary shall, in conjunction with willing States, as  
2 appropriate—

3 “(1) encourage integrated vegetation manage-  
4 ment practices on roadsides and other transportation  
5 rights-of-way, including reduced mowing; and

6 “(2) encourage the development of habitat and  
7 forage for Monarch butterflies, other native polli-  
8 nators, and honey bees through plantings of native  
9 forbs and grasses, including noninvasive, native  
10 milkweed species that can serve as migratory way  
11 stations for butterflies and facilitate migrations of  
12 other pollinators.”.

13 (b) PROVISION OF HABITAT, FORAGE, AND MIGRA-  
14 TORY WAY STATIONS FOR MONARCH BUTTERFLIES,  
15 OTHER NATIVE POLLINATORS, AND HONEY BEES.—Sec-  
16 tion 329(a)(1) of title 23, United States Code, is amended  
17 by inserting “provision of habitat, forage, and migratory  
18 way stations for Monarch butterflies, other native polli-  
19 nators, and honey bees,” before “and aesthetic enhance-  
20 ment”.

21 **SEC. 15005. STUDY ON PERFORMANCE OF BRIDGES.**

22 (a) IN GENERAL.—Subject to subsection (c), the Ad-  
23 ministrator of the Federal Highway Administration (re-  
24 ferred to in this section as the “Administrator”) shall  
25 commission the Transportation Research Board of the Na-

1 tional Academy of Sciences to conduct a study on the per-  
2 formance of bridges that received funding under the inno-  
3 vative bridge research and construction program (referred  
4 to in this section as the “program”) under section 503(b)  
5 of title 23, United States Code (as in effect on the day  
6 before the date of enactment of SAFETEA-LU (Public  
7 Law 109–59; 119 Stat. 1144)) in meeting the goals of  
8 that program, which included—

9 (1) the development of new, cost-effective inno-  
10 vative material highway bridge applications;

11 (2) the reduction of maintenance costs and  
12 lifecycle costs of bridges, including the costs of new  
13 construction, replacement, or rehabilitation of defi-  
14 cient bridges;

15 (3) the development of construction techniques  
16 to increase safety and reduce construction time and  
17 traffic congestion;

18 (4) the development of engineering design cri-  
19 teria for innovative products and materials for use  
20 in highway bridges and structures;

21 (5) the development of cost-effective and inno-  
22 vative techniques to separate vehicle and pedestrian  
23 traffic from railroad traffic;

24 (6) the development of highway bridges and  
25 structures that will withstand natural disasters, in-

1 including alternative processes for the seismic retrofit  
2 of bridges; and

3 (7) the development of new nondestructive  
4 bridge evaluation technologies and techniques.

5 (b) CONTENTS.—The study commissioned under sub-  
6 section (a) shall include—

7 (1) an analysis of the performance of bridges  
8 that received funding under the program in meeting  
9 the goals described in paragraphs (1) through (7) of  
10 subsection (a);

11 (2) an analysis of the utility, compared to con-  
12 ventional materials and technologies, of each of the  
13 innovative materials and technologies used in  
14 projects for bridges under the program in meeting  
15 the needs of the United States in 2015 and in the  
16 future for a sustainable and low lifecycle cost trans-  
17 portation system;

18 (3) recommendations to Congress on how the  
19 installed and lifecycle costs of bridges could be re-  
20 duced through the use of innovative materials and  
21 technologies, including, as appropriate, any changes  
22 in the design and construction of bridges needed to  
23 maximize the cost reductions; and

24 (4) a summary of any additional research that  
25 may be needed to further evaluate innovative ap-

1 proaches to reducing the installed and lifecycle costs  
2 of highway bridges.

3 (c) PUBLIC COMMENT.—Before commissioning the  
4 study under subsection (a), the Administrator shall pro-  
5 vide an opportunity for public comment on the study pro-  
6 posal.

7 (d) DATA FROM STATES.—Each State that received  
8 funds under the program shall provide to the Transpor-  
9 tation Research Board any relevant data needed to carry  
10 out the study commissioned under subsection (a).

11 (e) DEADLINE.—The Administrator shall submit to  
12 Congress the study commissioned under subsection (a) not  
13 later than 3 years after the date of enactment of this Act.

14 **SEC. 15006. SPORT FISH RESTORATION AND REC-**  
15 **REATIONAL BOATING SAFETY.**

16 Section 4 of the Dingell-Johnson Sport Fish Restora-  
17 tion Act (16 U.S.C. 777c), as amended by section 73103,  
18 is amended—

19 (1) in subsection (a), in the matter preceding  
20 paragraph (1) by striking “2015” and inserting  
21 “2021”; and

22 (2) in subsection (b)(1)(A) by striking “2015”  
23 and inserting “2021”.





1 (C) in subparagraph (K), by striking “or”  
2 at the end;

3 (D) in subparagraph (L), by striking the  
4 period at the end and inserting a semicolon;  
5 and

6 (E) by adding at the end the following:

7 “(M) associated transit improvements; or

8 “(N) technological changes or innovations  
9 to modify low or no emission vehicles (as de-  
10 fined in section 5339(c)) or facilities.”; and

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

12 “(24) VALUE CAPTURE.—The term ‘value cap-  
13 ture’ means recovering the increased value to prop-  
14 erty located near public transportation resulting  
15 from investments in public transportation.”.

16 **SEC. 21003. METROPOLITAN TRANSPORTATION PLANNING.**

17 Section 5303 of title 49, United States Code, is  
18 amended—

19 (1) in subsection (a)(1), by inserting “resilient”  
20 after “development of”;

21 (2) in subsection (c)(2), by striking “and bicy-  
22 cle transportation facilities” and inserting “, bicycle  
23 transportation facilities, intermodal facilities that  
24 support intercity transportation, including intercity

1 buses and intercity bus facilities, and commuter van-  
2 pool providers”;

3 (3) in subsection (d)—

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

7 (B) by inserting after paragraph (2) the  
8 following:

9 “(3) REPRESENTATION.—

10 “(A) IN GENERAL.—Designation or selec-  
11 tion of officials or representatives under para-  
12 graph (2) shall be determined by the metropoli-  
13 tan planning organization according to the by-  
14 laws or enabling statute of the organization.

15 “(B) PUBLIC TRANSPORTATION REP-  
16 RESENTATIVE.—Subject to the bylaws or ena-  
17 bling statute of the metropolitan planning orga-  
18 nization, a representative of a provider of public  
19 transportation may also serve as a representa-  
20 tive of a local municipality.

21 “(C) POWERS OF CERTAIN OFFICIALS.—  
22 An official described in paragraph (2)(B) shall  
23 have responsibilities, actions, duties, voting  
24 rights, and any other authority commensurate

1 with other officials described in paragraph  
2 (2)(B).”; and

3 (C) in paragraph (5), as so redesignated,  
4 by striking “paragraph (5)” and inserting  
5 “paragraph (6)”;

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

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

11 (6) in subsection (h)(1)—

12 (A) in subparagraph (G), by striking  
13 “and” at the end;

14 (B) in subparagraph (H), by striking the  
15 period at the end and inserting “; and”; and

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

17 “(I) improve the resilience and reliability  
18 of the transportation system.”;

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 before the pe-  
4 riod at the end the following: “, and  
5 reduce vulnerability due to natural  
6 disasters of the existing transpor-  
7 tation infrastructure”; and

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

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

1 (C) in paragraph (8), by striking “para-  
2 graph (2)(C)” each place that term appears and  
3 inserting “paragraph (2)(E)”;

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

6 (9) in subsection (k)—

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

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

10 (10) in subsection (l)—

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

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

16 (11) by striking subsection (n);

17 (12) by redesignating subsections (o), (p), and  
18 (q) as subsections (n), (o), and (p), respectively;

19 (13) in subsection (o), as so redesignated, by  
20 striking “set aside under section 104(f) of title 23”  
21 and inserting “apportioned under paragraphs (5)(D)  
22 and (6) of section 104(b) of title 23”; and

23 (14) by adding at the end the following:

24 “(q) TREATMENT OF LAKE TAHOE REGION.—

1           “(1) DEFINITION OF LAKE TAHOE REGION.—In  
2 this subsection, the term ‘Lake Tahoe Region’ has  
3 the meaning given the term ‘region’ in subsection (a)  
4 of Article II of the Lake Tahoe Regional Planning  
5 Compact (Public Law 96–551; 94 Stat. 3234).

6           “(2) TREATMENT.—For purposes of this title,  
7 the Lake Tahoe Region shall be treated as—

8           “(A) a metropolitan planning organization;

9           “(B) a transportation management area  
10 under subsection (k); and

11           “(C) an urbanized area, which is com-  
12 prised of—

13           “(i) a population of 145,000 and 25  
14 square miles of land area in the State of  
15 California; and

16           “(ii) a population of 65,000 and 12  
17 square miles of land area in the State of  
18 Nevada.”.

19 **SEC. 21004. STATEWIDE AND NONMETROPOLITAN TRANS-**  
20 **PORTATION PLANNING.**

21           (a) IN GENERAL.—Section 5304 of title 49, United  
22 States Code, is amended—

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

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

4 (2) in subsection (d)—

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”; 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)—

16 (i) in subparagraph (B)(ii), by strik-  
17 ing “urbanized areas with a population of  
18 fewer than 200,000 individuals, as cal-  
19 culated according to the most recent de-  
20 cennial census, and” and inserting  
21 “areas”; and

22 (ii) in subparagraph (C)—

23 (I) by striking “title 23” and in-  
24 serting “this chapter”; and



1 (II) by striking “urbanized areas  
2 with a population of fewer than  
3 200,000 individuals, as calculated ac-  
4 cording to the most recent decennial  
5 census, and” and inserting “areas”;

6 (3) in subsection (e)(1)—

7 (A) by striking “In” and inserting “In”;

8 and

9 (B) by striking “subsection (l)” and insert-  
10 ing “subsection (k)”;

11 (4) in subsection (f)—

12 (A) in paragraph (2)(B)(i), by striking  
13 “subsection (l)” and inserting “subsection (k)”;

14 (B) in paragraph (3)(A)—

15 (i) in clause (i), by striking “sub-  
16 section (l)” and inserting “subsection (k)”;

17 and

18 (ii) in clause (ii), by inserting “(in-  
19 cluding intercity bus operators and com-  
20 muter vanpool providers)” after “private  
21 providers of transportation”;

22 (C) in paragraph (7), in the matter pre-  
23 ceding subparagraph (A), by striking “should”  
24 and inserting “shall”; and

1 (D) in paragraph (8), by inserting “, in-  
2 cluding consideration of the role that intercity  
3 buses may play in reducing congestion, pollu-  
4 tion, and energy consumption in a cost-effective  
5 manner and strategies and investments that  
6 preserve and enhance intercity bus systems, in-  
7 cluding systems that are privately owned and  
8 operated” before the period at the end;

9 (5) in subsection (g)—

10 (A) in paragraph (2)(B)(i), by striking  
11 “subsection (l)” and inserting “subsection (k)”;

12 (B) in paragraph (3)—

13 (i) by inserting “public ports,” before  
14 “freight shippers”; and

15 (ii) by inserting “(including intercity  
16 bus operators)” after “private providers of  
17 transportation”; and

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

20 (6) by striking subsection (i); and

21 (7) by redesignating subsections (j), (k), and (l)  
22 as subsections (i), (j), and (k), respectively.

23 (b) CONFORMING AMENDMENT.—Section 5303(b)(5)  
24 of title 49, United States Code, is amended by striking  
25 “section 5304(l)” and inserting “section 5304(k)”.

1 **SEC. 21005. URBANIZED AREA FORMULA GRANTS.**

2 Section 5307 of title 49, United States Code, is  
3 amended—

4 (1) in subsection (a)—

5 (A) in paragraph (2), by inserting “or gen-  
6 eral public demand response service” before  
7 “during” each place that term appears; and

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

9 “(3) EXCEPTION TO SPECIAL RULE.—Notwith-  
10 standing paragraph (2), if a public transportation  
11 system described in that paragraph executes a writ-  
12 ten agreement with 1 or more other public transpor-  
13 tation systems within the urbanized area to allocate  
14 funds for the purposes described in that paragraph  
15 by a method other than by measuring vehicle rev-  
16 enue hours, each public transportation system that  
17 is a party to the written agreement may follow the  
18 terms of the written agreement without regard to  
19 measured vehicle revenue hours referred to in that  
20 paragraph.

21 “(4) TEMPORARY AND TARGETED ASSIST-  
22 ANCE.—

23 “(A) ELIGIBILITY.—The Secretary may  
24 make a grant under this section to finance the  
25 operating cost of equipment and facilities to a

1 recipient for use in public transportation in an  
2 area that the Secretary determines has—

3 “(i) a population of not fewer than  
4 200,000 individuals, as determined by the  
5 Bureau of the Census; and

6 “(ii) a 3-month unemployment rate,  
7 as reported by the Bureau of Labor Statis-  
8 tics, that is—

9 “(I) greater than 7 percent; and

10 “(II) at least 2 percentage points  
11 greater than the lowest 3-month un-  
12 employment rate for the area during  
13 the 5-year period preceding the date  
14 of the determination.

15 “(B) AWARD OF GRANT.—

16 “(i) IN GENERAL.—Except as other-  
17 wise provided in this subparagraph, the  
18 Secretary may make a grant under this  
19 paragraph for not more than 2 consecutive  
20 fiscal years.

21 “(ii) ADDITIONAL YEAR.—If, at the  
22 end of the second fiscal year following the  
23 date on which the Secretary makes a de-  
24 termination under subparagraph (A) with  
25 respect to an area, the Secretary deter-

1 mines that the 3-month unemployment  
2 rate for the area is at least 2 percentage  
3 points greater than the unemployment rate  
4 for the area at the time the Secretary  
5 made the determination under subpara-  
6 graph (A), the Secretary may make a  
7 grant to a recipient in the area for 1 addi-  
8 tional consecutive fiscal year.

9 “(iii) EXCLUSION PERIOD.—Begin-  
10 ning on the last day of the last consecutive  
11 fiscal year for which a recipient receives a  
12 grant under this paragraph, the Secretary  
13 may not make a subsequent grant under  
14 this paragraph to the recipient for a num-  
15 ber of fiscal years equal to the number of  
16 consecutive fiscal years in which the recipi-  
17 ent received a grant under this paragraph.

18 “(C) LIMITATION.—

19 “(i) FIRST FISCAL YEAR.—For the  
20 first fiscal year following the date on which  
21 the Secretary makes a determination under  
22 subparagraph (A) with respect to an area,  
23 not more than 25 percent of the amount  
24 apportioned to a designated recipient  
25 under section 5336 for the fiscal year shall

1                   be available for operating assistance for  
2                   the area.

3                   “(ii) SECOND AND THIRD FISCAL  
4                   YEARS.—For the second and third fiscal  
5                   years following the date on which the Sec-  
6                   retary makes a determination under sub-  
7                   paragraph (A) with respect to an area, not  
8                   more than 20 percent of the amount ap-  
9                   portioned to a designated recipient under  
10                  section 5336 for the fiscal year shall be  
11                  available for operating assistance for the  
12                  area.

13                  “(D) PERIOD OF AVAILABILITY FOR OPER-  
14                  ATING ASSISTANCE.—Operating assistance  
15                  awarded under this paragraph shall be available  
16                  for expenditure to a recipient in an area until  
17                  the end of the second fiscal year following the  
18                  date on which the Secretary makes a deter-  
19                  mination under subparagraph (A) with respect  
20                  to the area, after which time any unexpended  
21                  funds shall be available to the recipient for  
22                  other eligible activities under this section.

23                  “(E) CERTIFICATION.—The Secretary may  
24                  make a grant for operating assistance under

1           this paragraph for a fiscal year only if the re-  
2           ipient certifies that—

3                   “(i) the recipient will maintain public  
4                   transportation service levels at or above  
5                   the current service level, which shall be  
6                   demonstrated by providing an equal or  
7                   greater number of vehicle hours of service  
8                   in the fiscal year than the number of vehi-  
9                   cle hours of service provided in the pre-  
10                  ceding fiscal year;

11                   “(ii) any non-Federal entity that pro-  
12                   vides funding to the recipient, including a  
13                   State or local governmental entity, will  
14                   maintain the tax rate or rate of allocations  
15                   dedicated to public transportation at or  
16                   above the rate for the preceding fiscal  
17                   year;

18                   “(iii) the recipient has allocated the  
19                   maximum amount of funding under this  
20                   section for preventive maintenance costs el-  
21                   igible as a capital expense necessary to  
22                   maintain the level and quality of service  
23                   provided in the preceding fiscal year; and

24                   “(iv) the recipient will not use funding  
25                   under this section for new capital assets

1           except as necessary for the existing system  
2           to maintain or achieve a state of good re-  
3           pair, assure safety, or replace obsolete  
4           technology.”; and

5           (2) in subsection (c)(1)—

6           (A) in subparagraph (C), by inserting “in  
7           a state of good repair” after “equipment and  
8           facilities”;

9           (B) in subparagraph (J), by adding “and”  
10          at the end;

11          (C) by striking subparagraph (K); and

12          (D) by redesignating subparagraph (L) as  
13          subparagraph (K).

14 **SEC. 21006. FIXED GUIDEWAY CAPITAL INVESTMENT**  
15 **GRANTS.**

16          (a) IN GENERAL.—Section 5309 of title 49, United  
17 States Code, is amended—

18          (1) in subsection (a)—

19           (A) in paragraph (3), by striking “and  
20           weekend days”;

21           (B) in paragraph (6)—

22           (i) in subparagraph (A), by inserting  
23           “, small start projects,” after “new fixed  
24           guideway capital projects”; and



1 (ii) by striking subparagraph (B) and  
2 inserting the following:

3 “(B) 2 or more projects that are any com-  
4 bination of new fixed guideway capital projects,  
5 small start projects, and core capacity improve-  
6 ment projects.”; and

7 (C) in paragraph (7)—

8 (i) in subparagraph (A), by striking  
9 “\$75,000,000” and inserting  
10 “\$100,000,000”; and

11 (ii) in subparagraph (B), by striking  
12 “\$250,000,000” and inserting  
13 “\$300,000,000”;

14 (2) in subsection (d)—

15 (A) in paragraph (1)(B), by striking “,  
16 policies and land use patterns that promote  
17 public transportation,”; and

18 (B) in paragraph (2)(A)—

19 (i) in clause (iii), by adding “and” at  
20 the end;

21 (ii) by striking clause (iv); and

22 (iii) by redesignating clause (v) as  
23 clause (iv);

1           (3) in subsection (g)(2)(A)(i), by striking “, the  
2 policies and land use patterns that support public  
3 transportation,”;

4           (4) in subsection (i)—

5                 (A) in paragraph (1), by striking “sub-  
6 section (d) or (e)” and inserting “subsection  
7 (d), (e), or (h)”;

8                 (B) in paragraph (2)—

9                     (i) in the matter preceding subpara-  
10 graph (A), by inserting “new fixed guide-  
11 way capital project or core capacity im-  
12 provement” after “federally funded”;

13                     (ii) by striking subparagraph (D) and  
14 inserting the following:

15                         “(D) the program of interrelated projects,  
16 when evaluated as a whole—

17                             “(i) meets the requirements of sub-  
18 section (d)(2), subsection (e)(2), or para-  
19 graphs (3) and (4) of subsection (h), as  
20 applicable, if the program is comprised en-  
21 tirely of—

22                                 “(I) new fixed guideway capital  
23 projects;

24                                 “(II) core capacity improvement  
25 projects; or

1 “(III) small start projects; or

2 “(ii) meets the requirements of sub-  
3 section (d)(2) if the program is comprised  
4 of any combination of new fixed guideway  
5 projects, small start projects, and core ca-  
6 pacity improvement projects;”; and

7 (iii) in subparagraph (F), by inserting  
8 “or (h)(5), as applicable” after “subsection  
9 (f)”; and

10 (C) in paragraph (3), by striking subpara-  
11 graph (A) and inserting the following:

12 “(A) PROJECT ADVANCEMENT.—A project  
13 receiving a grant under this section that is part  
14 of a program of interrelated projects may not  
15 advance—

16 “(i) in the case of a small start  
17 project, from the project development  
18 phase to the construction phase unless the  
19 Secretary determines that the program of  
20 interrelated projects meets the applicable  
21 requirements of this section and there is a  
22 reasonable likelihood that the program will  
23 continue to meet such requirements; or

24 “(ii) in the case of a new fixed guide-  
25 way capital project or a core capacity im-

1           provement project, from the project devel-  
2           opment phase to the engineering phase, or  
3           from the engineering phase to the con-  
4           struction phase, unless the Secretary deter-  
5           mines that the program of interrelated  
6           projects meets the applicable requirements  
7           of this section and there is a reasonable  
8           likelihood that the program will continue to  
9           meet such requirements.”; and

10           (5) by adding at the end the following:

11           “(p) JOINT PUBLIC TRANSPORTATION AND INTER-  
12 CITY PASSENGER RAIL PROJECTS.—

13           “(1) IN GENERAL.—The Secretary may make  
14           grants for new fixed guideway capital projects and  
15           core capacity improvement projects that provide both  
16           public transportation and intercity passenger rail  
17           service.

18           “(2) ELIGIBLE COSTS.—Eligible costs for a  
19           project under this subsection shall be limited to the  
20           net capital costs of the public transportation costs  
21           attributable to the project based on projected use of  
22           the new segment or expanded capacity of the project  
23           corridor, not including project elements designed to  
24           achieve or maintain a state of good repair, as deter-  
25           mined by the Secretary under paragraph (4).

1           “(3) PROJECT JUSTIFICATION AND LOCAL FI-  
2           NANCIAL COMMITMENT.—A project under this sub-  
3           section shall be evaluated for project justification  
4           and local financial commitment under subsections  
5           (d), (e), (f), and (h), as applicable to the project,  
6           based on—

7                   “(A) the net capital costs of the public  
8                   transportation costs attributable to the project  
9                   as determined under paragraph (4); and

10                   “(B) the share of funds dedicated to the  
11                   project from sources other than this section in-  
12                   cluded in the unified finance plan for the  
13                   project.

14           “(4) CALCULATION OF NET CAPITAL PROJECT  
15           COST.—The Secretary shall estimate the net capital  
16           costs of a project under this subsection based on—

17                   “(A) engineering studies;

18                   “(B) studies of economic feasibility;

19                   “(C) the expected use of equipment or fa-  
20                   cilities; and

21                   “(D) the public transportation costs attrib-  
22                   utable to the project.

23           “(5) GOVERNMENT SHARE OF NET CAPITAL  
24           PROJECT COST.—

1           “(A) GOVERNMENT SHARE.—The Govern-  
2           ment share shall not exceed 80 percent of the  
3           net capital cost attributable to the public trans-  
4           portation costs of a project under this sub-  
5           section as determined under paragraph (4).

6           “(B) NON-GOVERNMENT SHARE.—The re-  
7           mainder of the net capital cost attributable to  
8           the public transportation costs of a project  
9           under this subsection shall be provided from an  
10          undistributed cash surplus, a replacement or  
11          depreciation cash fund or reserve, or new cap-  
12          ital.”.

13          (b) EXPEDITED PROJECT DELIVERY FOR CAPITAL  
14          INVESTMENT GRANTS PILOT PROGRAM.—

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

17           (A) APPLICANT.—The term “applicant”  
18          means a State or local governmental authority  
19          that applies for a grant under this subsection.

20           (B) CAPITAL PROJECT; FIXED GUIDEWAY;  
21          LOCAL GOVERNMENTAL AUTHORITY; PUBLIC  
22          TRANSPORTATION; STATE; STATE OF GOOD RE-  
23          PAIR.—The terms “capital project”, “fixed  
24          guideway”, “local governmental authority”,  
25          “public transportation”, “State”, and “state of

1           good repair” have the meanings given those  
2           terms in section 5302 of title 49, United States  
3           Code.

4           (C) CORE CAPACITY IMPROVEMENT  
5           PROJECT.—The term “core capacity improve-  
6           ment project”—

7                   (i) means a substantial corridor-based  
8                   capital investment in an existing fixed  
9                   guideway system that increases the capac-  
10                  ity of a corridor by not less than 10 per-  
11                  cent; and

12                   (ii) may include project elements de-  
13                   signed to aid the existing fixed guideway  
14                   system in making substantial progress to-  
15                   wards achieving a state of good repair.

16           (D) CORRIDOR-BASED BUS RAPID TRANSIT  
17           PROJECT.—The term “corridor-based bus rapid  
18           transit project” means a small start project uti-  
19           lizing buses in which the project represents a  
20           substantial investment in a defined corridor as  
21           demonstrated by features that emulate the serv-  
22           ices provided by rail fixed guideway public  
23           transportation systems—

24                   (i) including—

25                           (I) defined stations;

1 (II) traffic signal priority for  
2 public transportation vehicles;

3 (III) short headway bidirectional  
4 services for a substantial part of  
5 weekdays; and

6 (IV) any other features the Sec-  
7 retary may determine support a long-  
8 term corridor investment; and

9 (ii) the majority of which does not op-  
10 erate in a separated right-of-way dedicated  
11 for public transportation use during peak  
12 periods.

13 (E) ELIGIBLE PROJECT.—The term “eligi-  
14 ble project” means a new fixed guideway capital  
15 project, a small start project, or a core capacity  
16 improvement project that has not entered into  
17 a full funding grant agreement with the Federal  
18 Transit Administration before the date of en-  
19 actment of this Act.

20 (F) FIXED GUIDEWAY BUS RAPID TRANSIT  
21 PROJECT.—The term “fixed guideway bus rapid  
22 transit project” means a bus capital project—

23 (i) in which the majority of the  
24 project operates in a separated right-of-



1 way dedicated for public transportation use  
2 during peak periods;

3 (ii) that represents a substantial in-  
4 vestment in a single route in a defined cor-  
5 ridor or subarea; and

6 (iii) that includes features that emu-  
7 late the services provided by rail fixed  
8 guideway public transportation systems, in-  
9 cluding—

10 (I) defined stations;

11 (II) traffic signal priority for  
12 public transportation vehicles;

13 (III) short headway bidirectional  
14 services for a substantial part of  
15 weekdays and weekend days; and

16 (IV) any other features the Sec-  
17 retary may determine are necessary to  
18 produce high-quality public transpor-  
19 tation services that emulate the serv-  
20 ices provided by rail fixed guideway  
21 public transportation systems.

22 (G) NEW FIXED GUIDEWAY CAPITAL  
23 PROJECT.—The term “new fixed guideway cap-  
24 ital project” means—

1 (i) a fixed guideway project that is a  
2 minimum operable segment or extension to  
3 an existing fixed guideway system; or

4 (ii) a fixed guideway bus rapid transit  
5 project that is a minimum operable seg-  
6 ment or an extension to an existing bus  
7 rapid transit system.

8 (H) RECIPIENT.—The term “recipient”  
9 means a recipient of funding under chapter 53  
10 of title 49, United States Code.

11 (I) SMALL START PROJECT.—The term  
12 “small start project” means a new fixed guide-  
13 way capital project, a fixed guideway bus rapid  
14 transit project, or a corridor-based bus rapid  
15 transit project for which—

16 (i) the Federal assistance provided or  
17 to be provided under this subsection is less  
18 than \$75,000,000; and

19 (ii) the total estimated net capital cost  
20 is less than \$300,000,000.

21 (2) GENERAL AUTHORITY.—The Secretary may  
22 make grants under this subsection to States and  
23 local governmental authorities to assist in financ-  
24 ing—

1           (A) new fixed guideway capital projects or  
2           small start projects, including the acquisition of  
3           real property, the initial acquisition of rolling  
4           stock for the system, the acquisition of rights-  
5           of-way, and relocation, for projects in the ad-  
6           vanced stages of planning and design; and

7           (B) core capacity improvement projects, in-  
8           cluding the acquisition of real property, the ac-  
9           quisition of rights-of-way, double tracking, sig-  
10          nalization improvements, electrification, expand-  
11          ing system platforms, acquisition of rolling  
12          stock associated with corridor improvements in-  
13          creasing capacity, construction of infill stations,  
14          and such other capacity improvement projects  
15          as the Secretary determines are appropriate to  
16          increase the capacity of an existing fixed guide-  
17          way system corridor by not less than 10 per-  
18          cent. Core capacity improvement projects do  
19          not include elements to improve general station  
20          facilities or parking, or acquisition of rolling  
21          stock alone.

22          (3) GRANT REQUIREMENTS.—

23           (A) IN GENERAL.—The Secretary may  
24          make not more than 10 grants under this sub-

1 section for an eligible project if the Secretary  
2 determines that—

3 (i) the eligible project is part of an  
4 approved transportation plan required  
5 under sections 5303 and 5304 of title 49,  
6 United States Code;

7 (ii) the applicant has, or will have—

8 (I) the legal, financial, and tech-  
9 nical capacity to carry out the eligible  
10 project, including the safety and secu-  
11 rity aspects of the eligible project;

12 (II) satisfactory continuing con-  
13 trol over the use of the equipment or  
14 facilities;

15 (III) the technical and financial  
16 capacity to maintain new and existing  
17 equipment and facilities; and

18 (IV) advisors providing guidance  
19 to the applicant on the terms and  
20 structure of the project that are inde-  
21 pendent from investors in the project;

22 (iii) the eligible project is supported,  
23 or will be supported, in part, through a  
24 public-private partnership, provided such  
25 support is determined by local policies, cri-

1                   teria, and decisionmaking under section  
2                   5306(a) of title 49, United States Code;

3                   (iv) the eligible project is justified  
4                   based on findings presented by the project  
5                   sponsor to the Secretary, including—

6                   (I) mobility improvements attrib-  
7                   utable to the project;

8                   (II) environmental benefits asso-  
9                   ciated with the project;

10                  (III) congestion relief associated  
11                  with the project;

12                  (IV) economic development ef-  
13                  fects derived as a result of the project;  
14                  and

15                  (V) estimated ridership projec-  
16                  tions; and

17                  (v) the eligible project is supported by  
18                  an acceptable degree of local financial com-  
19                  mitment (including evidence of stable and  
20                  dependable financing sources).

21                  (B) CERTIFICATION.—An applicant that  
22                  has submitted the certifications required under  
23                  subparagraphs (A), (B), (C), and (H) of section  
24                  5307(c)(1) of title 49, United States Code, shall  
25                  be deemed to have provided sufficient informa-

1           tion upon which the Secretary may make the  
2           determinations required under this paragraph.

3           (C) TECHNICAL CAPACITY.—The Secretary  
4           shall use an expedited technical capacity review  
5           process for applicants that have recently and  
6           successfully completed not less than 1 new fixed  
7           guideway capital project, small start project, or  
8           core capacity improvement project, if—

9                   (i) the applicant achieved budget,  
10                   cost, and ridership outcomes for the  
11                   project that are consistent with or better  
12                   than projections; and

13                   (ii) the applicant demonstrates that  
14                   the applicant continues to have the staff  
15                   expertise and other resources necessary to  
16                   implement a new project.

17           (D) FINANCIAL COMMITMENT.—

18                   (i) REQUIREMENTS.—In determining  
19                   whether an eligible project is supported by  
20                   an acceptable degree of local financial com-  
21                   mitment and shows evidence of stable and  
22                   dependable financing sources for purposes  
23                   of subparagraph (A)(v), the Secretary shall  
24                   require that—

1 (I) each proposed source of cap-  
2 ital and operating financing is stable,  
3 reliable, and available within the pro-  
4 posed eligible project timetable; and

5 (II) resources are available to re-  
6 capitalize, maintain, and operate the  
7 overall existing and proposed public  
8 transportation system, including es-  
9 sential feeder bus and other services  
10 necessary, without degradation to the  
11 existing level of public transportation  
12 services.

13 (ii) CONSIDERATIONS.—In assessing  
14 the stability, reliability, and availability of  
15 proposed sources of financing under clause  
16 (i), the Secretary shall consider—

17 (I) the reliability of the fore-  
18 casting methods used to estimate  
19 costs and revenues made by the appli-  
20 cant and the contractors to the appli-  
21 cant;

22 (II) existing grant commitments;

23 (III) the degree to which financ-  
24 ing sources are dedicated to the pro-  
25 posed eligible project;

1 (IV) any debt obligation that ex-  
2 ists or is proposed by the applicant,  
3 for the proposed eligible project or  
4 other public transportation purpose;  
5 and

6 (V) private contributions to the  
7 eligible project, including cost-effective  
8 project delivery, management or  
9 transfer of project risks, expedited  
10 project schedule, financial partnering,  
11 and other public-private partnership  
12 strategies.

13 (E) LABOR STANDARDS.—The require-  
14 ments under section 5333 of title 49, United  
15 States Code, shall apply to each recipient of a  
16 grant under this subsection.

17 (4) PROJECT ADVANCEMENT.—An applicant  
18 that desires a grant under this subsection and meets  
19 the requirements of paragraph (3) shall submit to  
20 the Secretary, and the Secretary shall approve for  
21 advancement, a grant request that contains—

22 (A) identification of an eligible project;

23 (B) a schedule and finance plan for the  
24 construction and operation of the eligible  
25 project;



1 (C) an analysis of the efficiencies of the  
2 proposed eligible project development and deliv-  
3 ery methods and innovative financing arrange-  
4 ment for the eligible project, including any doc-  
5 uments related to the—

6 (i) public-private partnership required  
7 under paragraph (3)(A)(iii); and

8 (ii) project justification required  
9 under paragraph (3)(A)(iv); and

10 (D) a certification that the existing public  
11 transportation system of the applicant or, in the  
12 event that the applicant does not operate a pub-  
13 lic transportation system, the public transpor-  
14 tation system to which the proposed project will  
15 be attached, is in a state of good repair.

16 (5) WRITTEN NOTICE FROM THE SECRETARY.—

17 (A) IN GENERAL.—Not later than 120  
18 days after the date on which the Secretary re-  
19 ceives a grant request of an applicant under  
20 paragraph (4), the Secretary shall provide writ-  
21 ten notice to the applicant—

22 (i) of approval of the grant request; or

23 (ii) if the grant request does not meet  
24 the requirements under paragraph (4), of  
25 disapproval of the grant request, including

1 a detailed explanation of the reasons for  
2 the disapproval.

3 (B) CONCURRENT NOTICE.—The Secretary  
4 shall provide concurrent notice of an approval  
5 or disapproval of a grant request under sub-  
6 paragraph (A) to the Committee on Banking,  
7 Housing, and Urban Affairs of the Senate and  
8 the Committee on Transportation and Infra-  
9 structure of the House of Representatives.

10 (6) WAIVER.—The Secretary may grant a waiv-  
11 er to an applicant that does not comply with para-  
12 graph (4)(D) if—

13 (A) the eligible project meets the definition  
14 of a core capacity improvement project; and

15 (B) the Secretary certifies that the eligible  
16 project will allow the applicant to make sub-  
17 stantial progress in achieving a state of good  
18 repair.

19 (7) SELECTION CRITERIA.—The Secretary may  
20 enter into a full funding grant agreement with an  
21 applicant under this subsection for an eligible  
22 project for which an application has been submitted  
23 and approved for advancement by the Secretary  
24 under paragraph (4), only if the applicant has com-  
25 pleted the planning and activities required under the

1 National Environmental Policy Act of 1969 (42  
2 U.S.C. 4321 et seq.).

3 (8) LETTERS OF INTENT AND FULL FUNDING  
4 GRANT AGREEMENTS.—

5 (A) LETTERS OF INTENT.—

6 (i) AMOUNTS INTENDED TO BE OBLI-  
7 GATED.—The Secretary may issue a letter  
8 of intent to an applicant announcing an in-  
9 tention to obligate, for an eligible project  
10 under this subsection, an amount from fu-  
11 ture available budget authority specified in  
12 law that is not more than the amount stip-  
13 ulated as the financial participation of the  
14 Secretary in the eligible project. When a  
15 letter is issued for an eligible project under  
16 this subsection, the amount shall be suffi-  
17 cient to complete at least an operable seg-  
18 ment.

19 (ii) TREATMENT.—The issuance of a  
20 letter under clause (i) is deemed not to be  
21 an obligation under section 1108(c), 1501,  
22 or 1502(a) of title 31, United States Code,  
23 or an administrative commitment.

24 (B) FULL FUNDING GRANT AGREE-  
25 MENTS.—

1 (i) IN GENERAL.—Except as provided  
2 in clause (v), an eligible project shall be  
3 carried out under this subsection through  
4 a full funding grant agreement.

5 (ii) CRITERIA.—The Secretary shall  
6 enter into a full funding grant agreement,  
7 based the requirements of this subpara-  
8 graph, with each applicant receiving assist-  
9 ance for an eligible project that has re-  
10 ceived a written notice of approval under  
11 paragraph (5)(A)(i).

12 (iii) TERMS.—A full funding grant  
13 agreement shall—

14 (I) establish the terms of partici-  
15 pation by the Federal Government in  
16 the eligible project;

17 (II) establish the maximum  
18 amount of Federal financial assistance  
19 for the eligible project;

20 (III) include the period of time  
21 for completing construction of the eli-  
22 gible project, consistent with the  
23 terms of the public-private partner-  
24 ship agreement, even if that period ex-

1 tends beyond the period of an author-  
2 ization; and

3 (IV) make timely and efficient  
4 management of the eligible project  
5 easier according to the law of the  
6 United States.

7 (iv) SPECIAL FINANCIAL RULES.—

8 (I) IN GENERAL.—A full funding  
9 grant agreement under this subpara-  
10 graph obligates an amount of avail-  
11 able budget authority specified in law  
12 and may include a commitment, con-  
13 tingent on amounts to be specified in  
14 law in advance for commitments  
15 under this subparagraph, to obligate  
16 an additional amount from future  
17 available budget authority specified in  
18 law.

19 (II) STATEMENT OF CONTINGENT  
20 COMMITMENT.—A full funding grant  
21 agreement shall state that the contin-  
22 gent commitment is not an obligation  
23 of the Federal Government.

24 (III) INTEREST AND OTHER FI-  
25 NANCING COSTS.—Interest and other

1 financing costs of efficiently carrying  
2 out a part of the eligible project with-  
3 in a reasonable time are a cost of car-  
4 rying out the eligible project under a  
5 full funding grant agreement, except  
6 that eligible costs may not be more  
7 than the cost of the most favorable fi-  
8 nancing terms reasonably available for  
9 the eligible project at the time of bor-  
10 rowing. The applicant shall certify, in  
11 a way satisfactory to the Secretary,  
12 that the applicant has shown reason-  
13 able diligence in seeking the most fa-  
14 vorable financing terms.

15 (IV) COMPLETION OF OPERABLE  
16 SEGMENT.—The amount stipulated in  
17 an agreement under this subpara-  
18 graph for a new fixed guideway cap-  
19 ital project, core capacity improve-  
20 ment project, or small start project  
21 shall be sufficient to complete at least  
22 an operable segment.

23 (v) EXCEPTION.—

24 (I) IN GENERAL.—The Secretary,  
25 to the maximum extent practicable,

1 shall provide Federal assistance under  
2 this subsection for a small start  
3 project in a single grant. If the Sec-  
4 retary cannot provide such a single  
5 grant, the Secretary may execute an  
6 expedited grant agreement in order to  
7 include a commitment on the part of  
8 the Secretary to provide funding for  
9 the project in future fiscal years.

10 (II) TERMS OF EXPEDITED  
11 GRANT AGREEMENTS.—In executing  
12 an expedited grant agreement under  
13 this clause, the Secretary may include  
14 in the agreement terms similar to  
15 those established under clause (iii).

16 (C) LIMITATION ON AMOUNTS.—

17 (i) IN GENERAL.—The Secretary may  
18 enter into full funding grant agreements  
19 under this paragraph for eligible projects  
20 that contain contingent commitments to  
21 incur obligations in such amounts as the  
22 Secretary determines are appropriate.

23 (ii) APPROPRIATION REQUIRED.—An  
24 obligation may be made under this para-

1 graph only when amounts are appropriated  
2 for obligation.

3 (D) NOTIFICATION TO CONGRESS.—

4 (i) IN GENERAL.—Not later than 30  
5 days before the date on which the Sec-  
6 retary issues a letter of intent or enters  
7 into a full funding grant agreement for an  
8 eligible project under this paragraph, the  
9 Secretary shall notify, in writing, the Com-  
10 mittee on Banking, Housing, and Urban  
11 Affairs and the Committee on Appropria-  
12 tions of the Senate and the Committee on  
13 Transportation and Infrastructure and the  
14 Committee on Appropriations of the House  
15 of Representatives of the proposed letter of  
16 intent or full funding grant agreement.

17 (ii) CONTENTS.—The written notifica-  
18 tion under clause (i) shall include a copy of  
19 the proposed letter of intent or full funding  
20 grant agreement for the eligible project.

21 (9) GOVERNMENT SHARE OF NET CAPITAL  
22 PROJECT COST.—

23 (A) IN GENERAL.—A grant for an eligible  
24 project shall not exceed 25 percent of the net  
25 capital project cost.



1           (B)   REMAINDER   OF   NET   CAPITAL  
2           PROJECT COST.—The remainder of the net cap-  
3           ital project cost shall be provided from an un-  
4           distributed cash surplus, a replacement or de-  
5           preciation cash fund or reserve, or new capital.

6           (C)   LIMITATION   ON   STATUTORY   CON-  
7           STRUCTION.—Nothing in this subsection shall  
8           be construed as authorizing the Secretary to re-  
9           quire a non-Federal financial commitment for a  
10          project that is more than 75 percent of the net  
11          capital project cost.

12          (D)   SPECIAL   RULE   FOR   ROLLING   STOCK  
13          COSTS.—In addition to amounts allowed pursu-  
14          ant to subparagraph (A), a planned extension  
15          to a fixed guideway system may include the cost  
16          of rolling stock previously purchased if the ap-  
17          plicant satisfies the Secretary that only  
18          amounts other than amounts provided by the  
19          Federal Government were used and that the  
20          purchase was made for use on the extension. A  
21          refund or reduction of the remainder may be  
22          made only if a refund of a proportional amount  
23          of the grant of the Federal Government is made  
24          at the same time.

1           (E) FAILURE TO CARRY OUT PROJECT.—If  
2           an applicant does not carry out an eligible  
3           project for reasons within the control of the ap-  
4           plicant, the applicant shall repay all Federal  
5           funds awarded for the eligible project from all  
6           Federal funding sources, for all eligible project  
7           activities, facilities, and equipment, plus reason-  
8           able interest and penalty charges allowable by  
9           law.

10          (F) CREDITING OF FUNDS RECEIVED.—  
11          Any funds received by the Federal Government  
12          under this paragraph, other than interest and  
13          penalty charges, shall be credited to the appro-  
14          priation account from which the funds were  
15          originally derived.

16          (10) AVAILABILITY OF AMOUNTS.—

17           (A) IN GENERAL.—An amount made avail-  
18           able for an eligible project shall remain avail-  
19           able to that eligible project for 5 fiscal years,  
20           including the fiscal year in which the amount is  
21           made available. Any amounts that are unobli-  
22           gated to the eligible project at the end of the  
23           5-fiscal-year period may be used by the Sec-  
24           retary for any purpose under this subsection.

1                   (B) USE OF DEOBLIGATED AMOUNTS.—An  
2                   amount available under this subsection that is  
3                   deobligated may be used for any purpose under  
4                   this subsection.

5                   (11) ANNUAL REPORT ON EXPEDITED PROJECT  
6                   DELIVERY FOR CAPITAL INVESTMENT GRANTS.—Not  
7                   later than the first Monday in February of each  
8                   year, the Secretary shall submit to the Committee  
9                   on Banking, Housing, and Urban Affairs and the  
10                  Committee on Appropriations of the Senate and the  
11                  Committee on Transportation and Infrastructure  
12                  and the Committee on Appropriations of the House  
13                  of Representatives a report that includes a proposed  
14                  amount to be available to finance grants for antici-  
15                  pated projects under this subsection.

16                  (12) BEFORE AND AFTER STUDY AND RE-  
17                  PORT.—

18                         (A) STUDY REQUIRED.—Each recipient  
19                         shall conduct a study that—

20                                 (i) describes and analyzes the impacts  
21                                 of the eligible project on public transpor-  
22                                 tation services and public transportation  
23                                 ridership;

24                                 (ii) describes and analyzes the consist-  
25                                 ency of predicted and actual benefits and

1 costs of the innovative project development  
2 and delivery methods or innovative financ-  
3 ing for the eligible project; and

4 (iii) identifies reasons for any dif-  
5 ferences between predicted and actual out-  
6 comes for the eligible project.

7 (B) SUBMISSION OF REPORT.—Not later  
8 than 2 years after an eligible project that is se-  
9 lected under this subsection begins revenue op-  
10 erations, the recipient shall submit to the Sec-  
11 retary a report on the results of the study con-  
12 ducted under subparagraph (A).

13 (13) RULE OF CONSTRUCTION.—Nothing in  
14 this subsection shall be construed to—

15 (A) require the privatization of the oper-  
16 ation or maintenance of any project for which  
17 an applicant seeks funding under this sub-  
18 section;

19 (B) revise the determinations by local poli-  
20 cies, criteria, and decisionmaking under section  
21 5306(a) of title 49, United States Code;

22 (C) alter the requirements for locally devel-  
23 oped, coordinated, and implemented transpor-  
24 tation plans under sections 5303 and 5304 of  
25 title 49, United States Code; or

1 (D) alter the eligibilities or priorities for  
2 assistance under this subsection or section 5309  
3 of title 49, United States Code.

4 **SEC. 21007. MOBILITY OF SENIORS AND INDIVIDUALS WITH**  
5 **DISABILITIES.**

6 (a) COORDINATION OF PUBLIC TRANSPORTATION  
7 SERVICES WITH OTHER FEDERALLY ASSISTED LOCAL  
8 TRANSPORTATION SERVICES.—

9 (1) DEFINITIONS.—In this subsection—

10 (A) the term “allocated cost model” means  
11 a method of determining the cost of trips by al-  
12 locating the cost to each trip purpose served by  
13 a transportation provider in a manner that is  
14 proportional to the level of transportation serv-  
15 ice that the transportation provider delivers for  
16 each trip purpose, to the extent permitted by  
17 applicable Federal requirements; and

18 (B) the term “Council” means the Inter-  
19 agency Transportation Coordinating Council on  
20 Access and Mobility established under Execu-  
21 tive Order 13330 (49 U.S.C. 101 note).

22 (2) COORDINATING COUNCIL ON ACCESS AND  
23 MOBILITY STRATEGIC PLAN.—Not later than 2 years  
24 after the date of enactment of this Act, the Council  
25 shall publish a strategic plan for the Council that—

1 (A) outlines the role and responsibilities of  
2 each Federal agency with respect to local trans-  
3 portation coordination, including non-emergency  
4 medical transportation;

5 (B) identifies a strategy to strengthen  
6 interagency collaboration;

7 (C) addresses any outstanding rec-  
8 ommendations made by the Council in the 2005  
9 Report to the President relating to the imple-  
10 mentation of Executive Order 13330, includ-  
11 ing—

12 (i) a cost-sharing policy endorsed by  
13 the Council; and

14 (ii) recommendations to increase par-  
15 ticipation by recipients of Federal grants  
16 in locally developed, coordinated planning  
17 processes; and

18 (D) to the extent feasible, addresses rec-  
19 ommendations by the Comptroller General of  
20 the United States concerning local coordination  
21 of transportation services.

22 (3) DEVELOPMENT OF COST-SHARING POLICY  
23 IN COMPLIANCE WITH APPLICABLE FEDERAL RE-  
24 QUIREMENTS.—In establishing the cost-sharing pol-

1       icy required under paragraph (2), the Council may  
2       consider, to the extent practicable—

3               (A) the development of recommended  
4               strategies for grantees of programs funded by  
5               members of the Council, including strategies for  
6               grantees of programs that fund non-emergency  
7               medical transportation, to use the cost-sharing  
8               policy in a manner that does not violate applica-  
9               ble Federal requirements; and

10              (B) optional incorporation of an allocated  
11              cost model to facilitate local coordination efforts  
12              that comply with applicable requirements of  
13              programs funded by members of the Council,  
14              such as—

15                      (i) eligibility requirements;

16                      (ii) service delivery requirements; and

17                      (iii) reimbursement requirements.

18       (b) PILOT PROGRAM FOR INNOVATIVE COORDINATED

19 ACCESS AND MOBILITY.—

20       (1) DEFINITIONS.—In this subsection—

21               (A) the term “eligible project” has the  
22               meaning given the term “capital project” in  
23               section 5302 of title 49, United States Code;  
24               and

1           (B) the term “eligible recipient” means a  
2 recipient or subrecipient, as those terms are de-  
3 fined in section 5310 of title 49, United States  
4 Code.

5           (2) GENERAL AUTHORITY.—The Secretary may  
6 make grants under this subsection to eligible recipi-  
7 ents to assist in financing innovative projects for the  
8 transportation disadvantaged that improve the co-  
9 ordination of transportation services and non-emer-  
10 gency medical transportation services, including—

11           (A) the deployment of coordination tech-  
12 nology;

13           (B) projects that create or increase access  
14 to community One-Call/One-Click Centers; and

15           (C) such other projects as determined by  
16 the Secretary.

17           (3) APPLICATION.—An eligible recipient shall  
18 submit to the Secretary an application that, at a  
19 minimum, contains—

20           (A) a detailed description of the eligible  
21 project;

22           (B) an identification of all eligible project  
23 partners and their specific role in the eligible  
24 project, including—



1 (i) private entities engaged in the co-  
2 ordination of non-emergency medical trans-  
3 portation services for the transportation  
4 disadvantaged; or

5 (ii) nonprofit entities engaged in the  
6 coordination of non-emergency medical  
7 transportation services for the transpor-  
8 tation disadvantaged;

9 (C) a description of how the eligible project  
10 would—

11 (i) improve local coordination or ac-  
12 cess to coordinated transportation services;

13 (ii) reduce duplication of service, if  
14 applicable; and

15 (iii) provide innovative solutions in the  
16 State or community; and

17 (D) specific performance measures the eli-  
18 gible project will use to quantify actual out-  
19 comes against expected outcomes.

20 (4) GOVERNMENT SHARE OF COSTS.—

21 (A) IN GENERAL.—The Government share  
22 of the cost of an eligible project carried out  
23 under this subsection shall not exceed 80 per-  
24 cent.

1                   (B) NON-GOVERNMENT SHARE.—The non-  
2                   Government share of the cost of an eligible  
3                   project carried out under this subsection may  
4                   be derived from in-kind contributions.

5                   (5) RULE OF CONSTRUCTION.—For purposes of  
6                   this subsection, non-emergency medical transpor-  
7                   tation services shall be limited to services eligible  
8                   under Federal programs other than programs au-  
9                   thorized under chapter 53 of title 49, United States  
10                  Code.

11                  (c) TECHNICAL CORRECTION.—Section 5310(a) of  
12                  title 49, United States Code, is amended by striking para-  
13                  graph (1) and inserting the following:

14                  “(1) RECIPIENT.—The term ‘recipient’  
15                  means—

16                         “(A) a designated recipient or a State that  
17                         receives a grant under this section directly; or

18                         “(B) a State or local governmental entity  
19                         that operates a public transportation service.”.

20                  **SEC. 21008. FORMULA GRANTS FOR RURAL AREAS.**

21                  Section 5311 of title 49, United States Code, is  
22                  amended—

23                         (1) in subsection (c)(1), as amended by division  
24                         G, by striking subparagraphs (A) and (B) and in-  
25                         serting the following:

1           “(A) \$5,000,000 for each fiscal year shall  
2           be distributed on a competitive basis by the  
3           Secretary.

4           “(B) \$30,000,000 for each fiscal year shall  
5           be apportioned as formula grants, as provided  
6           in subsection (j).”; and

7           (2) in subsection (j)(1)—

8           (A) in subparagraph (A)(iii), by striking  
9           “(as defined by the Bureau of the Census)” and  
10          inserting “(American Indian Areas, Alaska Na-  
11          tive Areas, and Hawaiian Home Lands, as de-  
12          fined by the Bureau of the Census)”; and

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

14          “(E) ALLOCATION BETWEEN MULTIPLE  
15          INDIAN TRIBES.—If more than 1 Indian tribe  
16          provides public transportation service on tribal  
17          lands in a single Tribal Statistical Area, and  
18          the Indian tribes do not determine how to allo-  
19          cate the funds apportioned under clause (iii) of  
20          subparagraph (A) between the Indian tribes,  
21          the Secretary shall allocate the funds such that  
22          each Indian tribe shall receive an amount equal  
23          to the total amount apportioned under such  
24          clause (iii) multiplied by the ratio of the num-  
25          ber of annual unlinked passenger trips provided

1 by each Indian tribe, as reported to the Na-  
2 tional Transit Database, to the total unlinked  
3 passenger trips provided by all the Indian tribes  
4 in the Tribal Statistical Area.”.

5 **SEC. 21009. RESEARCH, DEVELOPMENT, DEMONSTRATION,**  
6 **AND DEPLOYMENT PROGRAM.**

7 (a) IN GENERAL.—Section 5312 of title 49, United  
8 States Code, is amended—

9 (1) in the section heading, by striking  
10 **“projects”** and inserting **“program”**;

11 (2) in subsection (a), in the subsection heading,  
12 by striking **“PROJECTS”** and inserting **“PROGRAM”**;

13 (3) in subsection (d)—

14 (A) in paragraph (3)—

15 (i) in the matter preceding subpara-  
16 graph (A), by inserting “demonstration,  
17 deployment, or evaluation” before “project  
18 that”;

19 (ii) in subparagraph (A), by striking  
20 “and” at the end;

21 (iii) in subparagraph (B), by striking  
22 the period at the end and inserting “; or”;  
23 and

24 (iv) by adding at the end the fol-  
25 lowing:

1           “(C) the deployment of low or no emission  
2           vehicles, zero emission vehicles, or associated  
3           advanced technology.”; and

4           (B) by striking paragraph (5) and insert-  
5           ing the following:

6           “(5) PROHIBITION.—The Secretary may not  
7           make grants under this subsection for the dem-  
8           onstration, deployment, or evaluation of a vehicle  
9           that is in revenue service unless the Secretary deter-  
10          mines that the project makes significant techno-  
11          logical advancements in the vehicle.

12          “(6) DEFINITIONS.—In this subsection—

13           “(A) the term ‘direct carbon emissions’  
14           means the quantity of direct greenhouse gas  
15           emissions from a vehicle, as determined by the  
16           Administrator of the Environmental Protection  
17           Agency;

18           “(B) the term ‘low or no emission vehicle’  
19           means—

20           “(i) a passenger vehicle used to pro-  
21           vide public transportation that the Sec-  
22           retary determines sufficiently reduces en-  
23           ergy consumption or harmful emissions, in-  
24           cluding direct carbon emissions, when com-  
25           pared to a comparable standard vehicle; or

1                   “(ii) a zero emission vehicle used to  
2                   provide public transportation; and

3                   “(C) the term ‘zero emission vehicle’  
4                   means a low or no emission vehicle that pro-  
5                   duces no carbon or particulate matter.”;

6                   (4) by redesignating subsections (e) and (f) as  
7                   subsections (f) and (g), respectively;

8                   (5) by inserting after subsection (d) the fol-  
9                   lowing:

10                  “(e) LOW OR NO EMISSION VEHICLE COMPONENT  
11 ASSESSMENT.—

12                   “(1) DEFINITIONS.—In this subsection—

13                   “(A) the term ‘covered institution of higher  
14                   education’ means an institution of higher edu-  
15                   cation with which the Secretary enters into a  
16                   contract or cooperative agreement, or to which  
17                   the Secretary makes a grant, under paragraph  
18                   (2)(B) to operate a facility designated under  
19                   paragraph (2)(A);

20                   “(B) the terms ‘direct carbon emissions’  
21                   and ‘low or no emission vehicle’ have the mean-  
22                   ings given those terms in subsection (d)(6);

23                   “(C) the term ‘institution of higher edu-  
24                   cation’ has the meaning given the term in sec-

1           tion 102 of the Higher Education Act of 1965  
2           (20 U.S.C. 1002); and

3           “(D) the term ‘low or no emission vehicle  
4           component’ means an item that is separately in-  
5           stalled in and removable from a low or no emis-  
6           sion vehicle.

7           “(2) ASSESSING LOW OR NO EMISSION VEHICLE  
8           COMPONENTS.—

9           “(A) IN GENERAL.—The Secretary shall  
10          designate not more than 2 facilities to conduct  
11          testing, evaluation, and analysis of low or no  
12          emission vehicle components intended for use in  
13          low or no emission vehicles.

14          “(B) OPERATION AND MAINTENANCE.—

15                 “(i) IN GENERAL.—The Secretary  
16                 shall enter into a contract or cooperative  
17                 agreement with, or make a grant to, not  
18                 more than 2 institutions of higher edu-  
19                 cation to each operate and maintain a fa-  
20                 cility designated under subparagraph (A).

21                 “(ii) REQUIREMENTS.—An institution  
22                 of higher education described in clause (i)  
23                 shall have—

1                   “(I) previous experience with  
2                   transportation-related advanced com-  
3                   ponent and vehicle evaluation;

4                   “(II) laboratories capable of test-  
5                   ing and evaluation;

6                   “(III) direct access to or a part-  
7                   nership with a testing facility capable  
8                   of emulating real-world circumstances  
9                   in order to test low or no emission ve-  
10                  hicle components installed on the in-  
11                  tended vehicle;

12                  “(IV) extensive knowledge of  
13                  public-private partnerships in the  
14                  transportation sector, with emphasis  
15                  on development and evaluation of ma-  
16                  terials, products, and components;

17                  “(V) the ability to reduce costs to  
18                  partners by leveraging existing pro-  
19                  grams to provide complementary re-  
20                  search, development, testing, and eval-  
21                  uation; and

22                  “(VI) the means to conduct per-  
23                  formance assessments on low or no  
24                  emission vehicle components based on  
25                  industry standards.



1           “(C) FEES.—A covered institution of high-  
2           er education shall establish and collect fees,  
3           which shall be approved by the Secretary, for  
4           the assessment of low or no emission compo-  
5           nents at the applicable facility designated under  
6           subparagraph (A).

7           “(D) AVAILABILITY OF AMOUNTS TO PAY  
8           FOR ASSESSMENT.—The Secretary shall enter  
9           into a contract or cooperative agreement with,  
10          or make a grant to, each covered institution of  
11          higher education under which—

12                 “(i) the Secretary shall pay 50 per-  
13                 cent of the cost of assessing a low or no  
14                 emission vehicle component at the applica-  
15                 ble facility designated under subparagraph  
16                 (A) from amounts made available to carry  
17                 out this section; and

18                 “(ii) the remaining 50 percent of such  
19                 cost shall be paid from amounts recovered  
20                 through the fees established and collected  
21                 pursuant to subparagraph (C).

22           “(E) VOLUNTARY TESTING.—A manufac-  
23           turer of a low or no emission vehicle component  
24           is not required to assess the low or no emission

1           vehicle component at a facility designated under  
2           subparagraph (A).

3           “(F) COMPLIANCE WITH SECTION 5318.—  
4           Notwithstanding whether a low or no emission  
5           vehicle component is assessed at a facility des-  
6           ignated under subparagraph (A), each new bus  
7           model shall comply with the requirements under  
8           section 5318.

9           “(G) SEPARATE FACILITY.—Each facility  
10          designated under subparagraph (A) shall be  
11          separate and distinct from the facility operated  
12          and maintained under section 5318.

13          “(3) LOW OR NO EMISSION VEHICLE COMPO-  
14          NENT PERFORMANCE REPORTS.—Not later than 2  
15          years after the date of enactment of the Federal  
16          Public Transportation Act of 2015, and annually  
17          thereafter, the Secretary shall issue a report on low  
18          or no emission vehicle component assessments con-  
19          ducted at each facility designated under paragraph  
20          (2)(A), which shall include information related to  
21          the maintainability, reliability, performance, struc-  
22          tural integrity, efficiency, and noise of those low or  
23          no emission vehicle components.

24          “(4) PUBLIC AVAILABILITY OF ASSESS-  
25          MENTS.—Each assessment conducted at a facility

1 designated under paragraph (2)(A) shall be made  
2 publically available, including to affected industries.

3 “(5) RULE OF CONSTRUCTION.—Nothing in  
4 this subsection shall be construed to require—

5 “(A) a low or no emission vehicle compo-  
6 nent to be tested at a facility designated under  
7 paragraph (2)(A); or

8 “(B) the development or disclosure of a  
9 privately funded component assessment.”;

10 (6) in subsection (f), as so redesignated—

11 (A) in paragraph (2), by striking “and” at  
12 the end;

13 (B) by redesignating paragraph (3) as  
14 paragraph (4);

15 (C) by inserting after paragraph (2) the  
16 following:

17 “(3) a list of any projects that returned nega-  
18 tive results in the preceding fiscal year and an anal-  
19 ysis of such results; and”;

20 (D) in paragraph (4), as so redesignated,  
21 by inserting before the period at the end the  
22 following: “based on projects in the pipeline,  
23 ongoing projects, and anticipated research ef-  
24 forts necessary to advance certain projects to a  
25 subsequent research phase”; and

1 (7) by adding at the end the following:

2 “(h) COOPERATIVE RESEARCH PROGRAM.—

3 “(1) IN GENERAL.—The Secretary shall estab-  
4 lish—

5 “(A) a public transportation cooperative  
6 research program under this subsection; and

7 “(B) an independent governing board for  
8 the program, which shall recommend public  
9 transportation research, development, and tech-  
10 nology transfer activities the Secretary con-  
11 siders appropriate.

12 “(2) FEDERAL ASSISTANCE.—The Secretary  
13 may make grants to, and cooperative agreements  
14 with, the National Academy of Sciences to carry out  
15 activities under this subsection that the Secretary  
16 determines appropriate.

17 “(3) GOVERNMENT SHARE.—If there would be  
18 a clear and direct financial benefit to an entity  
19 under a grant or contract financed under this sec-  
20 tion, the Secretary shall establish a Government  
21 share consistent with that benefit.”.

22 (b) TECHNICAL AND CONFORMING AMENDMENTS.—

23 (1) TITLE 49.—Chapter 53 of title 49, United  
24 States Code, is amended by striking section 5313.

1           (2) TABLE OF SECTIONS AMENDMENT.—The  
2           table of sections for chapter 53 of title 49, United  
3           States Code, is amended by striking the items relat-  
4           ing to sections 5312 and 5313 and inserting the fol-  
5           lowing:

“5312. Research, development, demonstration, and deployment program.  
“[5313. Repealed.]”.

6   **SEC. 21010. PRIVATE SECTOR PARTICIPATION.**

7           (a) IN GENERAL.—Section 5315 of title 49, United  
8           States Code, is amended by adding at the end the fol-  
9           lowing:

10          “(d) RULE OF CONSTRUCTION.—Nothing in this sec-  
11          tion shall be construed to alter—

12                 “(1) the eligibilities, requirements, or priority  
13                 for assistance provided under this chapter; or

14                 “(2) the requirements of section 5306(a).”.

15           (b) MAP-21 TECHNICAL CORRECTION.—Section  
16           20013(d) of the Moving Ahead for Progress in the 21st  
17           Century Act (Public Law 112–141; 126 Stat. 694) is  
18           amended by striking “5307(c)” and inserting “5307(b)”.

19   **SEC. 21011. INNOVATIVE PROCUREMENT.**

20           (a) IN GENERAL.—Chapter 53 of title 49, United  
21           States Code, is amended by inserting after section 5315  
22           the following:

1 **“§ 5316. Innovative procurement**

2 “(a) DEFINITION.—In this section, the term ‘grantee’  
3 means a recipient or subrecipient of assistance under this  
4 chapter.

5 “(b) COOPERATIVE PROCUREMENT.—

6 “(1) DEFINITIONS; GENERAL RULES.—

7 “(A) DEFINITIONS.—In this subsection—

8 “(i) the term ‘cooperative procure-  
9 ment contract’ means a contract—

10 “(I) entered into between a State  
11 government or eligible nonprofit and 1  
12 or more vendors; and

13 “(II) under which the vendors  
14 agree to provide an option to purchase  
15 rolling stock and related equipment to  
16 multiple participants;

17 “(ii) the term ‘eligible nonprofit enti-  
18 ty’ means—

19 “(I) a nonprofit entity that is not  
20 a grantee; or

21 “(II) a consortium of entities de-  
22 scribed in subclause (I);

23 “(iii) the terms ‘lead nonprofit entity’  
24 and ‘lead procurement agency’ mean an el-  
25 igible nonprofit entity or a State govern-  
26 ment, respectively, that acts in an adminis-

1 trative capacity on behalf of each partici-  
2 pant in a cooperative procurement con-  
3 tract;

4 “(iv) the term ‘participant’ means a  
5 grantee that participates in a cooperative  
6 procurement contract; and

7 “(v) the term ‘participate’ means to  
8 purchase rolling stock and related equip-  
9 ment under a cooperative procurement con-  
10 tract using assistance provided under this  
11 chapter.

12 “(B) GENERAL RULES.—

13 “(i) PROCUREMENT NOT LIMITED TO  
14 INTRASTATE PARTICIPANTS.—A grantee  
15 may participate in a cooperative procure-  
16 ment contract without regard to whether  
17 the grantee is located in the same State as  
18 the parties to the contract.

19 “(ii) VOLUNTARY PARTICIPATION.—  
20 Participation by grantees in a cooperative  
21 procurement contract shall be voluntary.

22 “(iii) CONTRACT TERMS.—The lead  
23 procurement agency or lead nonprofit enti-  
24 ty for a cooperative procurement contract  
25 shall develop the terms of the contract.

1                   “(iv) DURATION.—A cooperative pro-  
2                   curement contract—

3                   “(I) subject to subclauses (II)  
4                   and (III), may be for an initial term  
5                   of not more than 2 years;

6                   “(II) may include not more than  
7                   3 optional extensions for terms of not  
8                   more than 1 year each; and

9                   “(III) may be in effect for a total  
10                  period of not more than 5 years, in-  
11                  cluding each extension authorized  
12                  under subclause (II).

13                  “(v) ADMINISTRATIVE EXPENSES.—A  
14                  lead procurement agency or lead nonprofit  
15                  entity, as applicable, that enters into a co-  
16                  operative procurement contract—

17                  “(I) may charge the participants  
18                  in the contract for the cost of admin-  
19                  istering, planning, and providing tech-  
20                  nical assistance for the contract in an  
21                  amount that is not more than 1 per-  
22                  cent of the total value of the contract;  
23                  and

24                  “(II) with respect to the cost de-  
25                  scribed in subclause (I), may incor-



1                   porate the cost into the price of the  
2                   contract or directly charge the partici-  
3                   pants for the cost, but not both.

4                   “(2) STATE COOPERATIVE PROCUREMENT  
5 SCHEDULES.—

6                   “(A) AUTHORITY.—A State government  
7                   may enter into a cooperative procurement con-  
8                   tract with 1 or more vendors if—

9                   “(i) the vendors agree to provide an  
10                  option to purchase rolling stock and re-  
11                  lated equipment to the State government  
12                  and any other participant; and

13                  “(ii) the State government acts  
14                  throughout the term of the contract as the  
15                  lead procurement agency.

16                  “(B) APPLICABILITY OF POLICIES AND  
17                  PROCEDURES.—In procuring rolling stock and  
18                  related equipment under a cooperative procure-  
19                  ment contract under this subsection, a State  
20                  government shall comply with the policies and  
21                  procedures that apply to procurement by the  
22                  State government when using non-Federal  
23                  funds, to the extent that the policies and proce-  
24                  dures are in conformance with applicable Fed-  
25                  eral law.

1           “(3) PILOT PROGRAM FOR NONPROFIT COOPER-  
2           ATIVE PROCUREMENTS.—

3           “(A) ESTABLISHMENT.—The Secretary  
4           shall establish and carry out a pilot program to  
5           demonstrate the effectiveness of cooperative  
6           procurement contracts administered by non-  
7           profit entities.

8           “(B) DESIGNATION.—In carrying out the  
9           program under this paragraph, the Secretary  
10          shall designate not less than 1 eligible nonprofit  
11          entity to enter into a cooperative procurement  
12          contract under which the nonprofit entity acts  
13          throughout the term of the contract as the lead  
14          nonprofit entity.

15          “(C) NUMBER OF ENTITIES.—The Sec-  
16          retary may designate not more than 3 geo-  
17          graphically diverse eligible nonprofit entities  
18          under subparagraph (B).

19          “(D) NOTICE OF INTENT TO PARTICI-  
20          PATE.—At a time determined appropriate by  
21          the lead nonprofit entity, each participant in a  
22          cooperative procurement contract under this  
23          paragraph shall submit to the lead nonprofit  
24          entity a nonbinding notice of intent to partici-  
25          pate.

1 “(c) LEASING ARRANGEMENTS.—

2 “(1) CAPITAL LEASE DEFINED.—

3 “(A) IN GENERAL.—In this subsection, the  
4 term ‘capital lease’ means any agreement under  
5 which a grantee acquires the right to use rolling  
6 stock or related equipment for a specified pe-  
7 riod of time, in exchange for a periodic pay-  
8 ment.

9 “(B) MAINTENANCE.—A capital lease may  
10 require that the lessor provide maintenance of  
11 the rolling stock or related equipment covered  
12 by the lease.

13 “(2) PROGRAM TO SUPPORT INNOVATIVE LEAS-  
14 ING ARRANGEMENTS.—

15 “(A) AUTHORITY.—A grantee may use as-  
16 sistance provided under this chapter to enter  
17 into a capital lease if—

18 “(i) the rolling stock or related equip-  
19 ment covered under the lease is eligible for  
20 capital assistance under this chapter; and

21 “(ii) there is or will be no Federal in-  
22 terest in the rolling stock or related equip-  
23 ment covered under the lease as of the  
24 date on which the lease takes effect.

1                   “(B) GRANTEE REQUIREMENTS.—A grant-  
2                   ee that enters into a capital lease shall—

3                   “(i) maintain an inventory of the roll-  
4                   ing stock or related equipment acquired  
5                   under the lease; and

6                   “(ii) maintain on the accounting  
7                   records of the grantee the liability of the  
8                   grantee under the lease.

9                   “(C) ELIGIBLE LEASE COSTS.—The costs  
10                  for which a grantee may use assistance under  
11                  this chapter, with respect to a capital lease, in-  
12                  clude—

13                  “(i) the cost of the rolling stock or re-  
14                  lated equipment;

15                  “(ii) associated financing costs, in-  
16                  cluding interest, legal fees, and financial  
17                  advisor fees;

18                  “(iii) ancillary costs such as delivery  
19                  and installation charges; and

20                  “(iv) maintenance costs.

21                  “(D) TERMS.—A grantee shall negotiate  
22                  the terms of any lease agreement that the  
23                  grantee enters into.

24                  “(E) APPLICABILITY OF PROCUREMENT  
25                  REQUIREMENTS.—

1                   “(i) LEASE REQUIREMENTS.—Part  
2                   639 of title 49, Code of Federal Regula-  
3                   tions, or any successor regulation, and im-  
4                   plementing guidance applicable to leasing  
5                   shall not apply to a capital lease.

6                   “(ii) BUY AMERICA.—The require-  
7                   ments under section 5323(j) shall apply to  
8                   a capital lease.

9                   “(3) INCENTIVE PROGRAM FOR CAPITAL LEAS-  
10                  ING OF ROLLING STOCK.—

11                  “(A) AUTHORITY.—The Secretary shall  
12                  carry out an incentive program for capital leas-  
13                  ing of rolling stock (referred to in this para-  
14                  graph as the ‘program’).

15                  “(B) SELECTION OF PARTICIPANTS.—

16                   “(i) IN GENERAL.—The Secretary  
17                   shall select not less than 6 grantees to par-  
18                   ticipate in the program, which shall be—

19                           “(I) geographically diverse; and

20                           “(II) evenly distributed among  
21                   grantees in accordance with clause  
22                   (ii).

23                   “(ii) POPULATION SIZE.—In selecting  
24                   an even distribution of grantees under

1 clause (i)(II), the Secretary shall select not  
2 less than—

3 “(I) 2 grantees that serve rural  
4 areas;

5 “(II) 2 grantees that serve ur-  
6 banized areas with a population of  
7 fewer than 200,000 individuals, as de-  
8 termined by the Bureau of the Cen-  
9 sus; and

10 “(III) 2 grantees that serve ur-  
11 banized areas with a population of  
12 200,000 or more individuals, as deter-  
13 mined by the Bureau of the Census.

14 “(iii) WAIVER.—The Secretary may  
15 waive a requirement under clause (ii) if an  
16 insufficient number of eligible grantees of  
17 a particular population size apply to par-  
18 ticipate in the program.

19 “(C) PARTICIPANT REQUIREMENTS.—

20 “(i) IN GENERAL.—A grantee that  
21 participates in the program shall—

22 “(I) enter into a capital lease for  
23 a period of not less than 5 years; and

1                   “(II) replace not less than  $\frac{1}{4}$  of  
2                   the grantee’s fleet through the capital  
3                   lease.

4                   “(ii) VEHICLE REQUIREMENTS.—The  
5                   vehicles replaced under clause (i)(II), with  
6                   respect to the fleet as constituted on the  
7                   day before the date on which the capital  
8                   lease is entered into, shall—

9                   “(I) be the oldest vehicles in the  
10                  fleet; or

11                  “(II) produce the highest quan-  
12                  tity of direct greenhouse gas emissions  
13                  relative to the other vehicles in the  
14                  fleet, as determined by the Adminis-  
15                  trator of the Environmental Protec-  
16                  tion Agency.

17                  “(iii) WAIVER OF FEDERAL INTEREST  
18                  REQUIREMENTS.—If a grantee partici-  
19                  pating in the program seeks to replace ve-  
20                  hicles that have a remaining Federal inter-  
21                  est, the Secretary shall—

22                  “(I) evaluate the economic and  
23                  environmental benefits of waiving the  
24                  Federal interest, as demonstrated by  
25                  the grantee;

1                   “(II) if the grantee demonstrates  
2                   a net economic or environmental ben-  
3                   efit, grant an early disposition of the  
4                   vehicles; and

5                   “(III) publish each evaluation  
6                   and final determination of the Sec-  
7                   retary under this clause in a con-  
8                   spicuous location on the website of the  
9                   Federal Transit Administration.

10                   “(D) PARTICIPANT BENEFIT.—During the  
11                   period during which a capital lease described in  
12                   subparagraph (C)(i)(I), entered into by a grant-  
13                   ee participating in the program, is in effect, the  
14                   limit on the Government share of operating ex-  
15                   penses under subsection (d)(2) of section 5307,  
16                   subsection (d)(2) of section 5310, or subsection  
17                   (g)(2) of section 5311 shall not apply with re-  
18                   spect to any grant awarded to the grantee  
19                   under the applicable section.

20                   “(E) REPORTING REQUIREMENT.—Not  
21                   later than 3 years after the date on which a  
22                   grantee enters into a capital lease under the  
23                   program, the grantee shall submit to the Sec-  
24                   retary a report that contains—



1 “(i) an evaluation of the overall costs  
2 and benefits of leasing rolling stock;

3 “(ii) a cost comparison of leasing  
4 versus buying rolling stock;

5 “(iii) a comparison of the expected  
6 short-term and long-term maintenance  
7 costs of leasing versus buying rolling stock;  
8 and

9 “(iv) a projected budget showing the  
10 changes in overall operating and capital ex-  
11 penses due to the capital lease that the  
12 grantee entered into under the program.

13 “(4) INCENTIVE PROGRAM FOR CAPITAL LEAS-  
14 ING OF CERTAIN ZERO EMISSION VEHICLE COMPO-  
15 NENTS.—

16 “(A) DEFINITIONS.—In this paragraph—

17 “(i) the term ‘removable power  
18 source’—

19 “(I) means a power source that  
20 is separately installed in, and remov-  
21 able from, a zero emission vehicle; and

22 “(II) may include a battery, a  
23 fuel cell, an ultra-capacitor, or other  
24 advanced power source used in a zero  
25 emission vehicle; and

1                   “(ii) the term ‘zero emission vehicle’  
2                   has the meaning given the term in section  
3                   5339(e).

4                   “(B) LEASED POWER SOURCES.—Notwith-  
5                   standing any other provision of law, for pur-  
6                   poses of this subsection, the cost of a removable  
7                   power source that is necessary for the operation  
8                   of a zero emission vehicle shall not be treated  
9                   as part of the cost of the vehicle if the remov-  
10                  able power source is acquired using a capital  
11                  lease.

12                  “(C) ELIGIBLE CAPITAL LEASE.—A grant-  
13                  ee may acquire a removable power source by  
14                  itself through a capital lease.”.

15                  (b) TECHNICAL AND CONFORMING AMENDMENTS.—

16                  (1) TABLE OF SECTIONS.—The table of sections  
17                  for chapter 53 of title 49, United States Code, is  
18                  amended by inserting after the item relating to sec-  
19                  tion 5315 the following:

“5316. Innovative procurement.”.

20                  (2) CONFORMING AMENDMENT.—Section  
21                  5325(e)(2) of title 49, United States Code, is  
22                  amended by inserting after “this subsection” the fol-  
23                  lowing: “, section 5316,”.

1 **SEC. 21012. HUMAN RESOURCES AND TRAINING.**

2 Section 5322 of title 49, United States Code, is  
3 amended—

4 (1) in subsection (b)—

5 (A) in paragraph (1), in the paragraph  
6 heading, by striking “PROGRAM ESTABLISHED”  
7 and inserting “IN GENERAL”;

8 (B) by redesignating paragraph (2) as  
9 paragraph (3);

10 (C) by inserting after paragraph (1) the  
11 following:

12 “(2) PROGRAMS.—A program eligible for assist-  
13 ance under subsection (a) shall—

14 “(A) provide skills training, on-the-job  
15 training, and work-based learning;

16 “(B) offer career pathways that support  
17 the movement from initial or short-term em-  
18 ployment opportunities to sustainable careers;

19 “(C) address current or projected work-  
20 force shortages;

21 “(D) replicate successful workforce devel-  
22 opment models; or

23 “(E) respond to such other workforce  
24 needs as the Secretary determines appro-  
25 priate.”;

26 (D) in paragraph (3), as so redesignated—

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

3 (ii) in subparagraph (H), by striking  
4 the period at the end and inserting “;  
5 and”; and

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

8 “(I) give priority to minorities,  
9 women, individuals with disabilities,  
10 veterans, low-income populations, and  
11 other underserved populations.”; and

12 (E) by adding at the end the following:

13 “(4) COORDINATION.—A recipient of assistance  
14 under this subsection shall—

15 “(A) identify the workforce needs and com-  
16 mensurate training needs at the local level in  
17 coordination with entities such as local employ-  
18 ers, local public transportation operators, labor  
19 union organizations, workforce development  
20 boards, State workforce agencies, State appren-  
21 ticeship agencies (where applicable), university  
22 transportation centers, community colleges, and  
23 community-based organizations representing  
24 minorities, women, disabled individuals, vet-  
25 erans, and low-income populations; and

1           “(B) to the extent practicable, conduct  
2           local training programs in coordination with ex-  
3           isting local training programs supported by the  
4           Secretary, the Department of Labor (including  
5           registered apprenticeship programs), and the  
6           Department of Education.

7           “(5) PROGRAM OUTCOMES.—A recipient of as-  
8           sistance under this subsection shall demonstrate out-  
9           comes for any program that includes skills training,  
10          on-the-job training, and work-based learning, includ-  
11          ing—

12           “(A) the impact on reducing public trans-  
13          portation workforce shortages in the area  
14          served;

15           “(B) the diversity of training participants;

16           “(C) the number of participants obtaining  
17          certifications or credentials required for specific  
18          types of employment;

19           “(D) employment outcomes, including job  
20          placement, job retention, and wages, using per-  
21          formance metrics established in consultation  
22          with the Secretary and the Secretary of Labor  
23          and consistent with metrics used by programs  
24          under the Workforce Innovation and Oppor-  
25          tunity Act (29 U.S.C. 3101 et seq.); and

1           “(E) to the extent practical, evidence that  
2           the program did not preclude workers who are  
3           participating in skills training, on-the-job train-  
4           ing, and work-based learning from being re-  
5           ferred to, or hired on, projects funded under  
6           this chapter without regard to the length of  
7           time of their participation in the program.”;  
8           and

9           (2) in subsection (d), by striking paragraph (4)  
10          and inserting the following:

11           “(4) USE FOR TECHNICAL ASSISTANCE.—The  
12          Secretary may use not more than 1 percent of the  
13          amounts made available to carry out this section to  
14          provide technical assistance for activities and pro-  
15          grams developed, conducted, and overseen under this  
16          subsection.

17           “(5) AVAILABILITY OF AMOUNTS.—

18           “(A) IN GENERAL.—Not more than 0.5  
19          percent of the amounts made available to a re-  
20          cipient under sections 5307, 5337, and 5339 is  
21          available for expenditure by the recipient, with  
22          the approval of the Secretary, to pay not more  
23          than 80 percent of the cost of eligible activities  
24          under this subsection.

1           “(B) EXISTING PROGRAMS.—A recipient  
2           may use amounts made available under para-  
3           graph (A) to carry out existing local education  
4           and training programs for public transportation  
5           employees supported by the Secretary, the De-  
6           partment of Labor, or the Department of Edu-  
7           cation.”.

8 **SEC. 21013. GENERAL PROVISIONS.**

9           Section 5323 of title 49, United States Code, is  
10 amended—

11           (1) in subsection (j)—

12           (A) in paragraph (2), by striking subpara-  
13           graph (C) and inserting the following:

14           “(C) when procuring rolling stock (includ-  
15           ing train control, communication, and traction  
16           power equipment, and rolling stock prototypes)  
17           under this chapter—

18           “(i) the cost of components and sub-  
19           components produced in the United  
20           States—

21           “(I) for fiscal years 2016 and  
22           2017, is more than 60 percent of the  
23           cost of all components of the rolling  
24           stock;

1                   “(II) for fiscal years 2018 and  
2                   2019, is more than 65 percent of the  
3                   cost of all components of the rolling  
4                   stock; and

5                   “(III) for fiscal year 2020 and  
6                   each fiscal year thereafter, is more  
7                   than 70 percent of the cost of all com-  
8                   ponents of the rolling stock; and

9                   “(ii) final assembly of the rolling  
10                  stock has occurred in the United States;  
11                  or”;

12                  (B) by redesignating paragraphs (5)  
13                  through (9) as paragraphs (7) through (11), re-  
14                  spectively;

15                  (C) by inserting after paragraph (4) the  
16                  following:

17                  “(5) ROLLING STOCK FRAMES OR CAR  
18                  SHELLS.—In carrying out paragraph (2)(C) in the  
19                  case of a rolling stock procurement receiving assist-  
20                  ance under this chapter in which the average cost of  
21                  a rolling stock vehicle in the procurement is more  
22                  than \$300,000, if rolling stock frames or car shells  
23                  are not produced in the United States, the Secretary  
24                  shall include in the calculation of the domestic con-



1 tent of the rolling stock the cost of steel or iron used  
2 in the rolling stock frames or car shells if—

3 “(A) all manufacturing processes for the  
4 steel or iron occur in the United States; and

5 “(B) the amount of steel or iron used in  
6 the rolling stock frames or car shells is signifi-  
7 cant.

8 “(6) CERTIFICATION OF DOMESTIC SUPPLY  
9 AND DISCLOSURE.—

10 “(A) CERTIFICATION OF DOMESTIC SUP-  
11 PLY.—If the Secretary denies an application for  
12 a waiver under paragraph (2), the Secretary  
13 shall provide to the applicant a written certifi-  
14 cation that—

15 “(i) the steel, iron, or manufactured  
16 goods, as applicable, (referred to in this  
17 subparagraph as the ‘item’) is produced in  
18 the United States in a sufficient and rea-  
19 sonably available amount;

20 “(ii) the item produced in the United  
21 States is of a satisfactory quality; and

22 “(iii) includes a list of known manu-  
23 facturers in the United States from which  
24 the item can be obtained.

1           “(B) DISCLOSURE.—The Secretary shall  
2           disclose the waiver denial and the written cer-  
3           tification to the public in an easily identifiable  
4           location on the website of the Department of  
5           Transportation.”;

6           (D) in paragraph (8), as so redesignated,  
7           by striking “Federal Public Transportation Act  
8           of 2012” and inserting “Federal Public Trans-  
9           portation Act of 2015”; and

10          (E) by inserting after paragraph (11), as  
11          so redesignated, the following:

12          “(12) PRODUCTION IN UNITED STATES.—For  
13          purposes of this subsection, steel and iron may be  
14          considered produced in the United States if all the  
15          manufacturing processes, except metallurgical proc-  
16          esses involving refinement of steel additives, took  
17          place in the United States.

18          “(13) DEFINITION OF SMALL PURCHASE.—For  
19          purposes of determining whether a purchase quali-  
20          fies for a general public interest waiver under para-  
21          graph (2)(A) of this subsection, including under any  
22          regulation promulgated under that paragraph, the  
23          term ‘small purchase’ means a purchase of not more  
24          than \$150,000.”;

1           (2) in subsection (q)(1), by striking the second  
2 sentence; and

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

4           “(s) VALUE CAPTURE REVENUE ELIGIBLE FOR  
5 LOCAL SHARE.—Notwithstanding any other provision of  
6 law, a recipient of assistance under this chapter may use  
7 the revenue generated from value capture financing mech-  
8 anisms as local matching funds for capital projects and  
9 operating costs eligible under this chapter.

10          “(t) VALUE ENGINEERING.—Nothing in this chapter  
11 shall be construed to authorize the Secretary to mandate  
12 the use of value engineering in projects funded under this  
13 chapter.”.

14 **SEC. 21014. PROJECT MANAGEMENT OVERSIGHT.**

15          Section 5327 of title 49, United States Code, is  
16 amended—

17           (1) in subsection (c), by striking “section  
18 5338(i)” and inserting “section 5338(h)”; and

19           (2) in subsection (d)—

20               (A) in paragraph (1)—

21                   (i) by striking “section 5338(i)” and  
22 inserting “section 5338(h)”; and

23                   (ii) by striking “and” at the end; and

24               (B) by striking paragraph (2) and insert-  
25 ing the following:

1 “(2) a requirement that oversight—

2 “(A) begin during the project development  
3 phase of a project, unless the Secretary finds it  
4 more appropriate to begin the oversight during  
5 another phase of the project, to maximize the  
6 transportation benefits and cost savings associ-  
7 ated with project management oversight; and

8 “(B) be limited to quarterly reviews of  
9 compliance by the recipient with the project  
10 management plan approved under subsection  
11 (b) unless the Secretary finds that the recipient  
12 requires more frequent oversight because the  
13 recipient has, for 2 consecutive quarterly re-  
14 views, failed to meet the requirements of such  
15 plan and the project is at risk of going over  
16 budget or becoming behind schedule; and

17 “(3) a process for recipients that the Secretary  
18 has found require more frequent oversight to return  
19 to quarterly reviews for purposes of paragraph  
20 (2)(B).”.

21 **SEC. 21015. PUBLIC TRANSPORTATION SAFETY PROGRAM.**

22 (a) IN GENERAL.—Section 5329 of title 49, United  
23 States Code, is amended—

24 (1) in subsection (b)(2)—

1 (A) in subparagraph (C), by striking  
2 “and” at the end;

3 (B) by redesignating subparagraph (D) as  
4 subparagraph (E); and

5 (C) by inserting after subparagraph (C)  
6 the following:

7 “(D) minimum safety standards to ensure  
8 the safe operation of public transportation sys-  
9 tems that—

10 “(i) are not related to performance  
11 standards for public transportation vehicles  
12 developed under subparagraph (C); and

13 “(ii) to the extent practicable, take  
14 into consideration—

15 “(I) relevant recommendations of  
16 the National Transportation Safety  
17 Board;

18 “(II) best practices standards de-  
19 veloped by the public transportation  
20 industry;

21 “(III) any minimum safety  
22 standards or performance criteria  
23 being implemented across the public  
24 transportation industry; and

1                   “(IV) any additional information  
2                   that the Secretary determines nec-  
3                   essary and appropriate; and”;

4                   (2) in subsection (f)(2), by inserting after “pub-  
5                   lic transportation system of a recipient” the fol-  
6                   lowing: “or the public transportation industry gen-  
7                   erally”;

8                   (3) in subsection (g)(1), in the matter pre-  
9                   ceding subparagraph (A), by striking “an eligible  
10                  State, as defined in subsection (e),” and inserting “a  
11                  recipient”;

12                  (4) by adding at the end the following:

13                  “(1) FOIA EXEMPTION.—

14                  “(1) DEFINITION.—In this subsection, the term  
15                  ‘covered record’—

16                  “(A) means any record that the Secretary  
17                  obtains under a provision of, or regulation or  
18                  order under, this section that relates to the es-  
19                  tablishment, implementation, or modification of  
20                  a public transportation agency safety plan; and

21                  “(B) includes a public transportation agen-  
22                  cy’s analysis of its safety risks and its state-  
23                  ment of the mitigation measures with which it  
24                  will address those risks.

1           “(2) EXEMPTION.—Except as necessary for the  
2           Secretary or another Federal agency to enforce or  
3           carry out any provision of Federal law, any part of  
4           any covered record is exempt from the requirements  
5           of section 552 of title 5 if the covered record is—

6                   “(A) supplied to the Secretary pursuant to  
7                   the review or audit of a public transportation  
8                   agency safety plan; or

9                   “(B) made available for inspection and  
10                  copying by an officer, employee, or agent of the  
11                  Secretary pursuant to a public transportation  
12                  agency safety plan.

13           “(3) EXCEPTION.—Notwithstanding paragraph  
14           (2), the Secretary may disclose any part of a covered  
15           record comprised of facts otherwise available to the  
16           public if, in the Secretary’s sole discretion, the Sec-  
17           retary determines that disclosure would be consistent  
18           with the confidentiality needed for a public transpor-  
19           tation agency safety plan.

20           “(4) DISCRETIONARY PROHIBITION OF DISCLO-  
21           SURE.—The Secretary may prohibit the public dis-  
22           closure of risk analyses or risk mitigation analyses  
23           that the Secretary has obtained under other provi-  
24           sions of, or regulations or orders under, this chapter  
25           if the Secretary determines that the prohibition of

1 public disclosure is necessary to promote public  
2 transportation safety.”.

3 (b) REVIEW OF PUBLIC TRANSPORTATION SAFETY  
4 STANDARDS.—

5 (1) REVIEW REQUIRED.—

6 (A) IN GENERAL.—Not later than 90 days  
7 after the date of enactment of this Act, the Sec-  
8 retary shall commence a review of the safety  
9 standards and protocols used in rail fixed  
10 guideway public transportation systems in the  
11 United States that examines the efficacy of ex-  
12 isting standards and protocols.

13 (B) CONTENTS OF REVIEW.—In con-  
14 ducting the review under this paragraph, the  
15 Secretary shall review—

16 (i) minimum safety performance  
17 standards developed by the public trans-  
18 portation industry;

19 (ii) safety performance standards,  
20 practices, or protocols in use by rail fixed  
21 guideway public transportation systems, in-  
22 cluding—

23 (I) written emergency plans and  
24 procedures for passenger evacuations;



1 (II) training programs to ensure  
2 public transportation personnel com-  
3 pliance and readiness in emergency  
4 situations;

5 (III) coordination plans with  
6 local emergency responders having ju-  
7 risdiction over a rail fixed guideway  
8 public transportation system, includ-  
9 ing—

10 (aa) emergency prepared-  
11 ness training, drills, and famil-  
12 iarization programs for those  
13 first responders; and

14 (bb) the scheduling of reg-  
15 ular field exercises to ensure ap-  
16 propriate response and effective  
17 radio and public safety commu-  
18 nications;

19 (IV) maintenance, testing, and  
20 inspection programs to ensure the  
21 proper functioning of—

22 (aa) tunnel, station, and ve-  
23 hicle ventilation systems;

24 (bb) signal and train control  
25 systems, track, mechanical sys-

1                   tems, and other infrastructure;

2                   and

3                   (cc) other systems as nec-

4                   essary;

5                   (V) certification requirements for

6                   train and bus operators and control

7                   center employees;

8                   (VI) consensus-based standards,

9                   practices, or protocols available to the

10                  public transportation industry; and

11                  (VII) any other standards, prac-

12                  tices, or protocols the Secretary deter-

13                  mines appropriate; and

14                  (iii) vehicle safety standards, prac-

15                  tices, or protocols in use by public trans-

16                  portation systems, concerning—

17                  (I) bus design and the

18                  workstation of bus operators, as it re-

19                  lates to—

20                  (aa) the reduction of blind-

21                  spots that contribute to accidents

22                  involving pedestrians; and

23                  (bb) protecting bus opera-

24                  tors from the risk of assault; and

1 (II) scheduling fixed route bus  
2 service with adequate time and access  
3 for operators to use restroom facili-  
4 ties.

5 (2) EVALUATION.—After conducting the review  
6 under paragraph (1), the Secretary shall, in con-  
7 sultation with representatives of the public transpor-  
8 tation industry, evaluate the need to establish Fed-  
9 eral minimum public transportation safety stand-  
10 ards, including—

11 (A) standards governing worker safety;

12 (B) standards for the operation of signals,  
13 track, on-track equipment, mechanical systems,  
14 and control systems; and

15 (C) any other areas the Secretary, in con-  
16 sultation with the public transportation indus-  
17 try, determines require further evaluation.

18 (3) REPORT.—Upon completing the review and  
19 evaluation required under paragraphs (1) and (2),  
20 respectively, and not later than 1 year after the date  
21 of enactment of this Act, the Secretary shall submit  
22 to the Committee on Banking, Housing, and Urban  
23 Affairs of the Senate and the Committee on Trans-  
24 portation and Infrastructure of the of House of Rep-  
25 resentatives a report that includes—

1 (A) findings based on the review conducted  
2 under paragraph (1);

3 (B) the outcome of the evaluation con-  
4 ducted under paragraph (2);

5 (C) a comprehensive set of recommenda-  
6 tions to improve the safety of the public trans-  
7 portation industry, including recommendations  
8 for legislative changes where applicable; and

9 (D) actions that the Secretary will take to  
10 address the recommendations provided under  
11 subparagraph (C), including, if necessary, the  
12 establishment of Federal minimum public trans-  
13 portation safety standards.

14 **SEC. 21016. STATE OF GOOD REPAIR GRANTS.**

15 Section 5337 of title 49, United States Code, is  
16 amended—

17 (1) in subsection (c)—

18 (A) in paragraph (1), by striking “section  
19 5338(a)(2)(I)” and inserting “section  
20 5338(a)(2)(L)”; and

21 (B) in paragraph (2)(B), by inserting “the  
22 provisions of” before “section 5336(b)(1)”;  
23

(2) in subsection (d)—

1 (A) in paragraph (2), by striking “section  
2 5338(a)(2)(I)” and inserting “section  
3 5338(a)(2)(L)”; and

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

5 “(5) USE OF FUNDS.—Amounts apportioned  
6 under this subsection may be used for any project  
7 that is an eligible project under subsection (b)(1).”;  
8 and

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

10 “(e) GOVERNMENT SHARE OF COSTS.—

11 “(1) CAPITAL PROJECTS.—A grant for a capital  
12 project under this section shall be for 80 percent of  
13 the net project cost of the project. The recipient may  
14 provide additional local matching amounts.

15 “(2) REMAINING COSTS.—The remainder of the  
16 net project costs shall be provided from an undis-  
17 tributed cash surplus, a replacement or depreciation  
18 cash fund or reserve, or new capital.”.

19 **SEC. 21017. AUTHORIZATIONS.**

20 Section 5338 of title 49, United States Code, as  
21 amended by division G, is amended to read as follows:

22 **“§ 5338. Authorizations**

23 “(a) GRANTS.—

24 “(1) IN GENERAL.—There shall be available  
25 from the Mass Transit Account of the Highway

1 Trust Fund to carry out sections 5305, 5307, 5310,  
2 5311, 5312, 5314, 5318, 5322(b), 5322(d), 5335,  
3 5337, 5339, and 5340, section 20005(b) of the Fed-  
4 eral Public Transportation Act of 2012, and section  
5 21007(b) of the Federal Public Transportation Act  
6 of 2015—

7 “(A) \$9,346,415,125 for fiscal year 2016;

8 “(B) \$9,551,368,589 for fiscal year 2017;

9 “(C) \$9,767,251,724 for fiscal year 2018;

10 “(D) \$10,001,051,238 for fiscal year  
11 2019;

12 “(E) \$10,251,763,806 for fiscal year 2020;

13 and

14 “(F) \$10,509,442,553 for fiscal year 2021.

15 “(2) ALLOCATION OF FUNDS.—Of the amounts  
16 made available under paragraph (1)—

17 “(A) \$132,020,000 for fiscal year 2016,

18 \$134,934,342 for fiscal year 2017,

19 \$138,004,098 for fiscal year 2018,

20 \$141,328,616 for fiscal year 2019,

21 \$144,893,631 for fiscal year 2020, and

22 \$148,557,701 for fiscal year 2021 shall be

23 available to carry out section 5305;

24 “(B) \$10,000,000 for each of fiscal years

25 2016 through 2021 shall be available to carry

1 out section 20005(b) of the Federal Public  
2 Transportation Act of 2012;

3 “(C) \$4,648,142,625 for fiscal year 2016,  
4 \$4,750,750,373 for fiscal year 2017,  
5 \$4,858,829,944 for fiscal year 2018,  
6 \$4,975,879,158 for fiscal year 2019,  
7 \$5,101,395,710 for fiscal year 2020, and  
8 \$5,230,399,804 for fiscal year 2021 shall be al-  
9 located in accordance with section 5336 to pro-  
10 vide financial assistance for urbanized areas  
11 under section 5307;

12 “(D) \$269,277,750 for fiscal year 2016,  
13 \$275,222,056 for fiscal year 2017,  
14 \$281,483,358 for fiscal year 2018,  
15 \$288,264,292 for fiscal year 2019,  
16 \$295,535,759 for fiscal year 2020, and  
17 \$303,009,267 for fiscal year 2021 shall be  
18 available to provide financial assistance for  
19 services for the enhanced mobility of seniors  
20 and individuals with disabilities under section  
21 5310;

22 “(E) \$2,000,000 for each of fiscal years  
23 2016 through 2021 shall be available for the  
24 pilot program for innovative coordinated access

1 and mobility under section 21007(b) of the  
2 Federal Public Transportation Act of 2015;

3 “(F) \$633,631,500 for fiscal year 2016,  
4 \$647,618,915 for fiscal year 2017,  
5 \$662,352,246 for fiscal year 2018,  
6 \$678,308,311 for fiscal year 2019,  
7 \$695,418,638 for fiscal year 2020, and  
8 \$713,004,385 for fiscal year 2021 shall be  
9 available to provide financial assistance for  
10 rural areas under section 5311, of which not  
11 less than—

12 “(i) \$35,000,000 for each of fiscal  
13 years 2016 through 2021 shall be available  
14 to carry out section 5311(c)(1); and

15 “(ii) \$20,000,000 for each of fiscal  
16 years 2016 through 2021 shall be available  
17 to carry out section 5311(c)(2);

18 “(G) \$30,000,000 for each of fiscal years  
19 2016 through 2021 shall be available to carry  
20 out section 5312, of which—

21 “(i) \$5,000,000 for each of fiscal  
22 years 2016 through 2021 shall be available  
23 to carry out section 5312(e); and



1                   “(ii) \$5,000,000 for each of fiscal  
2                   years 2016 through 2021 shall be available  
3                   to carry out section 5312(h);

4                   “(H) \$4,000,000 for each of fiscal years  
5                   2016 through 2021 shall be available to carry  
6                   out section 5314;

7                   “(I) \$3,000,000 for each of fiscal years  
8                   2016 through 2021 shall be available for bus  
9                   testing under section 5318;

10                  “(J) \$5,000,000 for each of fiscal years  
11                  2016 through 2021 shall be available for the  
12                  national transit institute under section 5322(d);

13                  “(K) \$4,000,000 for each of fiscal years  
14                  2016 through 2021 shall be available to carry  
15                  out section 5335;

16                  “(L) \$2,328,342,500 for fiscal year 2016,  
17                  \$2,379,740,661 for fiscal year 2017,  
18                  \$2,433,879,761 for fiscal year 2018,  
19                  \$2,492,511,924 for fiscal year 2019,  
20                  \$2,555,385,537 for fiscal year 2020, and  
21                  \$2,620,006,127 for fiscal year 2021 shall be  
22                  available to carry out section 5337;

23                  “(M) \$534,750,000 for fiscal year 2016,  
24                  \$550,748,856 for fiscal year 2017,  
25                  \$567,600,893 for fiscal year 2018,

1           \$585,851,498 for fiscal year 2019,  
2           \$605,422,352 for fiscal year 2020, and  
3           \$625,536,993 for fiscal year 2021 shall be  
4           available for the bus and bus facilities program  
5           under section 5339(a);

6           “(N) \$190,000,000 for each of fiscal years  
7           2016 through 2021 shall be available for bus  
8           and bus facilities competitive grants under sec-  
9           tion 5339(b) and no or low emission grants  
10          under section 5339(c), of which \$55,000,000  
11          for each of fiscal years 2016 through 2021 shall  
12          be available to carry out section 5339(c);

13          “(O) \$548,250,750 for fiscal year 2016,  
14          \$560,353,385 for fiscal year 2017,  
15          \$573,101,425 for fiscal year 2018,  
16          \$586,907,438 for fiscal year 2019,  
17          \$601,712,178 for fiscal year 2020, and  
18          \$616,928,276 for fiscal year 2021 shall be allo-  
19          cated in accordance with section 5340 to pro-  
20          vide financial assistance for urbanized areas  
21          under section 5307 and rural areas under sec-  
22          tion 5311; and

23          “(P) \$4,000,000 for each of fiscal years  
24          2016 through 2021 shall be available to carry  
25          out section 5322(b).

1           “(b) RESEARCH, DEVELOPMENT, DEMONSTRATION,  
2 AND DEPLOYMENT PROGRAM.—There are authorized to  
3 be appropriated to carry out section 5312, other than sub-  
4 sections (e) and (h) of that section, \$20,000,000 for each  
5 of fiscal years 2016 through 2021.

6           “(c) TECHNICAL ASSISTANCE AND STANDARDS DE-  
7 VELOPMENT.—There are authorized to be appropriated to  
8 carry out section 5314, \$7,000,000 for each of fiscal years  
9 2016 through 2021.

10          “(d) HUMAN RESOURCES AND TRAINING.—There  
11 are authorized to be appropriated to carry out subsections  
12 (a), (b), (c), and (e) of section 5322, \$5,000,000 for each  
13 of fiscal years 2016 through 2021.

14          “(e) EMERGENCY RELIEF PROGRAM.—There are au-  
15 thorized to be appropriated such sums as are necessary  
16 to carry out section 5324.

17          “(f) CAPITAL INVESTMENT GRANTS.—There are au-  
18 thorized to be appropriated to carry out section 5309 of  
19 this title and section 21006(b) of the Federal Public  
20 Transportation Act of 2015, \$2,301,785,760 for fiscal  
21 year 2016, \$2,352,597,681 for fiscal year 2017,  
22 \$2,406,119,278 for fiscal year 2018, \$2,464,082,691 for  
23 fiscal year 2019, \$2,526,239,177 for fiscal year 2020, and  
24 \$2,590,122,713 for fiscal year 2021, of which  
25 \$276,214,291 for fiscal year 2016, \$282,311,722 for fis-

1 cal year 2017, \$288,734,313 for fiscal year 2018,  
2 \$295,689,923 for fiscal year 2019, \$303,148,701 for fis-  
3 cal year 2020, and \$310,814,726 for fiscal year 2021 shall  
4 be available to carry out section 21006(b) of the Federal  
5 Public Transportation Act of 2015.

6 “(g) ADMINISTRATION.—

7 “(1) IN GENERAL.—There are authorized to be  
8 appropriated to carry out section 5334,  
9 \$115,016,543 for fiscal year 2016, \$117,555,533 for  
10 fiscal year 2017, \$120,229,921 for fiscal year 2018,  
11 \$123,126,260 for fiscal year 2019, \$126,232,120 for  
12 fiscal year 2020, and \$129,424,278 for fiscal year  
13 2021.

14 “(2) SECTION 5329.—Of the amounts author-  
15 ized to be appropriated under paragraph (1), not  
16 less than \$8,000,000 for each of fiscal years 2016  
17 through 2021 shall be available to carry out section  
18 5329.

19 “(3) SECTION 5326.—Of the amounts made  
20 available under paragraph (2), not less than  
21 \$2,000,000 for each of fiscal years 2016 through  
22 2021 shall be available to carry out section 5326.

23 “(h) OVERSIGHT.—

24 “(1) IN GENERAL.—Of the amounts made  
25 available to carry out this chapter for a fiscal year,

1 the Secretary may use not more than the following  
2 amounts for the activities described in paragraph  
3 (2):

4 “(A) 0.5 percent of amounts made avail-  
5 able to carry out section 5305.

6 “(B) 0.75 percent of amounts made avail-  
7 able to carry out section 5307.

8 “(C) 1 percent of amounts made available  
9 to carry out section 5309.

10 “(D) 1 percent of amounts made available  
11 to carry out section 601 of the Passenger Rail  
12 Investment and Improvement Act of 2008  
13 (Public Law 110-432; 126 Stat. 4968).

14 “(E) 0.5 percent of amounts made avail-  
15 able to carry out section 5310.

16 “(F) 0.5 percent of amounts made avail-  
17 able to carry out section 5311.

18 “(G) 1 percent of amounts made available  
19 to carry out section 5337, of which not less  
20 than 0.25 percent shall be available to carry out  
21 section 5329.

22 “(H) 0.75 percent of amounts made avail-  
23 able to carry out section 5339.

24 “(2) ACTIVITIES.—The activities described in  
25 this paragraph are as follows:

1           “(A) Activities to oversee the construction  
2 of a major capital project.

3           “(B) Activities to review and audit the  
4 safety and security, procurement, management,  
5 and financial compliance of a recipient or sub-  
6 recipient of funds under this chapter.

7           “(C) Activities to provide technical assist-  
8 ance generally, and to provide technical assist-  
9 ance to correct deficiencies identified in compli-  
10 ance reviews and audits carried out under this  
11 section.

12           “(3) GOVERNMENT SHARE OF COSTS.—The  
13 Government shall pay the entire cost of carrying out  
14 a contract under this subsection.

15           “(4) AVAILABILITY OF CERTAIN FUNDS.—  
16 Funds made available under paragraph (1)(C) shall  
17 be made available to the Secretary before allocating  
18 the funds appropriated to carry out any project  
19 under a full funding grant agreement.

20           “(i) GRANTS AS CONTRACTUAL OBLIGATIONS.—

21           “(1) GRANTS FINANCED FROM HIGHWAY TRUST  
22 FUND.—A grant or contract that is approved by the  
23 Secretary and financed with amounts made available  
24 from the Mass Transit Account of the Highway  
25 Trust Fund pursuant to this section is a contractual

1 obligation of the Government to pay the Government  
2 share of the cost of the project.

3 “(2) GRANTS FINANCED FROM GENERAL  
4 FUND.—A grant or contract that is approved by the  
5 Secretary and financed with amounts appropriated  
6 in advance from the General Fund of the Treasury  
7 pursuant to this section is a contractual obligation  
8 of the Government to pay the Government share of  
9 the cost of the project only to the extent that  
10 amounts are appropriated for such purpose by an  
11 Act of Congress.

12 “(j) AVAILABILITY OF AMOUNTS.—Amounts made  
13 available by or appropriated under this section shall re-  
14 main available until expended.”.

15 **SEC. 21018. GRANTS FOR BUS AND BUS FACILITIES.**

16 (a) IN GENERAL.—Chapter 53 of title 49, United  
17 States Code, as amended by division G, is amended by  
18 striking section 5339 and inserting the following:

19 **“§ 5339. Grants for bus and bus facilities**

20 “(a) FORMULA GRANTS.—

21 “(1) DEFINITIONS.—In this subsection—

22 “(A) the term ‘low or no emission vehicle’  
23 has the meaning given that term in subsection  
24 (c)(1);

1           “(B) the term ‘State’ means a State of the  
2           United States; and

3           “(C) the term ‘territory’ means the Dis-  
4           trict of Columbia, Puerto Rico, the Northern  
5           Mariana Islands, Guam, American Samoa, and  
6           the United States Virgin Islands.

7           “(2) GENERAL AUTHORITY.—The Secretary  
8           may make grants under this subsection to assist eli-  
9           gible recipients described in paragraph (4)(A) in fi-  
10          nancing capital projects—

11           “(A) to replace, rehabilitate, and purchase  
12           buses and related equipment, including techno-  
13           logical changes or innovations to modify low or  
14           no emissions vehicles or facilities; and

15           “(B) to construct bus-related facilities.

16           “(3) GRANT REQUIREMENTS.—The require-  
17          ments of—

18           “(A) section 5307 shall apply to recipients  
19           of grants made in urbanized areas under this  
20           subsection; and

21           “(B) section 5311 shall apply to recipients  
22           of grants made in rural areas under this sub-  
23           section.

24           “(4) ELIGIBLE RECIPIENTS AND SUBRECIPI-  
25          ENTS.—



1           “(A) RECIPIENTS.—Eligible recipients  
2 under this subsection are—

3           “(i) designated recipients that allocate  
4 funds to fixed route bus operators; or

5           “(ii) State or local governmental enti-  
6 ties that operate fixed route bus service.

7           “(B) SUBRECIPIENTS.—A recipient that  
8 receives a grant under this subsection may allo-  
9 cate amounts of the grant to subrecipients that  
10 are public agencies or private nonprofit organi-  
11 zations engaged in public transportation.

12           “(5) DISTRIBUTION OF GRANT FUNDS.—Funds  
13 allocated under section 5338(a)(2)(M) shall be dis-  
14 tributed as follows:

15           “(A) NATIONAL DISTRIBUTION.—  
16 \$102,500,000 for each of fiscal years 2016  
17 through 2021 shall be allocated to all States  
18 and territories, with each State receiving  
19 \$2,000,000 for each such fiscal year and each  
20 territory receiving \$500,000 for each such fiscal  
21 year.

22           “(B) DISTRIBUTION USING POPULATION  
23 AND SERVICE FACTORS.—The remainder of the  
24 funds not otherwise distributed under subpara-  
25 graph (A) shall be allocated pursuant to the

1 formula set forth in section 5336 other than  
2 subsection (b).

3 “(6) TRANSFERS OF APPORTIONMENTS.—

4 “(A) TRANSFER FLEXIBILITY FOR NA-  
5 TIONAL DISTRIBUTION FUNDS.—The Governor  
6 of a State may transfer any part of the State’s  
7 apportionment under paragraph (5)(A) to sup-  
8 plement amounts apportioned to the State  
9 under section 5311(c) of this title or amounts  
10 apportioned to urbanized areas under sub-  
11 sections (a) and (c) of section 5336 of this title.

12 “(B) TRANSFER FLEXIBILITY FOR POPU-  
13 LATION AND SERVICE FACTORS FUNDS.—The  
14 Governor of a State may expend in an urban-  
15 ized area with a population of less than  
16 200,000 any amounts apportioned under para-  
17 graph (5)(B) that are not allocated to des-  
18 igned recipients in urbanized areas with a  
19 population of 200,000 or more.

20 “(7) GOVERNMENT SHARE OF COSTS.—

21 “(A) CAPITAL PROJECTS.—A grant for a  
22 capital project under this subsection shall be for  
23 80 percent of the net capital costs of the  
24 project. A recipient of a grant under this sub-

1 section may provide additional local matching  
2 amounts.

3 “(B) REMAINING COSTS.—The remainder  
4 of the net project cost shall be provided—

5 “(i) in cash from non-Government  
6 sources other than revenues from providing  
7 public transportation services;

8 “(ii) from revenues derived from the  
9 sale of advertising and concessions;

10 “(iii) from an undistributed cash sur-  
11 plus, a replacement or depreciation cash  
12 fund or reserve, or new capital;

13 “(iv) from amounts received under a  
14 service agreement with a State or local so-  
15 cial service agency or private social service  
16 organization; or

17 “(v) from revenues generated from  
18 value capture financing mechanisms.

19 “(8) PERIOD OF AVAILABILITY TO RECIPI-  
20 ENTS.—Amounts made available under this sub-  
21 section may be obligated by a recipient for 3 fiscal  
22 years after the fiscal year in which the amount is  
23 apportioned. Not later than 30 days after the end of  
24 the 3-fiscal-year period described in the preceding  
25 sentence, any amount that is not obligated on the

1 last day of that period shall be added to the amount  
2 that may be apportioned under this subsection in the  
3 next fiscal year.

4 “(b) BUS AND BUS FACILITIES COMPETITIVE  
5 GRANTS.—

6 “(1) IN GENERAL.—The Secretary may make  
7 grants under this subsection to designated recipients  
8 to assist in the financing of bus and bus facilities  
9 capital projects, including—

10 “(A) replacing, rehabilitating, purchasing,  
11 or leasing buses or related equipment; and

12 “(B) rehabilitating, purchasing, con-  
13 structing, or leasing bus-related facilities.

14 “(2) GRANT CONSIDERATIONS.—In making  
15 grants under this subsection, the Secretary shall  
16 consider the age and condition of buses, bus fleets,  
17 related equipment, and bus-related facilities.

18 “(3) STATEWIDE APPLICATIONS.—A State may  
19 submit a statewide application on behalf of a public  
20 agency or private nonprofit organization engaged in  
21 public transportation in rural areas or other areas  
22 for which the State allocates funds. The submission  
23 of a statewide application shall not preclude the sub-  
24 mission and consideration of any application under

1       this subsection from other eligible recipients in an  
2       urbanized area in a State.

3           “(4) REQUIREMENTS FOR THE SECRETARY.—

4       The Secretary shall—

5           “(A) disclose all metrics and evaluation  
6           procedures to be used in considering grant ap-  
7           plications under this subsection upon issuance  
8           of the notice of funding availability in the Fed-  
9           eral Register; and

10          “(B) publish a summary of final scores for  
11          selected projects, metrics, and other evaluations  
12          used in awarding grants under this subsection  
13          in the Federal Register.

14          “(5) RURAL PROJECTS.—Not less 10 percent of  
15          the amounts made available under this subsection in  
16          a fiscal year shall be distributed to projects in rural  
17          areas.

18          “(6) GRANT REQUIREMENTS.—

19           “(A) IN GENERAL.—A grant under this  
20           subsection shall be subject to the requirements  
21           of—

22           “(i) section 5307 for recipients of  
23           grants made in urbanized areas; and

24           “(ii) section 5311 for recipients of  
25           grants made in rural areas.

1           “(B) GOVERNMENT SHARE OF COSTS.—

2           The Government share of the cost of an eligible  
3           project carried out under this subsection shall  
4           not exceed 80 percent.

5           “(7) AVAILABILITY OF FUNDS.—Any amounts  
6           made available to carry out this subsection—

7           “(A) shall remain available for 2 fiscal  
8           years after the fiscal year for which the amount  
9           is made available; and

10           “(B) that remain unobligated at the end of  
11           the period described in subparagraph (A) shall  
12           be added to the amount made available to an el-  
13           igible project in the following fiscal year.

14           “(8) LIMITATION.—Of the amounts made avail-  
15           able under this subsection, not more than 15 percent  
16           may be awarded to a single grantee.

17           “(c) LOW OR NO EMISSION GRANTS.—

18           “(1) DEFINITIONS.—In this subsection—

19           “(A) the term ‘direct carbon emissions’  
20           means the quantity of direct greenhouse gas  
21           emissions from a vehicle, as determined by the  
22           Administrator of the Environmental Protection  
23           Agency;

1           “(B) the term ‘eligible project’ means a  
2 project or program of projects in an eligible  
3 area for—

4           “(i) acquiring low or no emission vehi-  
5 cles;

6           “(ii) leasing low or no emission vehi-  
7 cles;

8           “(iii) acquiring low or no emission ve-  
9 hicles with a leased power source;

10           “(iv) constructing facilities and re-  
11 lated equipment for low or no emission ve-  
12 hicles;

13           “(v) leasing facilities and related  
14 equipment for low or no emission vehicles;

15           “(vi) constructing new public trans-  
16 portation facilities to accommodate low or  
17 no emission vehicles; or

18           “(vii) rehabilitating or improving ex-  
19 isting public transportation facilities to ac-  
20 commodate low or no emission vehicles;

21           “(C) the term ‘leased power source’ means  
22 a removable power source, as defined in para-  
23 graph (4)(A) of section 5316(c), that is made  
24 available through a capital lease under that sec-  
25 tion;

1           “(D) the term ‘low or no emission bus’  
2 means a bus that is a low or no emission vehi-  
3 cle;

4           “(E) the term ‘low or no emission vehicle’  
5 means—

6           “(i) a passenger vehicle used to pro-  
7 vide public transportation that the Sec-  
8 retary determines sufficiently reduces en-  
9 ergy consumption or harmful emissions, in-  
10 cluding direct carbon emissions, when com-  
11 pared to a comparable standard vehicle; or

12           “(ii) a zero emission vehicle used to  
13 provide public transportation;

14           “(F) the term ‘recipient’ means a des-  
15 ignated recipient, a local governmental author-  
16 ity, or a State that receives a grant under this  
17 subsection for an eligible project; and

18           “(G) the term ‘zero emission vehicle’  
19 means a low or no emission vehicle that pro-  
20 duces no carbon or particulate matter.

21           “(2) GENERAL AUTHORITY.—The Secretary  
22 may make grants to recipients to finance eligible  
23 projects under this subsection.

24           “(3) GRANT REQUIREMENTS.—



1           “(A) IN GENERAL.—A grant under this  
2 subsection shall be subject to the requirements  
3 of section 5307.

4           “(B) GOVERNMENT SHARE OF COSTS FOR  
5 CERTAIN PROJECTS.—Section 5323(i) applies to  
6 eligible projects carried out under this sub-  
7 section, unless the recipient requests a lower  
8 grant percentage.

9           “(C) COMBINATION OF FUNDING  
10 SOURCES.—

11           “(i) COMBINATION PERMITTED.—An  
12 eligible project carried out under this sub-  
13 section may receive funding under section  
14 5307 or any other provision of law.

15           “(ii) GOVERNMENT SHARE.—Nothing  
16 in this subparagraph shall be construed to  
17 alter the Government share required under  
18 paragraph (7), section 5307, or any other  
19 provision of law.

20           “(4) COMPETITIVE PROCESS.—The Secretary  
21 shall—

22           “(A) not later than 30 days after the date  
23 on which amounts are made available for obli-  
24 gation under this subsection for a full fiscal

1           year, solicit grant applications for eligible  
2           projects on a competitive basis; and

3                   “(B) award a grant under this subsection  
4           based on the solicitation under subparagraph  
5           (A) not later than the earlier of—

6                           “(i) 75 days after the date on which  
7                           the solicitation expires; or

8                           “(ii) the end of the fiscal year in  
9                           which the Secretary solicited the grant ap-  
10                          plications.

11           “(5) CONSIDERATION.—In awarding grants  
12           under this subsection, the Secretary shall only con-  
13           sider eligible projects relating to the acquisition or  
14           leasing of low or no emission buses that—

15                          “(A) make greater reductions in energy  
16                          consumption and harmful emissions, including  
17                          direct carbon emissions, than comparable stand-  
18                          ard buses or other low or no emission buses;  
19                          and

20                          “(B) are part of a long-term integrated  
21                          fleet management plan for the recipient.

22           “(6) AVAILABILITY OF FUNDS.—Any amounts  
23           made available to carry out this subsection—

1           “(A) shall remain available to an eligible  
2 project for 2 fiscal years after the fiscal year  
3 for which the amount is made available; and

4           “(B) that remain unobligated at the end of  
5 the period described in subparagraph (A) shall  
6 be added to the amount made available to an el-  
7 igible project in the following fiscal year.

8           “(7) GOVERNMENT SHARE OF COSTS.—

9           “(A) IN GENERAL.—The Federal share of  
10 the cost of an eligible project carried out under  
11 this subsection shall not exceed 80 percent.

12           “(B) NON-FEDERAL SHARE.—The non-  
13 Federal share of the cost of an eligible project  
14 carried out under this subsection may be de-  
15 rived from in-kind contributions.”.

16           (b) TECHNICAL AND CONFORMING AMENDMENT.—  
17 The table of sections for chapter 53 of title 49, United  
18 States Code, is amended by striking the item relating to  
19 section 5339 and inserting the following:

“5339. Grants for bus and bus facilities.”.

20 **SEC. 21019. SALARY OF FEDERAL TRANSIT ADMINIS-**  
21 **TRATOR.**

22           (a) IN GENERAL.—Section 5313 of title 5, United  
23 States Code, is amended by adding at the end the fol-  
24 lowing:

25           “Federal Transit Administrator.”.

1 (b) CONFORMING AMENDMENT.—Section 5314 of  
2 title 5, United States Code, is amended by striking “Fed-  
3 eral Transit Administrator.”.

4 (c) EFFECTIVE DATE.—The amendments made by  
5 this section shall take effect on the first day of the first  
6 pay period beginning on or after the first day of the first  
7 fiscal year beginning after the date of enactment of this  
8 Act.

9 **SEC. 21020. TECHNICAL AND CONFORMING AMENDMENTS.**

10 (a) CHAPTER 53 OF TITLE 49, UNITED STATES  
11 CODE.—

12 (1) IN GENERAL.—Chapter 53 of title 49,  
13 United States Code, is amended—

14 (A) by striking section 5319;

15 (B) in section 5325—

16 (i) in subsection (e)(2), by striking  
17 “at least two”; and

18 (ii) in subsection (h), by striking  
19 “Federal Public Transportation Act of  
20 2012” and inserting “Federal Public  
21 Transportation Act of 2015”;

22 (C) in section 5336—

23 (i) in subsection (a), by striking “sub-  
24 section (h)(4)” and inserting “subsection  
25 (h)(5)”; and

1 (ii) in subsection (h), as amended by  
2 division G—

3 (I) by striking paragraph (1) and  
4 inserting the following:

5 “(1) \$30,000,000 for each fiscal year shall be  
6 set aside to carry out section 5307(h);” and

7 (II) in paragraph (3), by striking  
8 “1.5 percent” and inserting “2 per-  
9 cent”; and

10 (D) in section 5340(b), by striking “sec-  
11 tion 5338(b)(2)(M)” and inserting “section  
12 5338(a)(2)(O)”.

13 (2) TABLE OF SECTIONS.—The table of sections  
14 for chapter 53 of title 49, United States Code, is  
15 amended by striking the item relating to section  
16 5319 and inserting the following:

“[5319. Repealed.]”.

17 (b) CHAPTER 105 OF TITLE 49, UNITED STATES  
18 CODE.—Section 10501(c) of title 49, United States Code,  
19 is amended—

20 (1) in paragraph (1)—

21 (A) in subparagraph (A)(i), by striking  
22 “section 5302(a)” and inserting “section  
23 5302”; and

24 (B) in subparagraph (B)—

1 (i) by striking “mass transportation”  
2 and inserting “public transportation”; and  
3 (ii) by striking “section 5302(a)” and  
4 inserting “section 5302”; and  
5 (2) in paragraph (2)(A), by striking “mass  
6 transportation” and inserting “public transpor-  
7 tation”.

8 **DIVISION C—COMPREHENSIVE**  
9 **TRANSPORTATION AND CON-**  
10 **SUMER PROTECTION ACT OF**  
11 **2015**

12 **SEC. 31001. SHORT TITLE.**

13 This division may be cited as the “Comprehensive  
14 Transportation and Consumer Protection Act of 2015.”

15 **SEC. 31002. REFERENCES TO TITLE 49, UNITED STATES**  
16 **CODE.**

17 Except as otherwise expressly provided, wherever in  
18 this division an amendment or repeal is expressed in terms  
19 of an amendment to, or repeal of, a section or other provi-  
20 sion, the reference shall be considered to be made to a  
21 section or other provision of title 49, United States Code.

22 **SEC. 31003. EFFECTIVE DATE.**

23 Subtitle A of title XXXII, sections 33103, 34101(g),  
24 34105, 34106, 34107, 34133, 34141, 34202, 34203,  
25 34204, 34205, 34206, 34207, 34208, 34211, 34212,

1 34213, 34214, 34215, subtitles C and D of title XXXIV,  
2 and title XXXV take effect on the date of enactment of  
3 this Act.

4 **TITLE XXXI—OFFICE OF THE**  
5 **SECRETARY**  
6 **Subtitle A—Accelerating Project**  
7 **Delivery**

8 **SEC. 31101. DELEGATION OF AUTHORITY.**

9 (a) IN GENERAL.—Chapter 1 is amended by adding  
10 at the end the following:

11 **“§ 116. Administrations; acting officers**

12 “No person designated to serve as the acting head  
13 of an administration in the department of transportation  
14 under section 3345 of title 5 may continue to perform the  
15 functions and duties of the office if the time limitations  
16 in section 3346 of that title would prevent the person from  
17 continuing to serve in a formal acting capacity.”.

18 (b) CONFORMING AMENDMENT.—The table of con-  
19 tents for chapter 1 is amended by inserting after the item  
20 relating to section 115 the following:

“116. Administrations; acting officers.”.

21 (c) APPLICATION.—The amendment under subsection  
22 (a) shall apply to any applicable office with a position des-  
23 ignated for a Senate confirmed official.

1 **SEC. 31102. INFRASTRUCTURE PERMITTING IMPROVEMENT**

2 **CENTER.**

3 (a) IN GENERAL.—Subchapter I of chapter 3, as  
4 amended by sections 31104 and 31106 of this Act, is fur-  
5 ther amended by adding after section 311 the following:

6 **“§ 312. Interagency Infrastructure Permitting Im-  
7  
8 **provement Center****

8 “(a) IN GENERAL.—There is established in the Office  
9 of the Secretary an Interagency Infrastructure Permitting  
10 Improvement Center (referred to in this section as the  
11 ‘Center’).

12 “(b) ROLES AND RESPONSIBILITIES.—

13 “(1) GOVERNANCE.—The Center shall report to  
14 the chair of the Steering Committee described in  
15 paragraph (2) to ensure that the perspectives of all  
16 member agencies are represented.

17 “(2) INFRASTRUCTURE PERMITTING STEERING  
18 COMMITTEE.—An Infrastructure Permitting Steer-  
19 ing Committee (referred to in this section as the  
20 ‘Steering Committee’) is established to oversee the  
21 work of the Center. The Steering Committee shall be  
22 chaired by the Federal Chief Performance Officer in  
23 consultation with the Chair of the Council on Envi-  
24 ronmental Quality and shall be comprised of Dep-  
25 uty-level representatives from the following depart-  
26 ments and agencies:



1 “(A) The Department of Defense.

2 “(B) The Department of the Interior.

3 “(C) The Department of Agriculture.

4 “(D) The Department of Commerce.

5 “(E) The Department of Transportation.

6 “(F) The Department of Energy.

7 “(G) The Department of Homeland Security.  
8

9 “(H) The Environmental Protection Agency.  
10

11 “(I) The Advisory Council on Historic  
12 Preservation.

13 “(J) The Department of the Army.

14 “(K) The Department of Housing and  
15 Urban Development.

16 “(L) Other agencies the Chair of the  
17 Steering Committee invites to participate.

18 “(3) ACTIVITIES.—The Center shall support the  
19 Chair of the Steering Committee and undertake the  
20 following:

21 “(A) Coordinate and support implementa-  
22 tion of priority reform actions for Federal agen-  
23 cy permitting and reviews for areas as defined  
24 and identified by the Steering Committee.

1           “(B) Support modernization efforts at  
2 Federal agencies and interagency pilots for in-  
3 novative approaches to the permitting and re-  
4 view of infrastructure projects.

5           “(C) Provide technical assistance and  
6 training to field and headquarters staff of Fed-  
7 eral agencies on policy changes, innovative ap-  
8 proaches to project delivery, and other topics as  
9 appropriate.

10           “(D) Identify, develop, and track metrics  
11 for timeliness of permit reviews, permit deci-  
12 sions, and project outcomes.

13           “(E) Administer and expand the use of on-  
14 line transparency tools providing for—

15                   “(i) tracking and reporting of metrics;

16                   “(ii) development and posting of  
17 schedules for permit reviews and permit  
18 decisions; and

19                   “(iii) sharing of best practices related  
20 to efficient project permitting and reviews.

21           “(F) Provide reporting to the President on  
22 progress toward achieving greater efficiency in  
23 permitting decisions and review of infrastruc-  
24 ture projects and progress toward achieving

1 better outcomes for communities and the envi-  
2 ronment.

3 “(G) Meet not less frequently than annu-  
4 ally with groups or individuals representing  
5 State, Tribal, and local governments that are  
6 engaged in the infrastructure permitting proc-  
7 ess.

8 “(4) INFRASTRUCTURE SECTORS COVERED.—  
9 The Center shall support process improvements in  
10 the permitting and review of infrastructure projects  
11 in the following sectors:

12 “(A) Surface transportation.

13 “(B) Aviation.

14 “(C) Ports and waterways.

15 “(D) Water resource projects.

16 “(E) Renewable energy generation.

17 “(F) Electricity transmission.

18 “(G) Broadband.

19 “(H) Pipelines.

20 “(I) Other sectors, as determined by the  
21 Steering Committee.

22 “(c) PERFORMANCE MEASURES.—

23 “(1) IN GENERAL.—Not later than 1 year after  
24 the date of enactment of the Comprehensive Trans-  
25 portation and Consumer Protection Act of 2015, the

1 Secretary, in coordination with the heads of other  
2 Federal agencies on the Steering Committee with re-  
3 sponsibility for the review and approval of infra-  
4 structure projects sectors described in subsection  
5 (b)(4), shall evaluate and report on—

6 “(A) the progress made toward aligning  
7 Federal reviews of such projects and the im-  
8 provement of project delivery associated with  
9 those projects; and

10 “(B) the effectiveness of the Center in  
11 achieving reduction of permitting time and  
12 project delivery time.

13 “(2) PERFORMANCE TARGETS.—Not later than  
14 180 days after the date on which the Secretary of  
15 Transportation establishes performance measures in  
16 accordance with paragraph (1), the Secretary shall  
17 establish performance targets relating to each of the  
18 measures and standards described in subparagraphs  
19 (A) and (B) of paragraph (1).

20 “(3) REPORT TO CONGRESS.—Not later than 2  
21 years after the date of enactment of the Comprehen-  
22 sive Transportation and Consumer Protection Act of  
23 2015 and biennially thereafter, the Secretary shall  
24 submit a report to the Committee on Commerce,  
25 Science, and Transportation of the Senate and the

1 Committee on Transportation and Infrastructure of  
2 the House of Representatives that describes—

3 “(A) the results of the evaluation con-  
4 ducted under paragraph (1); and

5 “(B) the progress towards achieving the  
6 targets established under paragraph (2).

7 “(4) INSPECTOR GENERAL REPORT.—Not later  
8 than 3 years after the date of enactment of the  
9 Comprehensive Transportation and Consumer Pro-  
10 tection Act of 2015, the Inspector General of the  
11 Department of Transportation shall submit a report  
12 to the Committee on Commerce, Science, and Trans-  
13 portation of the Senate and the Committee on  
14 Transportation and Infrastructure of the House of  
15 Representatives that describes—

16 “(A) the results of the evaluation con-  
17 ducted under paragraph (1); and

18 “(B) the progress towards achieving the  
19 targets established under paragraph (2).”.

20 (b) CONFORMING AMENDMENT.—The table of con-  
21 tents of chapter 3, as amended by sections 31104 and  
22 31106 of this Act, is further amended by inserting after  
23 the item relating to section 311 the following:

“312. Interagency Infrastructure Permitting Improvement Center.”.

1 **SEC. 31103. ACCELERATED DECISION-MAKING IN ENVIRON-**  
2 **MENTAL REVIEWS.**

3 (a) IN GENERAL.—Subchapter I of chapter 3 is  
4 amended by inserting after section 304 the following:

5 **“§ 304a. Accelerated decision-making in environ-**  
6 **mental reviews**

7 “(a) IN GENERAL.—In preparing a final environ-  
8 mental impact statement under the National Environ-  
9 mental Policy Act of 1969 (42 U.S.C. 4321 et seq.), if  
10 the Department of Transportation, when acting as lead  
11 agency, modifies the statement in response to comments  
12 that are minor and are confined to factual corrections or  
13 explanations of why the comments do not warrant addi-  
14 tional Departmental response, the Department may write  
15 on errata sheets attached to the statement instead of re-  
16 writing the draft statement, subject to the condition that  
17 the errata sheets—

18 “(1) cite the sources, authorities, or reasons  
19 that support the position of the Department; and

20 “(2) if appropriate, indicate the circumstances  
21 that would trigger Departmental reappraisal or fur-  
22 ther response.

23 “(b) INCORPORATION.—To the maximum extent  
24 practicable, the Department shall expeditiously develop a  
25 single document that consists of a final environmental im-  
26 pact statement and a record of decision, unless—



1 tional Environmental Policy Act of 1969 (42 U.S.C. 4321  
2 et seq.) (referred to in this section as ‘NEPA’). The co-  
3 ordinated and concurrent environmental review and per-  
4 mitting process shall—

5           “(1) ensure that the Department of Transpor-  
6 tation and Federal agencies of jurisdiction possess  
7 sufficient information early in the review process to  
8 determine a statement of a transportation project’s  
9 purpose and need and range of alternatives for anal-  
10 ysis that the lead agency and agencies of jurisdiction  
11 will rely upon for concurrent environmental reviews  
12 and permitting decisions required for the proposed  
13 project;

14           “(2) achieve early concurrence or issue resolu-  
15 tion during the NEPA scoping process on the De-  
16 partment of Transportation’s statement of a  
17 project’s purpose and need and during development  
18 of the environmental impact statement on the range  
19 of alternatives for analysis that the lead agency and  
20 agencies of jurisdiction will rely upon for concurrent  
21 environmental reviews and permitting decisions re-  
22 quired for the proposed project absent circumstances  
23 that require reconsideration in order to meet an  
24 agency of jurisdiction’s legal obligations; and



1           “(3) achieve concurrence or issue resolution in  
2           an expedited manner if circumstances arise that re-  
3           quire a reconsideration of the purpose and need or  
4           range of alternatives considered during any Federal  
5           agency’s environmental or permitting review in order  
6           to meet an agency of jurisdiction’s legal obligations.

7           “(b) ENVIRONMENTAL CHECKLIST.—The Secretary  
8           of Transportation and Federal agencies of jurisdiction  
9           likely to have substantive review or approval responsibil-  
10          ities on transportation projects, not later than 90 days  
11          after the date of enactment of the Comprehensive Trans-  
12          portation and Consumer Protection Act of 2015, shall  
13          jointly develop a checklist to help project sponsors identify  
14          potential natural, cultural, and historic resources in the  
15          area of a proposed project. The purpose of the checklist  
16          is—

17                 “(1) to identify agencies of jurisdiction and co-  
18                 operating agencies,

19                 “(2) to develop the information needed for the  
20                 purpose and need and alternatives for analysis; and

21                 “(3) to improve interagency collaboration to  
22                 help expedite the permitting process for the lead  
23                 agency and Federal agencies of jurisdiction.

24           “(c) INTERAGENCY COLLABORATION.—Consistent  
25          with Federal environmental statutes and the priority re-

1 form actions for Federal agency permitting and reviews  
2 defined and identified by the Steering Committee estab-  
3 lished under section 312, the Secretary shall facilitate an-  
4 nual interagency collaboration sessions at the appropriate  
5 jurisdictional level to coordinate business plans and facili-  
6 tate coordination of workload planning and workforce  
7 management. This engagement shall ensure agency staff  
8 is fully engaged and utilizing the flexibility of existing reg-  
9 ulations, policies, and guidance and identifying additional  
10 actions to facilitate high quality, efficient, and targeted  
11 environmental reviews and permitting decisions. The ses-  
12 sions and the interagency collaborations they generate  
13 shall focus on how to work with State and local transpor-  
14 tation entities to improve project planning, siting, and ap-  
15 plication quality and how to consult and coordinate with  
16 relevant stakeholders and Federal, tribal, State, and local  
17 representatives early in permitting processes.

18 “(d) PERFORMANCE MEASUREMENT.—Not later  
19 than 1 year after the date of enactment of the Comprehen-  
20 sive Transportation and Consumer Protection Act of  
21 2015, the Secretary of Transportation, in coordination  
22 with the Steering Committee established under section  
23 312 of this title, shall establish a program to measure and  
24 report on progress towards aligning Federal reviews as  
25 outlined in this section.”.

1 (b) CONFORMING AMENDMENT.—The table of con-  
2 tents of subchapter I of chapter 3 is amended by inserting  
3 after the item relating to section 309 the following:

“310. Aligning Federal environmental reviews.”.

4 **SEC. 31105. MULTIMODAL CATEGORICAL EXCLUSIONS.**

5 Section 304 is amended—

6 (1) in subsection (a)—

7 (A) in paragraph (1)—

8 (i) by striking “operating authority”  
9 and inserting “operating administration or  
10 secretarial office”;

11 (ii) by inserting “has expertise but”  
12 before “is not the lead”; and

13 (iii) by inserting “proposed  
14 multimodal” before “project”;

15 (B) by amending paragraph (2) to read as  
16 follows:

17 “(2) LEAD AUTHORITY.—The term ‘lead au-  
18 thority’ means a Department of Transportation op-  
19 erating administration or secretarial office that has  
20 the lead responsibility for a proposed multimodal  
21 project.”; and

22 (C) in paragraph (3), by striking “has the  
23 meaning given the term in section 139(a) of  
24 title 23” and inserting “means an action by the  
25 Department of Transportation that involves ex-

1           pertise of 1 or more Department of Transpor-  
2           tation operating administrations or secretarial  
3           offices”;

4           (2) in subsection (b), by striking “under this  
5           title” and inserting “by the Secretary of Transpor-  
6           tation”;

7           (3) in subsection (c)—

8           (A) in the matter preceding paragraph  
9           (1)—

10           (i) by striking “a categorical exclusion  
11           designated under the implementing regula-  
12           tions or” and inserting “categorical exclu-  
13           sions designated under the National Envi-  
14           ronmental Policy Act of 1969 (42 U.S.C.  
15           4321 et seq.) implementing”; and

16           (ii) by striking “other components of  
17           the” and inserting “a proposed  
18           multimodal”;

19           (B) by amending paragraphs (1) and (2)  
20           to read as follows:

21           “(1) the lead authority makes a preliminary de-  
22           termination on the applicability of a categorical ex-  
23           clusion to a proposed multimodal project and notifies  
24           the cooperating authority of its intent to apply the  
25           cooperating authority categorical exclusion;

1           “(2) the cooperating authority does not object  
2           to the lead authority’s preliminary determination of  
3           its applicability;”;

4           (C) in paragraph (3)—

5                 (i) by inserting “the lead authority de-  
6                 termines that” before “the component of”;  
7                 and

8                 (ii) by inserting “proposed  
9                 multimodal” before “project to be cov-  
10                ered”; and

11           (D) by amending paragraph (4) to read as  
12           follows:

13           “(4) the lead authority, with the concurrence of  
14           the cooperating authority—

15                 “(A) follows implementing regulations or  
16                 procedures under the National Environmental  
17                 Policy Act of 1969 (42 U.S.C. 4321 et seq.);

18                 “(B) determines that the proposed  
19                 multimodal project does not individually or cu-  
20                 mulatively have a significant impact on the en-  
21                 vironment; and

22                 “(C) determines that extraordinary cir-  
23                 cumstances do not exist that merit additional  
24                 analysis and documentation in an environ-  
25                 mental impact statement or environmental as-

1           assessment required under the National Environ-  
2           mental Policy Act of 1969 (42 U.S.C. 4321 et  
3           seq.).”; and

4           (4) by amending subsection (d) to read as fol-  
5           lows:

6           “(d) COOPERATING 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. 31106. IMPROVING TRANSPARENCY IN ENVIRON-**  
11 **MENTAL REVIEWS.**

12           (a) IN GENERAL.—Subchapter I of chapter 3, as  
13           amended by section 31104 of this Act, is further amended  
14           by inserting after section 310 the following:

15 **“§ 311. Improving transparency in environmental re-**  
16 **views**

17           “(a) IN GENERAL.—Not later than 2 years after the  
18           date of enactment of the Comprehensive Transportation  
19           and Consumer Protection Act of 2015, the Secretary of  
20           Transportation shall establish an online platform and, in  
21           coordination with Federal agencies described in subsection  
22           (b), issue reporting standards to make publicly available  
23           the status and progress with respect to compliance with  
24           applicable requirements under the National Environ-  
25           mental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and

1 any other Federal approval required under applicable laws  
2 for projects and activities requiring an environmental as-  
3 sessment or an environmental impact statement.

4 “(b) FEDERAL AGENCY PARTICIPATION.—A Federal  
5 agency of jurisdiction over an approval required for a  
6 project under applicable laws shall provide information re-  
7 garding the status and progress of the approval to the on-  
8 line platform, consistent with the standards established  
9 under subsection (a).

10 “(c) ASSIGNMENT OF RESPONSIBILITIES.—An entity  
11 with assigned authority for responsibilities under the Na-  
12 tional Environmental Policy Act of 1969 (42 U.S.C. 4321  
13 et seq.), under section 326 or section 327 of title 23 shall  
14 be responsible for supplying project development and com-  
15 pliance status for all applicable projects.”.

16 (b) CONFORMING AMENDMENT.—The table of con-  
17 tents of subchapter I of chapter 3, as amended by section  
18 31104 of this Act, is further amended by inserting after  
19 the item relating to section 310, the following:

“311. Improving transparency in environmental reviews.”.

20 **SEC. 31107. LOCAL TRANSPORTATION INFRASTRUCTURE**  
21 **PROGRAM.**

22 Section 610 of title 23, United States Code, is  
23 amended—

24 (1) in subsection (d)—

1 (A) in paragraph (1), by striking subpara-  
2 graph (A) and inserting the following:

3 “(A) 10 percent of the funds apportioned  
4 to the State for each of fiscal years 2016  
5 through 2021 under each of sections 104(b)(1),  
6 104(b)(2), and 144; and”;

7 (B) in paragraph (2), by striking “2005  
8 through 2009” and inserting “2016 through  
9 2021”;

10 (C) in paragraph (3), by striking “2005  
11 through 2009” and inserting “2016 through  
12 2021”; and

13 (D) in paragraph (5), by striking “section  
14 133(d)(3)” and inserting “section 133(d)(4”;  
15 and

16 (2) in subsection (k), by striking “2005 through  
17 2009” and inserting “2016 through 2021”.

## 18 **Subtitle B—Research**

### 19 **SEC. 31201. FINDINGS.**

20 Congress makes the followings findings:

21 (1) Federal transportation research planning  
22 and coordination—

23 (A) should occur within the Office of the  
24 Secretary; and



1 (B) should be, to the extent practicable,  
2 multi-modal and not occur solely within the  
3 subagencies of the Department of Transpor-  
4 tation.

5 (2) Managing a multi-modal research portfolio  
6 within the Office of the Secretary will—

7 (A) help identify opportunities where re-  
8 search could be applied across modes; and

9 (B) prevent duplication of efforts and  
10 waste of limited Federal resources.

11 (3) An ombudsman for research at the Depart-  
12 ment of Transportation will—

13 (A) give stakeholders a formal opportunity  
14 to address concerns;

15 (B) ensure unbiased research; and

16 (C) improve the overall research products  
17 of the Department.

18 (4) Increasing transparency of transportation  
19 research efforts will—

20 (A) build stakeholder confidence in the  
21 final product; and

22 (B) lead to the improved implementation  
23 of research findings.

1 **SEC. 31202. MODAL RESEARCH PLANS.**

2 (a) IN GENERAL.—Not later than June 15 of the  
3 year preceding the research fiscal year, the head of each  
4 modal administration and joint program office of the De-  
5 partment of Transportation shall submit a comprehensive  
6 annual modal research plan to the Assistant Secretary for  
7 Research and Technology of the Department of Transpor-  
8 tation (referred to in this subtitle as the “Assistant Sec-  
9 retary”).

10 (b) REVIEW.—

11 (1) IN GENERAL.—Not later than October 1 of  
12 each year, the Assistant Secretary, for each plan  
13 submitted pursuant to subsection (a), shall—

14 (A) review the scope of the research; and

15 (B)(i) approve the plan; or

16 (ii) request that the plan be revised.

17 (2) PUBLICATIONS.—Not later than January  
18 30 of each year, the Secretary shall publish each  
19 plan that has been approved under paragraph  
20 (1)(B)(i) on a public website.

21 (3) REJECTION OF DUPLICATIVE RESEARCH EF-  
22 FORTS.—The Assistant Secretary may not approve  
23 any plan submitted by the head of a modal adminis-  
24 tration or joint program office pursuant to sub-  
25 section (a) if such plan duplicates the research ef-  
26 forts of any other modal administration.

1           (c) FUNDING LIMITATIONS.—No funds may be ex-  
2           pended by the Department of Transportation on research  
3           that has not previously been approved as part of a modal  
4           research plan approved by the Assistant Secretary un-  
5           less—

6                   (1) such research is required by an Act of Con-  
7                   gress;

8                   (2) such research was part of a contract that  
9                   was funded before the date of enactment of this Act;  
10                  or

11                  (3) the Secretary of Transportation certifies to  
12                  Congress that such research is necessary before the  
13                  approval of a modal research plan.

14           (d) DUPLICATIVE RESEARCH.—

15                   (1) IN GENERAL.—Except as provided in para-  
16                   graph (2), no funds may be expended by the Depart-  
17                   ment of Transportation on research projects that the  
18                   Secretary identifies as duplicative under subsection  
19                   (b)(3).

20                   (2) EXCEPTIONS.—Paragraph (1) shall not  
21                   apply to—

22                           (A) updates to previously commissioned re-  
23                           search;

24                           (B) research commissioned to carry out an  
25                           Act of Congress; or

1 (C) research commissioned before the date  
2 of enactment of this Act.

3 (e) CERTIFICATION.—

4 (1) IN GENERAL.—The Secretary shall annually  
5 certify to Congress that—

6 (A) each modal research plan has been re-  
7 viewed; and

8 (B) there is no duplication of study for re-  
9 search directed, commissioned, or conducted by  
10 the Department of Transportation.

11 (2) CORRECTIVE ACTION PLAN.—If the Sec-  
12 retary, after submitting a certification under para-  
13 graph (1), identifies duplication of research within  
14 the Department of Transportation, the Secretary  
15 shall—

16 (A) notify Congress of the duplicative re-  
17 search; and

18 (B) submit a corrective action plan to Con-  
19 gress that will eliminate such duplicative re-  
20 search.

21 **SEC. 31203. CONSOLIDATED RESEARCH PROSPECTUS AND**  
22 **STRATEGIC PLAN.**

23 (a) PROSPECTUS.—

24 (1) IN GENERAL.—The Secretary shall annually  
25 publish, on a public website, a comprehensive pro-

1       spectus on all research projects conducted by the  
2       Department of Transportation, including, to the ex-  
3       tent practicable, research funded through University  
4       Transportation Centers.

5           (2) CONTENTS.—The prospectus published  
6       under paragraph (1) shall—

7           (A) include the consolidated modal re-  
8       search plans approved under section 1302;

9           (B) describe the research objectives,  
10       progress, and allocated funds for each research  
11       project;

12          (C) identify research projects with multi-  
13       modal applications;

14          (D) specify how relevant modal administra-  
15       tions have assisted, will contribute to, or plan  
16       to use the findings from the research projects  
17       identified under paragraph (1);

18          (E) identify areas in which multiple modal  
19       administrations are conducting research  
20       projects on similar subjects or subjects which  
21       have bearing on multiple modes;

22          (F) describe the interagency and cross  
23       modal communication and coordination that has  
24       occurred to prevent duplication of research ef-  
25       forts within the Department of Transportation;

1 (G) indicate how research is being dissemi-  
2 nated to improve the efficiency and safety of  
3 transportation systems;

4 (H) describe how agencies developed their  
5 research plans; and

6 (I) describe the opportunities for public  
7 and stakeholder input.

8 (b) FUNDING REPORT.—In conjunction with each of  
9 the President’s annual budget requests under section 1105  
10 of title 31, United States Code, the Secretary shall submit  
11 a report to appropriate committees of Congress that de-  
12 scribes—

13 (1) the amount spent in the last completed fis-  
14 cal year on transportation research and develop-  
15 ment; and

16 (2) the amount proposed in the current budget  
17 for transportation research and development.

18 (c) PERFORMANCE PLANS AND REPORTS.—In the  
19 plans and reports submitted under sections 1115 and  
20 1116 of title 31, United States Code, the Secretary shall  
21 include—

22 (1) a summary of the Federal transportation  
23 research and development activities for the previous  
24 fiscal year in each topic area;

25 (2) the amount spent in each topic area;

1           (3) a description of the extent to which the re-  
2           search and development is meeting the expectations  
3           set forth in subsection (d)(3)(A); and

4           (4) any amendments to the strategic plan devel-  
5           oped under subsection (d).

6           (d) TRANSPORTATION RESEARCH AND DEVELOP-  
7           MENT STRATEGIC PLAN.—

8           (1) IN GENERAL.—The Secretary shall develop  
9           a 5-year transportation research and development  
10           strategic plan to guide future Federal transportation  
11           research and development activities.

12           (2) CONSISTENCY.—The strategic plan devel-  
13           oped under paragraph (1) shall be consistent with—

14                   (A) section 306 of title 5, United States  
15                   Code;

16                   (B) sections 1115 and 1116 of title 31,  
17                   United States Code; and

18                   (C) any other research and development  
19                   plan within the Department of Transportation.

20           (3) CONTENTS.—The strategic plan developed  
21           under paragraph (1) shall—

22                   (A) describe the primary purposes of the  
23                   transportation research and development pro-  
24                   gram, which shall include—

25                           (i) promoting safety;

- 1 (ii) reducing congestion;
- 2 (iii) improving mobility;
- 3 (iv) preserving the existing transpor-
- 4 tation system;
- 5 (v) improving the durability and ex-
- 6 tending the life of transportation infra-
- 7 structure; and
- 8 (vi) improving goods movement;
- 9 (B) for each of the purposes referred to in
- 10 subparagraph (A), list the primary research and
- 11 development topics that the Department of
- 12 Transportation intends to pursue to accomplish
- 13 that purpose, which may include—
- 14 (i) fundamental research in the phys-
- 15 ical and natural sciences;
- 16 (ii) applied research;
- 17 (iii) technology research; and
- 18 (iv) social science research intended
- 19 for each topic; and
- 20 (C) for each research and development
- 21 topic—
- 22 (i) identify the anticipated annual
- 23 funding levels for the period covered by the
- 24 strategic plan; and



1                   (ii) include any additional information  
2                   the Department of Transportation expects  
3                   to discover at the end of the period covered  
4                   by the strategic plan as a result of the re-  
5                   search and development in that topic area.

6                   (4) CONSIDERATIONS.—The Secretary shall en-  
7                   sure that the strategic plan developed under this sec-  
8                   tion—

9                   (A) reflects input from a wide range of  
10                  stakeholders;

11                  (B) includes and integrates the research  
12                  and development programs of all the Depart-  
13                  ment of Transportation’s modal administra-  
14                  tions, including aviation, transit, rail, and mari-  
15                  time; and

16                  (C) takes into account how research and  
17                  development by other Federal, State, private  
18                  sector, and nonprofit institutions—

19                   (i) contributes to the achievement of  
20                   the purposes identified under paragraph  
21                   (3)(A); and

22                   (ii) avoids unnecessary duplication of  
23                   such efforts.

24                  (e) TECHNICAL AND CONFORMING AMENDMENTS.—

1           (1) CHAPTER 5 OF TITLE 23.—Chapter 5 of  
2 title 23, United States Code, is amended—

3           (A) by striking section 508;

4           (B) in the table of contents, by striking the  
5 item relating to section 508;

6           (C) in section 502—

7           (i) in subsection (a)(9), by striking  
8 “transportation research and technology  
9 development strategic plan developed under  
10 section 508” and inserting “transportation  
11 research and development strategic plan  
12 under section 31203 of the Comprehensive  
13 Transportation and Consumer Protection  
14 Act of 2015”; and

15           (ii) in subsection (b)(4), by striking  
16 “transportation research and development  
17 strategic plan of the Secretary developed  
18 under section 508” and inserting “trans-  
19 portation research and development stra-  
20 tegic plan under section 31203 of the  
21 Comprehensive Transportation and Con-  
22 sumer Protection Act of 2015”; and

23           (D) in section 512(b), by striking “as part  
24 of the transportation research and development  
25 strategic plan developed under section 508”.

1           (2) INTELLIGENT TRANSPORTATION SYS-  
2           TEMS.—Section 5205 of the Intelligent Transpor-  
3           tation Systems Act of 1998 (23 U.S.C. 502 note) is  
4           amended—

5                   (A) in subsection (b), by striking “as part  
6                   of the Surface Transportation Research and  
7                   Development Strategic Plan developed under  
8                   section 508 of title 23, United States Code”  
9                   and inserting “as part of the transportation re-  
10                  search and development strategic plan under  
11                  section 31203 of the Comprehensive Transpor-  
12                  tation and Consumer Protection Act of 2015”;  
13                  and

14                   (B) in subsection (e)(2)(A), by striking “or  
15                   the Surface Transportation Research and De-  
16                   velopment Strategic Plan developed under sec-  
17                   tion 508 of title 23, United States Code” and  
18                   inserting “or the transportation research and  
19                   development strategic plan under section 31203  
20                   of the Comprehensive Transportation and Con-  
21                   sumer Protection Act of 2015”.

22           (3) INTELLIGENT TRANSPORTATION SYSTEM  
23           RESEARCH.—Subtitle C of title V of the Safe, Ac-  
24           countable, Flexible, Efficient Transportation Equity

1 Act: A Legacy for Users (23 U.S.C. 512 note) is  
2 amended—

3 (A) in section 5305(h)(3)(A), by striking  
4 “the strategic plan under section 508 of title  
5 23, United States Code” and inserting “the 5-  
6 year transportation research and development  
7 strategic plan under section 31203 of the Com-  
8 prehensive Transportation and Consumer Pro-  
9 tection Act of 2015”; and

10 (B) in section 5307(c)(2)(A), by striking  
11 “or the surface transportation research and de-  
12 velopment strategic plan developed under sec-  
13 tion 508 of title 23, United States Code” and  
14 inserting “or the 5-year transportation research  
15 and development strategic plan under section  
16 31203 of the Comprehensive Transportation  
17 and Consumer Protection Act of 2015”.

18 **SEC. 31204. RESEARCH OMBUDSMAN.**

19 (a) IN GENERAL.—Subtitle III is amended by insert-  
20 ing after chapter 63 the following:

21 **“CHAPTER 65—RESEARCH OMBUDSMAN**

“Sec.  
“6501. Research ombudsman.

22 **“§ 6501. Research ombudsman**

23 “(a) ESTABLISHMENT.—The Assistant Secretary for  
24 Research and Technology shall appoint a career Federal

1 employee to serve as Research Ombudsman. This appoint-  
2 ment shall not diminish the authority of peer review of  
3 research.

4 “(b) QUALIFICATIONS.—The Research Ombudsman  
5 appointed under subsection (a), to the extent prac-  
6 ticable—

7 “(1) shall have a background in academic re-  
8 search and a strong understanding of sound study  
9 design;

10 “(2) shall develop a working knowledge of the  
11 stakeholder communities and research needs of the  
12 transportation field; and

13 “(3) shall not have served as a political ap-  
14 pointee of the Department.

15 “(c) RESPONSIBILITIES.—

16 “(1) ADDRESSING COMPLAINTS AND QUES-  
17 TIONS.—The Research Ombudsman shall—

18 “(A) receive complaints and questions  
19 about—

20 “(i) significant alleged omissions, im-  
21 proprieties, and systemic problems; and

22 “(ii) excessive delays of, or within, a  
23 specific research project; and

24 “(B) evaluate and address the complaints  
25 and questions described in subparagraph (A).

1 “(2) PETITIONS.—

2 “(A) REVIEW.—The Research Ombudsman  
3 shall review petitions relating to—

4 “(i) conflicts of interest;

5 “(ii) the study design and method-  
6 ology;

7 “(iii) assumptions and potential bias;

8 “(iv) the length of the study; and

9 “(v) the composition of any data sam-  
10 pled.

11 “(B) RESPONSE TO PETITIONS.—The Re-  
12 search Ombudsman shall—

13 “(i) respond to relevant petitions  
14 within a reasonable period;

15 “(ii) identify deficiencies in the peti-  
16 tion’s study design; and

17 “(iii) propose a remedy for such defi-  
18 ciencies to the administrator of the modal  
19 administration responsible for completing  
20 the research project.

21 “(C) RESPONSE TO PROPOSED REMEDY.—

22 The administrator of the modal administration  
23 charged with completing the research project  
24 shall respond to the proposed research remedy.

1           “(3) REQUIRED REVIEWS.—The Research Om-  
2           budsman shall evaluate the study plan for all statu-  
3           torily required studies and reports before the com-  
4           mencement of such studies to ensure that the re-  
5           search plan has an appropriate sample size and com-  
6           position to address the stated purpose of the study.

7           “(d) REPORTS.—

8           “(1) IN GENERAL.—Upon the completion of  
9           each review under subsection (c), the Research Om-  
10          budsman shall—

11           “(A) submit a report containing the results  
12          of such review to—

13           “(i) the Secretary;

14           “(ii) the head of the relevant modal  
15          administration; and

16           “(iii) the study or research leader;  
17          and

18           “(B) publish such results on a public  
19          website, with the modal administration response  
20          required under subsection (c)(2)(C).

21          “(2) INDEPENDENCE.—Each report required  
22          under this section shall be provided directly to the  
23          individuals described in paragraph (1) without any  
24          comment or amendment from the Secretary, the  
25          Deputy Secretary of Transportation, the head of any

1 modal administration of the Department, or any  
 2 other officer or employee of the Department or the  
 3 Office of Management and Budget.

4 “(e) REPORT TO INSPECTOR GENERAL.—The Re-  
 5 search Ombudsman shall submit any evidence of misfea-  
 6 sance, malfeasance, waste, fraud, or abuse uncovered dur-  
 7 ing a review under this section to the Inspector General  
 8 for further review.

9 “(f) REMOVAL.—The Research Ombudsman shall be  
 10 subject to adverse employment action for misconduct or  
 11 good cause in accordance with the procedures and grounds  
 12 set forth in chapter 75 of title 5.”.

13 (b) TECHNICAL AND CONFORMING AMENDMENT.—  
 14 The table of chapters for subtitle III is amended by insert-  
 15 ing after the item relating to chapter 63 the following:

“65. Research ombudsman ..... 6501”.

16 **SEC. 31205. SMART CITIES TRANSPORTATION PLANNING**  
 17 **STUDY.**

18 (a) IN GENERAL.—The Secretary shall conduct a  
 19 study of digital technologies and information technologies,  
 20 including shared mobility, data, transportation network  
 21 companies, and on-demand transportation services—

22 (1) to understand the degree to which cities are  
 23 adopting these technologies;

24 (2) to assess future planning, infrastructure  
 25 and investment needs; and



1           (3) to provide best practices to plan for smart  
2 cities in which information and technology are  
3 used—

4                   (A) to improve city operations;

5                   (B) to grow the local economy;

6                   (C) to improve response in times of emer-  
7 gencies and natural disasters; and

8                   (D) to improve the lives of city residents.

9           (b) COMPONENTS.—The study conducted under sub-  
10 section (a) shall—

11           (1) identify broad issues that influence the abil-  
12 ity of the United States to plan for and invest in  
13 smart cities, including barriers to collaboration and  
14 access to scientific information; and

15           (2) review how the expanded use of digital tech-  
16 nologies, mobile devices, and information may—

17                   (A) enhance the efficiency and effective-  
18 ness of existing transportation networks;

19                   (B) optimize demand management serv-  
20 ices;

21                   (C) impact low-income and other disadvan-  
22 taged communities;

23                   (D) assess opportunities to share, collect,  
24 and use data;

1           (E) change current planning and invest-  
2           ment strategies; and

3           (F) provide opportunities for enhanced co-  
4           ordination and planning.

5       (c) REPORTING.—Not later than 18 months after the  
6       date of enactment of this Act, the Secretary shall publish  
7       the report containing the results of the study required  
8       under subsection (a) to a public website.

9       **SEC. 31206. BUREAU OF TRANSPORTATION STATISTICS**

10                               **INDEPENDENCE.**

11       Section 6302 is amended by adding at the end the  
12       following:

13       “(d) INDEPENDENCE OF BUREAU.—

14               “(1) IN GENERAL.—The Director shall not be  
15       required—

16                       “(A) to obtain the approval of any other  
17                       officer or employee of the Department with re-  
18                       spect to the collection or analysis of any infor-  
19                       mation; or

20                       “(B) prior to publication, to obtain the ap-  
21                       proval of any other officer or employee of the  
22                       United States Government with respect to the  
23                       substance of any statistical technical reports or  
24                       press releases lawfully prepared by the Director.

1           “(2) BUDGET AUTHORITY.—The Director shall  
2           have final authority for the disposition and alloca-  
3           tion of the Bureau’s authorized budget, including—

4                   “(A) all hiring, grants, cooperative agree-  
5                   ments, and contracts awarded by the Bureau to  
6                   carry out this section; and

7                   “(B) the disposition and allocation of  
8                   amounts paid to the Bureau for cost-reimburs-  
9                   able projects.

10           “(3) EXCEPTIONS.—The Secretary shall direct  
11           external support functions, such as the coordination  
12           of activities involving multiple modal administra-  
13           tions.

14           “(4) INFORMATION TECHNOLOGY.—In consulta-  
15           tion with the Chief Information Officer, the Director  
16           shall have the final authority in decisions regarding  
17           information technology in order to protect the con-  
18           fidentiality of information provided solely for statis-  
19           tical purposes, in accordance with the Confidential  
20           Information Protection and Statistical Efficiency Act  
21           of 2002 (44 U.S.C. 3501 note).”.

22 **SEC. 31207. CONFORMING AMENDMENTS.**

23           (a) TITLE 49 AMENDMENTS.—

24                   (1) ASSISTANT SECRETARIES; GENERAL COUN-  
25                   SEL.—Section 102(e) is amended—

1 (A) in paragraph (1), by striking “5” and  
2 inserting “6”; and

3 (B) in paragraph (1)(A), by inserting “an  
4 Assistant Secretary for Research and Tech-  
5 nology,” before “and an Assistant Secretary”.

6 (2) OFFICE OF THE ASSISTANT SECRETARY  
7 FOR RESEARCH AND TECHNOLOGY OF THE DEPART-  
8 MENT OF TRANSPORTATION.—Section 112 is re-  
9 pealed.

10 (3) TABLE OF CONTENTS.—The table of con-  
11 tents of chapter 1 is amended by striking the item  
12 relating to section 112.

13 (4) RESEARCH CONTRACTS.—Section 330 is  
14 amended—

15 (A) in the section heading, by striking  
16 “**contracts**” and inserting “**activities**”;

17 (B) in subsection (a), by inserting “IN  
18 GENERAL.—” before “The Secretary”;

19 (C) in subsection (b), by inserting “RE-  
20 SPONSIBILITIES.—” before “In carrying out”;

21 (D) in subsection (c), by inserting “PUBLI-  
22 CATIONS.—” before “The Secretary”; and

23 (E) by adding at the end the following:

24 “(d) DUTIES.—The Secretary shall provide for the  
25 following:

1           “(1) Coordination, facilitation, and review of  
2 the Department’s research and development pro-  
3 grams and activities.

4           “(2) Advancement, and research and develop-  
5 ment, of innovative technologies, including intelligent  
6 transportation systems.

7           “(3) Comprehensive transportation statistics re-  
8 search, analysis, and reporting.

9           “(4) Education and training in transportation  
10 and transportation-related fields.

11           “(5) Activities of the Volpe National Transpor-  
12 tation Systems Center.

13           “(e) ADDITIONAL AUTHORITIES.—The Secretary  
14 may—

15           “(1) enter into grants and cooperative agree-  
16 ments with Federal agencies, State and local govern-  
17 ment agencies, other public entities, private organi-  
18 zations, and other persons—

19           “(A) to conduct research into transpor-  
20 tation service and infrastructure assurance; and

21           “(B) to carry out other research activities  
22 of the Department;

23           “(2) carry out, on a cost-shared basis, collabo-  
24 rative research and development to encourage inno-  
25 vative solutions to multimodal transportation prob-

1       lems and stimulate the deployment of new tech-  
2       nology with—

3               “(A) non-Federal entities, including State  
4               and local governments, foreign governments, in-  
5               stitutions of higher education, corporations, in-  
6               stitutions, partnerships, sole proprietorships,  
7               and trade associations that are incorporated or  
8               established under the laws of any State;

9               “(B) Federal laboratories; and

10              “(C) other Federal agencies; and

11              “(3) directly initiate contracts, grants, coopera-  
12              tive research and development agreements (as de-  
13              fined in section 12 of the Stevenson-Wydler Tech-  
14              nology Innovation Act of 1980 (15 U.S.C. 3710a)),  
15              and other agreements to fund, and accept funds  
16              from, the Transportation Research Board of the Na-  
17              tional Research Council of the National Academy of  
18              Sciences, State departments of transportation, cities,  
19              counties, institutions of higher education, associa-  
20              tions, and the agents of those entities to carry out  
21              joint transportation research and technology efforts.

22              “(f) FEDERAL SHARE.—

23              “(1) IN GENERAL.—Subject to paragraph (2),  
24              the Federal share of the cost of an activity carried

1 out under subsection (e)(3) shall not exceed 50 per-  
2 cent.

3 “(2) EXCEPTION.—If the Secretary determines  
4 that the activity is of substantial public interest or  
5 benefit, the Secretary may approve a greater Federal  
6 share.

7 “(3) NON-FEDERAL SHARE.—All costs directly  
8 incurred by the non-Federal partners, including per-  
9 sonnel, travel, facility, and hardware development  
10 costs, shall be credited toward the non-Federal share  
11 of the cost of an activity described in paragraph (1).

12 “(g) PROGRAM EVALUATION AND OVERSIGHT.—For  
13 fiscal years 2016 through 2021, the Secretary is author-  
14 ized to expend not more than 1 and a half percent of the  
15 amounts authorized to be appropriated for necessary ex-  
16 penses for administration and operations of the Office of  
17 the Assistant Secretary for Research and Technology for  
18 the coordination, evaluation, and oversight of the pro-  
19 grams administered under this section.

20 “(h) USE OF TECHNOLOGY.—The research, develop-  
21 ment, or use of a technology under a contract, grant, coop-  
22 erative research and development agreement, or other  
23 agreement entered into under this section, including the  
24 terms under which the technology may be licensed and the  
25 resulting royalties may be distributed, shall be subject to

1 the Stevenson-Wydler Technology Innovation Act of 1980  
2 (15 U.S.C. 3701 et seq.).

3 “(i) WAIVER OF ADVERTISING REQUIREMENTS.—  
4 Section 6101 of title 41 shall not apply to a contract,  
5 grant, or other agreement entered into under this sec-  
6 tion.”.

7 (5) TABLE OF CONTENTS.—The item relating  
8 to section 330 in the table of contents of chapter 3  
9 is amended by striking “Contracts” and inserting  
10 “Activities”.

11 (6) BUREAU OF TRANSPORTATION STATIS-  
12 TICS.—Section 6302(a) is amended to read as fol-  
13 lows:

14 “(a) IN GENERAL.—There shall be within the De-  
15 partment the Bureau of Transportation Statistics.”.

16 (b) TITLE 5 AMENDMENTS.—

17 (1) POSITIONS AT LEVEL II.—Section 5313 of  
18 title 5, United States Code, is amended by striking  
19 “Under Secretary of Transportation for Security.”.

20 (2) POSITIONS AT LEVEL III.—Section 5314 of  
21 title 5, United States Code, is amended by striking  
22 “Administrator, Research and Innovative Tech-  
23 nology Administration.”.

24 (3) POSITIONS AT LEVEL IV.—Section 5315 of  
25 title 5, United States Code, is amended by striking



1 “(4)” in the undesignated item relating to Assistant  
2 Secretaries of Transportation and inserting “(5)”.

3 (4) POSITIONS AT LEVEL V.—Section 5316 is  
4 amended by striking “Associate Deputy Secretary,  
5 Department of Transportation.”.

6 **SEC. 31208. REPEAL OF OBSOLETE OFFICE.**

7 (a) IN GENERAL.—Section 5503 is repealed.

8 (b) TABLE OF CONTENTS.—The table of contents of  
9 chapter 55 is amended by striking the item relating to  
10 section 5503.

11 **Subtitle C—Port Performance Act**

12 **SEC. 31301. SHORT TITLE.**

13 This subtitle may be cited as the “Port Performance  
14 Act”.

15 **SEC. 31302. FINDINGS.**

16 Congress finds the following:

17 (1) America’s ports play a critical role in the  
18 Nation’s transportation supply chain network.

19 (2) Reliable and efficient movement of goods  
20 through the Nation’s ports ensures that American  
21 goods are available to customers throughout the  
22 world.

23 (3) Breakdowns in the transportation supply  
24 chain network, particularly at the Nation’s ports,  
25 can result in tremendous economic losses for agri-

1 culture, businesses, and retailers that rely on timely  
2 shipments.

3 (4) A clear understanding of terminal and port  
4 productivity and throughput should help—

5 (A) to identify freight bottlenecks;

6 (B) to indicate performance and trends  
7 over time; and

8 (C) to inform investment decisions.

9 **SEC. 31303. PORT PERFORMANCE FREIGHT STATISTICS**  
10 **PROGRAM.**

11 (a) IN GENERAL.—Chapter 63 is amended by adding  
12 at the end the following:

13 **“§ 6314. Port performance freight statistics program**

14 “(a) IN GENERAL.—The Director shall establish, on  
15 behalf of the Secretary, a port performance statistics pro-  
16 gram to provide nationally consistent measures of per-  
17 formance of, at a minimum—

18 “(1) the Nation’s top 25 ports by tonnage;

19 “(2) the Nation’s top 25 ports by 20-foot equiv-  
20 alent unit; and

21 “(3) the Nation’s top 25 ports by dry bulk.

22 “(b) ANNUAL REPORTS.—

23 “(1) PORT CAPACITY AND THROUGHPUT.—Not  
24 later than January 15 of each year, the Director  
25 shall submit an annual report to Congress that in-

1 includes statistics on capacity and throughput at the  
2 ports described in subsection (a).

3 “(2) PORT PERFORMANCE MEASURES.—The  
4 Director shall collect monthly port performance  
5 measures for each of the United States ports re-  
6 ferred to in subsection (a) that receives Federal as-  
7 sistance or is subject to Federal regulation to submit  
8 an annual report to the Bureau of Transportation  
9 Statistics that includes monthly statistics on capac-  
10 ity and throughput as applicable to the specific con-  
11 figuration of the port.

12 “(A) MONTHLY MEASURES.—The Director  
13 shall collect monthly measures, including—

14 “(i) the average number of lifts per  
15 hour of containers by crane;

16 “(ii) the average vessel turn time by  
17 vessel type;

18 “(iii) the average cargo or container  
19 dwell time;

20 “(iv) the average truck time at ports;

21 “(v) the average rail time at ports;

22 and

23 “(vi) any additional metrics, as deter-  
24 mined by the Director after receiving rec-

1                   ommendations from the working group es-  
2                   tablished under subsection (c).

3                   “(B) MODIFICATIONS.—The Director may  
4                   consider a modification to a metric under sub-  
5                   paragraph (A) if the modification meets the in-  
6                   tent of the section.

7                   “(c) RECOMMENDATIONS.—

8                   “(1) IN GENERAL.—The Director shall obtain  
9                   recommendations for—

10                   “(A) specifications and data measurements  
11                   for the port performance measures listed in  
12                   subsection (b)(2);

13                   “(B) additionally needed data elements for  
14                   measuring port performance; and

15                   “(C) a process for the Department of  
16                   Transportation to collect timely and consistent  
17                   data, including identifying safeguards to protect  
18                   proprietary information described in subsection  
19                   (b)(2).

20                   “(2) WORKING GROUP.—Not later than 60 days  
21                   after the date of the enactment of the Port Perform-  
22                   ance Act, the Director shall commission a working  
23                   group composed of—

24                   “(A) operating administrations of the De-  
25                   partment of Transportation;

- 1                   “(B) the Coast Guard;
- 2                   “(C) the Federal Maritime Commission;
- 3                   “(D) U.S. Customs and Border Protection;
- 4                   “(E) the Marine Transportation System
- 5 National Advisory Council;
- 6                   “(F) the Army Corps of Engineers;
- 7                   “(G) the Saint Lawrence Seaway Develop-
- 8 ment Corporation;
- 9                   “(H) the Advisory Committee on Supply
- 10 Chain Competitiveness;
- 11                   “(I) 1 representative from the rail indus-
- 12 try;
- 13                   “(J) 1 representative from the trucking in-
- 14 dustry;
- 15                   “(K) 1 representative from the maritime
- 16 shipping industry;
- 17                   “(L) 1 representative from a labor organi-
- 18 zation for each industry described in subpara-
- 19 graphs (I) through (K);
- 20                   “(M) 1 representative from a port author-
- 21 ity;
- 22                   “(N) 1 representative from a terminal op-
- 23 erator;

1           “(O) representatives of the National  
2           Freight Advisory Committee of the Depart-  
3           ment; and

4           “(P) representatives of the Transportation  
5           Research Board of the National Academies.

6           “(3) RECOMMENDATIONS.—Not later than 1  
7           year after the date of the enactment of the Port  
8           Performance Act, the working group commissioned  
9           under this subsection shall submit its recommenda-  
10          tions to the Director.

11          “(d) ACCESS TO DATA.—The Director shall ensure  
12          that the statistics compiled under this section are readily  
13          accessible to the public, consistent with applicable security  
14          constraints and confidentiality interests.”.

15          (b) PROHIBITION ON CERTAIN DISCLOSURES.—Sec-  
16          tion 6307(b)(1) is amended by inserting “or section  
17          6314(b)” after “section 6302(b)(3)(B)” each place it ap-  
18          pears.

19          (c) COPIES OF REPORTS.—Section 6307(b)(2)(A) is  
20          amended by inserting “or section 6314(b)” after “section  
21          6302(b)(3)(B)”.

22          (d) TECHNICAL AND CONFORMING AMENDMENT.—  
23          The table of contents for chapter 63 is amended by adding  
24          at the end the following:

“6314. Port performance freight statistics program.”.

1       **TITLE XXXII—COMMERCIAL**  
2       **MOTOR VEHICLE AND DRIVER**  
3       **PROGRAMS**

4       **Subtitle A—Compliance, Safety,**  
5       **and Accountability Reform**

6       **SEC. 32001. CORRELATION STUDY.**

7       (a) IN GENERAL.—The Administrator of the Federal  
8       Motor Carrier Safety Administration (referred to in this  
9       subtitle as the “Administrator”) shall commission the Na-  
10      tional Research Council of the National Academies to con-  
11      duct a study of—

12             (1) the Safety Measurement System (referred  
13             to in this subtitle as “SMS”); and

14             (2) the Compliance, Safety, Accountability pro-  
15             gram (referred to in this subtitle as the “CSA pro-  
16             gram”).

17      (b) SCOPE OF STUDY.—In carrying out the study  
18      commissioned pursuant to subsection (a), the National Re-  
19      search Council—

20             (1) shall analyze—

21                     (A) the accuracy with which the Behavior  
22                     Analysis and Safety Improvement Categories  
23                     (referred to in this subtitle as “BASIC”) safety  
24                     measures used by SMS—

1 (i) identify high risk drivers and car-  
2 riers; and

3 (ii) predict or be correlated with fu-  
4 ture crash risk, crash severity, or other  
5 safety indicators for individual drivers,  
6 motor carriers, and the highest risk car-  
7 riers;

8 (B) the methodology used to calculate  
9 BASIC percentiles and identify carriers for en-  
10 forcement, including the weights assigned to  
11 particular violations, and the tie between crash  
12 risk and specific regulatory violations, in order  
13 to accurately identify and predict future crash  
14 risk for motor carriers;

15 (C) the relative value of inspection infor-  
16 mation and roadside enforcement data;

17 (D) any data collection gaps or data suffi-  
18 ciency problems that may exist and the impact  
19 of those data gaps and insufficiencies on the ef-  
20 ficacy of the CSA program; and

21 (E) the accuracy of data processing; and

22 (2) should consider—

23 (A) whether the current SMS provides  
24 comparable precision and confidence for SMS



1 alerts and percentiles for the relative crash risk  
2 of individual large and small motor carriers;

3 (B) whether alternative systems would  
4 identify high risk carriers or identify high risk  
5 drivers and motor carriers more accurately; and

6 (C) the recommendations and findings of  
7 the Comptroller General of the United States  
8 and the Inspector General, and independent re-  
9 view team reports issued before the date of the  
10 enactment of this Act.

11 (c) REPORT.—Not later than 18 months after the  
12 date of enactment of this Act, the Administrator shall sub-  
13 mit a report containing the results of the completed study  
14 to—

15 (1) the Committee on Commerce, Science, and  
16 Transportation of the Senate;

17 (2) the Committee on Transportation and In-  
18 frastructure of the House of Representatives;

19 (3) the Inspector General of the Department of  
20 Transportation; and

21 (4) the Comptroller General of the United  
22 States.

23 (d) CORRECTIVE ACTION PLAN.—

24 (1) IN GENERAL.—Not later than 120 days  
25 after the Administrator submits a report under sub-

1 section (c) that identifies a deficiency or opportunity  
2 for improvement in the CSA program or in any ele-  
3 ment of SMS, the Administrator shall submit a cor-  
4 rective action plan to the Committee on Commerce,  
5 Science, and Transportation of the Senate and the  
6 Committee on Transportation and Infrastructure of  
7 the House of Representatives that—

8 (A) responds to the concerns highlighted  
9 by the report;

10 (B) identifies how the Federal Motor Car-  
11 rier Safety Administration will address such  
12 concerns; and

13 (C) provides an estimate of the cost, in-  
14 cluding changes in staffing, enforcement, and  
15 data collection necessary to implement the rec-  
16 ommendations.

17 (2) PROGRAM REFORMS.—The corrective action  
18 plan submitted under paragraph (1) shall include an  
19 implementation plan that—

20 (A) includes benchmarks;

21 (B) includes programmatic reforms, revi-  
22 sions to regulations, or proposals for legislation;  
23 and

24 (C) shall be considered in any rulemaking  
25 by the Department of Transportation that re-

1           lates to the CSA program, including the SMS  
2           data sets or analysis.

3           (e) INSPECTOR GENERAL REVIEW.—Not later than  
4 120 days after the Administrator issues a corrective action  
5 plan under subsection (d), the Inspector General of the  
6 Department of Transportation shall—

7           (1) review the extent to which such plan imple-  
8           ments—

9                   (A) recommendations contained in the re-  
10                  port submitted under subsection (c); and

11                  (B) recommendations issued by the Comp-  
12                  troller General or the Inspector General before  
13                  the date of enactment of this Act; and

14           (2) submit a report to the Committee on Com-  
15           merce, Science, and Transportation of the Senate  
16           and the Committee on Transportation and Infra-  
17           structure of the House of Representatives on the re-  
18           sponsiveness of the corrective action plan to the rec-  
19           ommendations described in paragraph (1).

20           (f) FISCAL LIMITATION.—The Administrator shall  
21 carry out the study required under this section using  
22 amounts appropriated to the Federal Motor Carrier Safety  
23 Administration and available for obligation and expendi-  
24 ture as of the date of the enactment of this Act.

1 **SEC. 32002. SAFETY IMPROVEMENT METRICS.**

2 (a) IN GENERAL.—The Administrator shall incor-  
3 porate a methodology into the CSA program or establish  
4 a third-party process to allow recognition, including credit,  
5 improved score, or by establishing a safety BASIC in SMS  
6 for safety technology, tools, programs, and systems ap-  
7 proved by the Administrator through the qualification  
8 process developed under subsection (b) that exceed regu-  
9 latory requirements or are used to enhance safety per-  
10 formance, including—

11 (1) the installation of qualifying advanced safe-  
12 ty equipment, such as—

13 (A) collision mitigation systems;

14 (B) lane departure warnings;

15 (C) speed limiters;

16 (D) electronic logging devices;

17 (E) electronic stability control;

18 (F) critical event recorders; and

19 (G) strengthening rear guards and  
20 sideguards for underride protection;

21 (2) the use of enhanced driver fitness measures  
22 that exceed current regulatory requirements, such  
23 as—

24 (A) additional new driver training;

25 (B) enhanced and ongoing driver training;

26 and

1 (C) remedial driver training to address  
2 specific deficiencies as identified in roadside in-  
3 spection or enforcement reports;

4 (3) the adoption of qualifying administrative  
5 fleet safety management tools technologies, driver  
6 performance and behavior management technologies,  
7 and programs; and

8 (4) technologies and measures identified  
9 through the process described in subsection (c).

10 (b) QUALIFICATION.—The Administrator, through a  
11 notice and comment process, shall develop technical or  
12 other performance standards for technology, advanced  
13 safety equipment, enhanced driver fitness measures, tools,  
14 programs, or systems used by motor carriers that will  
15 qualify for credit under this section.

16 (c) ADDITIONAL REQUIREMENTS.—In modifying the  
17 CSA program under subsection (a), the Administrator,  
18 through notice and comment, shall develop a process for  
19 identifying and reviewing other technology, advanced safe-  
20 ty equipment, enhanced driver fitness measures, tools,  
21 programs, or systems used by motor carriers to improve  
22 safety performance that—

23 (1) provides for a petition for reviewing tech-  
24 nology, advanced safety equipment, enhanced driver  
25 fitness measures, tools, programs, or systems;

1           (2) seeks input and participation from industry  
2 stakeholders, including drivers, technology manufac-  
3 turers, vehicle manufacturers, motor carriers, en-  
4 forcement communities, and safety advocates, and  
5 the Motor Carrier Safety Advisory Committee; and

6           (3) includes technology, advanced safety equip-  
7 ment, enhanced driver fitness measures, tools, pro-  
8 grams, or systems with a date certain for future  
9 statutory or regulatory implementation.

10       (d) SAFETY IMPROVEMENT METRICS USE AND  
11 VERIFICATION.—The Administrator, through notice and  
12 comment process, shall develop a process for—

13           (1) providing recognition or credit within a  
14 motor carrier’s SMS score for the installation and  
15 use of measures in paragraphs (1) through (4) of  
16 subsection (a);

17           (2) ensuring that the safety improvement  
18 metrics developed under this section are presented  
19 with other SMS data;

20           (3) verifying the installation or use of such  
21 technology, advanced safety equipment, enhanced  
22 driver fitness measures, tools, programs, or systems;

23           (4) modifying or removing recognition or credit  
24 upon verification of noncompliance with this section;

1           (5) ensuring that the credits or recognition re-  
2           ferred to in paragraph (1) reflect the safety improve-  
3           ment anticipated as a result of the installation or  
4           use of the specific technology, advanced safety equip-  
5           ment, enhanced driver fitness measure, tool, pro-  
6           gram, or system;

7           (6) verifying the deployment and use of quali-  
8           fying equipment or management systems by a motor  
9           carrier through a certification from the vehicle man-  
10          ufacturer, the system or service provider, the insur-  
11          ance carrier, or through documents submitted by the  
12          motor carrier to the Department of Transportation;

13          (7) annually reviewing the list of qualifying  
14          safety technology, advanced safety equipment, en-  
15          hanced driver fitness measures, tools, programs, or  
16          systems; and

17          (8) removing systems mandated by law or regu-  
18          lation, or if such systems demonstrate a lack of effi-  
19          cacy, from the list of qualifying technologies, ad-  
20          vanced safety equipment, enhanced driver fitness  
21          measures, tools, programs, or systems eligible for  
22          credit under the CSA program.

23          (e) DISSEMINATION OF INFORMATION.—The Admin-  
24          istrator shall maintain a public website that contains in-  
25          formation regarding—

1           (1) the technology, advanced safety equipment,  
2           enhanced driver fitness measures, tools, programs,  
3           or systems eligible for credit and improved scores;

4           (2) any petitions for study of the technology,  
5           advanced safety equipment, enhanced driver fitness  
6           measures, tools, programs, or systems; and

7           (3) statistics and information relating to the  
8           use of such technology, advanced safety equipment,  
9           enhanced driver fitness measures, tools, programs,  
10          or systems.

11          (f) PUBLIC REPORT.—Not later than 1 year after the  
12          establishment of the Safety Improvement Metrics System  
13          (referred to in this section as “SIMS”) under this section,  
14          and annually thereafter, the Administrator shall publish,  
15          on a public website, a report that identifies—

16               (1) the types of technology, advanced safety  
17               equipment, enhanced driver fitness measures, tools,  
18               programs, or systems that are eligible for credit;

19               (2) the number of instances in which each tech-  
20               nology, advanced safety equipment, enhanced driver  
21               fitness measure, tool, program, or system is used;

22               (3) the number of motor carriers, and a de-  
23               scription of the carrier’s fleet size, that received rec-  
24               ognition or credit under the modified CSA program;  
25               and



1           (4) the pre- and post-adoption safety perform-  
2           ance of the motor carriers described in paragraph  
3           (3).

4           (g) IMPLEMENTATION AND OVERSIGHT RESPONSI-  
5           BILITY.—The Administrator shall ensure that the activi-  
6           ties described in subsections (a) through (f) of this section  
7           are not required under section 31102 of title 49, United  
8           States Code, as amended by this Act.

9           (h) EVALUATION.—

10           (1) IN GENERAL.—Not later than 2 years after  
11           the implementation of SIMS under this section, the  
12           Administrator shall conduct an evaluation of the ef-  
13           fectiveness of SIMS by reviewing the impacts of  
14           SIMS on—

15                   (A) law enforcement, commercial drivers  
16                   and motor carriers, and motor carrier safety;  
17                   and

18                   (B) safety and adoption of new tech-  
19                   nologies.

20           (2) REPORT.—Not later than 30 months after  
21           the implementation of the program, the Adminis-  
22           trator shall submit a report to the Committee on  
23           Commerce, Science, and Transportation of the Sen-  
24           ate and the Committee on Transportation and Infra-

1 structure of the House of Representatives that de-  
2 scribes—

3 (A) the results of the evaluation conducted  
4 under paragraph (1); and

5 (B) the actions the Federal Motor Carrier  
6 Safety Administration plans to take to modify  
7 the demonstration program based on such re-  
8 sults.

9 (i) USE OF ESTIMATES OF SAFETY EFFECTS.—In  
10 conducting regulatory impact analyses for rulemakings re-  
11 lating to the technology, advanced safety equipment, en-  
12 hanced driver fitness measures, tools, programs, or sys-  
13 tems selected for credit under the CSA program, the Ad-  
14 ministrator, to the extent practicable, shall use the data  
15 gathered under this section and appropriate statistical  
16 methodology, including sufficient sample sizes, composi-  
17 tion, and appropriate comparison groups, including rep-  
18 resentative motor carriers of all sizes, to estimate the ef-  
19 fects on safety performance and reduction in the number  
20 and severity of accidents with qualifying technology, ad-  
21 vanced safety equipment, tools, programs, and systems.

22 (j) SAVINGS PROVISION.—Nothing in this section  
23 may be construed to provide the Administrator with addi-  
24 tional authority to change the requirements for the oper-  
25 ation of a commercial motor vehicle.

1 **SEC. 32003. DATA CERTIFICATION.**

2 (a) LIMITATION.—Beginning not later than 1 day  
3 after the date of enactment of this Act, none of the anal-  
4 ysis of violation information, enforcement prioritization,  
5 not-at-fault crashes, alerts, or the relative percentile for  
6 each Behavioral Analysis and Safety Improvement Cat-  
7 egory developed through the CSA program may be made  
8 available to the general public (including through requests  
9 under section 552 of title 5, United States Code), but vio-  
10 lation and inspection information submitted by the States  
11 may be presented, until the Inspector General of the De-  
12 partment of Transportation certifies that—

13 (1) any deficiencies identified in the correlation  
14 study required under section 32001 have been ad-  
15 dressed;

16 (2) the corrective action plan has been imple-  
17 mented and the concerns raised by the correlation  
18 study under section 32001 have been addressed;

19 (3) the Administrator has fully implemented or  
20 satisfactorily addressed the issues raised in the Feb-  
21 ruary 2014 GAO report entitled “Modifying the  
22 Compliance, Safety, Accountability Program Would  
23 Improve the Ability to Identify High Risk Carriers”  
24 (GAO–14–114), which called into question the accu-  
25 racy and completeness of safety performance calcula-  
26 tions;

1           (4) the study required under section 32001 has  
2           been published on a public website; and

3           (5) the CSA program has been modified in ac-  
4           cordance with section 32002.

5           (b) LIMITATION ON USE OF CSA ANALYSIS.—The  
6           analysis of violation information, enforcement  
7           prioritization, alerts, or the relative percentile for each Be-  
8           havioral Analysis and Safety Improvement Category devel-  
9           oped through the CSA program within the SMS system  
10          may not be used for safety fitness determinations until  
11          the requirements under subsection (a) have been satisfied.

12          (c) CONTINUED PUBLIC AVAILABILITY OF DATA.—  
13          Inspection and violation information submitted to the Fed-  
14          eral Motor Carrier Safety Administration by commercial  
15          motor vehicle inspectors and qualified law enforcement of-  
16          ficials shall remain available for public viewing.

17          (d) EXCEPTIONS.—

18                (1) IN GENERAL.—Notwithstanding the limita-  
19                tions set forth in subsections (a) and (b)—

20                    (A) the Federal Motor Carrier Safety Ad-  
21                    ministration and State and local commercial  
22                    motor vehicle enforcement agencies may only  
23                    use the information referred to in subsection  
24                    (a) for purposes of investigation and enforce-  
25                    ment prioritization;

1 (B) motor carriers and commercial motor  
2 vehicle drivers may access information referred  
3 to in subsection (a) that relates directly to the  
4 motor carrier or driver, respectively; and

5 (C) the data analysis of motorcoach opera-  
6 tors may be provided online, with a notation in-  
7 dicating that the ratings or alerts listed are not  
8 intended to imply any Federal safety rating of  
9 the carrier.

10 (2) NOTATION.—The notation described under  
11 paragraph (1)(C) shall include: “Readers should not  
12 draw conclusions about a carrier’s overall safety con-  
13 dition simply based on the data displayed in this sys-  
14 tem. Unless a motor carrier has received an UN-  
15 SATISFACTORY safety rating under part 385 of  
16 title 49, Code of Federal Regulations, or has other-  
17 wise been ordered to discontinue operations by the  
18 Federal Motor Carrier Safety Administration, it is  
19 authorized to operate on the Nation’s roadways.”.

20 (3) LIMITATION.—Nothing in subparagraphs  
21 (A) and (B) of paragraph (1) may be construed to  
22 restrict the official use by State enforcement agen-  
23 cies of the data collected by State enforcement per-  
24 sonnel.

1 (e) CERTIFICATION.—The certification process de-  
2 scribed in subsection (a) shall occur concurrently with the  
3 implementation of SIMS under section 32002.

4 (f) COMPLETION.—The Secretary shall modify the  
5 CSA program in accordance with section 32002 not later  
6 than 1 year after the date of completion of the report de-  
7 scribed in section 32001(c).

8 **SEC. 32004. DATA IMPROVEMENT.**

9 (a) FUNCTIONAL SPECIFICATIONS.—Not later than  
10 180 days after the date of enactment of this Act, the Ad-  
11 ministrator shall develop functional specifications to en-  
12 sure the consistent and accurate input of data into sys-  
13 tems and databases relating to the CSA program.

14 (b) FUNCTIONALITY.—The specifications developed  
15 pursuant to subsection (a)—

16 (1) shall provide for the hardcoding and smart  
17 logic functionality for roadside inspection data col-  
18 lection systems and databases; and

19 (2) shall be made available to public and private  
20 sector developers.

21 (c) EFFECTIVE DATA MANAGEMENT.—The Adminis-  
22 trator shall ensure that internal systems and databases  
23 accept and effectively manage data using uniform stand-  
24 ards.

1 (d) CONSULTATION WITH THE STATES.—Before im-  
2 plementing the functional specifications described in sub-  
3 section (a) or the standards described in subsection (c),  
4 the Administrator shall seek input from the State agencies  
5 responsible for enforcing section 31102 of title 49, United  
6 States Code.

7 **SEC. 32005. ACCIDENT REPORT INFORMATION.**

8 (a) REVIEW.—The Administrator shall initiate a  
9 demonstration program that allows motor carriers and  
10 drivers to request a review of crashes, and the removal  
11 of crash data for use in the Federal Motor Carrier Safety  
12 Administration’s safety measurement system of crashes,  
13 and removal from any weighting, or carrier safety anal-  
14 ysis, if the commercial motor vehicle was operated legally  
15 and another motorist in connection with the crash is  
16 found—

17 (1) to have been driving under the influence;

18 (2) to have been driving the wrong direction on  
19 a roadway;

20 (3) to have struck the commercial motor vehicle  
21 in the rear;

22 (4) to have struck the commercial motor vehicle  
23 which was legally stopped;

24 (5) by the investigating officer or agency to  
25 have been responsible for the crash; or

1           (6) to have committed other violations deter-  
2           mined by the Administrator.

3           (b) DOCUMENTS.—As part of a request for review  
4           under subsection (a), the motor carrier or driver shall sub-  
5           mit a copy of available police reports, crash investigations,  
6           judicial actions, insurance claim information, and any re-  
7           lated court actions submitted by each party involved in  
8           the accident.

9           (c) SOLICITATION OF OTHER INFORMATION.—Fol-  
10          lowing a notice and comment period, the Administrator  
11          may solicit other types of information to be collected under  
12          subsection (b) to facilitate appropriate reviews under this  
13          section.

14          (d) EVALUATION.—The Federal Motor Carrier Safe-  
15          ty Administration shall review the information submitted  
16          under subsections (b) and (c).

17          (e) RESULTS.—Subject to subsection (h)(2), the re-  
18          sults of the review under subsection (a)—

19               (1) shall be used to recalculate the motor car-  
20               rier's crash BASIC percentile; and

21               (2) if the carrier is determined not to be re-  
22               sponsible for the crash incident, such information,  
23               shall be reflected on the website of the Federal  
24               Motor Carrier Safety Administration.

25          (f) FEE SYSTEM.—





1 (B) the number of crashes for which the  
2 commercial motor vehicle operator was deter-  
3 mined not to be at fault; and

4 (C) relevant information relating to the  
5 program, including the cost to operate the pro-  
6 gram and the fee structure established.

7 (h) IMPLEMENTATION AND OVERSIGHT RESPONSI-  
8 BILITY.—

9 (1) IN GENERAL.—The Administrator shall en-  
10 sure that the activities described in subsections (a)  
11 through (d) of this section are not required under  
12 section 31102 of title 49, United States Code, as  
13 amended by this Act.

14 (2) REVIEWS INVOLVING FATALITIES.—If a re-  
15 view under subsection (a) involves a fatality, the In-  
16 spector General of the Department of Transpor-  
17 tation shall audit and certify the review prior to  
18 making any changes under subsection (e).

19 **SEC. 32006. POST-ACCIDENT REPORT REVIEW.**

20 (a) IN GENERAL.—Not later than 120 days after the  
21 date of enactment of this Act, the Secretary shall convene  
22 a working group—

23 (1) to review the data elements of post-accident  
24 reports, for tow-away accidents involving commercial

1 motor vehicles, that are reported to the Federal Gov-  
2 ernment; and

3 (2) to report to the Secretary its findings and  
4 any recommendations, including best practices for  
5 State post-accident reports to achieve the data ele-  
6 ments described in subsection (c).

7 (b) COMPOSITION.—Not less than 51 percent of the  
8 working group should be composed of individuals rep-  
9 resenting the States or State law enforcement officials.  
10 The remaining members of the working group shall rep-  
11 resent industry, labor, safety advocates, and other inter-  
12 ested parties.

13 (c) CONSIDERATIONS.—The working group shall con-  
14 sider requiring additional data elements, including—

15 (1) the primary cause of the accident, if the pri-  
16 mary cause can be determined;

17 (2) the physical characteristics of the commer-  
18 cial motor vehicle and any other vehicle involved in  
19 the accident, including—

20 (A) the vehicle configuration;

21 (B) the gross vehicle weight if the weight  
22 can be readily determined;

23 (C) the number of axles; and

24 (D) the distance between axles, if the dis-  
25 tance can be readily determined; and

1           (3) any data elements that could contribute to  
2           the appropriate consideration of requests under sec-  
3           tion 32005.

4           (d) REPORT.—Not later than 1 year after the date  
5 of enactment of this Act, the Secretary shall—

6           (1) review the findings of the working group;

7           (2) identify the best practices for State post-ac-  
8           cident reports that are reported to the Federal Gov-  
9           ernment, including identifying the data elements  
10          that should be collected following a tow-away com-  
11          mercial motor vehicle accident; and

12          (3) recommend to the States the adoption of  
13          new data elements to be collected following report-  
14          able commercial motor vehicle accidents.

15 **SEC. 32007. RECOGNIZING EXCELLENCE IN SAFETY.**

16          (a) IN GENERAL.—The Administrator shall establish  
17 a program to publicly recognize motor carriers and drivers  
18 whose safety records and programs exceed compliance  
19 with the Federal Motor Carrier Safety Administration’s  
20 safety regulations and demonstrate clear and outstanding  
21 safety practices.

22          (b) RESTRICTION.—The program established under  
23 subsection (a) may not be deemed to be an endorsement  
24 of, or a preference for, motor carriers or drivers recognized  
25 under the program.

1 **SEC. 32008. HIGH RISK CARRIER REVIEWS.**

2 (a) IN GENERAL.—After the completion of the certifi-  
3 cation under section 32003 of this Act, and the establish-  
4 ment of the Safety Fitness Determination program, the  
5 Secretary shall ensure that a review is completed on each  
6 motor carrier that demonstrates through performance  
7 data that it poses the highest safety risk. At a minimum,  
8 a review shall be conducted whenever a motor carrier is  
9 among the highest risk carriers for 4 consecutive months.

10 (b) REPORT.—Not later than 180 days after the com-  
11 pletion of the certification under section 32003 of this Act  
12 and the establishment of the Safety Fitness Determination  
13 program, the Secretary shall post on a public website a  
14 report on the actions the Secretary has taken to comply  
15 with this section, including the number of high risk car-  
16 riers identified and the high risk carriers reviewed.

17 (c) CONFORMING AMENDMENT.—Section 4138 of the  
18 Safe, Accountable, Flexible, Efficient Transportation Eq-  
19 uity Act: A Legacy for Users (49 U.S.C. 31144 note) is  
20 repealed.

21 **Subtitle B—Transparency and**  
22 **Accountability**

23 **SEC. 32201. RULEMAKING REQUIREMENTS.**

24 (a) IN GENERAL.—Not later than 2 years after the  
25 date of enactment of this Act, if the Secretary determines  
26 that a significant number of crashes are not covered by

1 the current minimum insurance requirements, the Sec-  
2 retary shall commence a rulemaking to determine whether  
3 to increase the minimum levels of financial responsibility  
4 required under section 31139 of title 49, United States  
5 Code, for a motor carrier to transport property.

6 (b) CONSIDERATIONS.—In considering a notice of  
7 proposed rulemaking or final rule to increase the min-  
8 imum levels of financial responsibility under subsection  
9 (a), the Secretary shall identify and consider—

10 (1) current State insurance requirements;

11 (2) the differences between the State insurance  
12 requirements identified under paragraph (1) and  
13 Federal requirements;

14 (3) the amount of an insurance claim at the  
15 current minimum levels of financial responsibility  
16 that is applied toward—

17 (A) medical care;

18 (B) compensation; or

19 (C) other identifiable costs of a claim; and

20 (4) the frequency in which an insurance claim  
21 exceeds the current minimum levels of financial re-  
22 sponsibility, including, to the extent practicable, un-  
23 sealed verdicts and settlements.

1           (c) RULEMAKING.—If the Secretary commences a  
2 rulemaking under subsection (a), the Secretary shall in-  
3 clude in the rulemaking—

4           (1) an estimate of the regulation’s impact on—

5               (A) the safety of motor vehicle transpor-  
6 tation;

7               (B) the economic condition of the motor  
8 carrier industry, including small and minority  
9 motor carriers and independent owner-opera-  
10 tors;

11              (C) the ability of the insurance industry to  
12 provide the required amount of insurance; and

13              (D) the ability of the minimum insurance  
14 level to cover the full cost of injuries, compen-  
15 satory damages, and fatalities; and

16           (2) an estimate of the effects an increase in the  
17 minimum levels of financial responsibility would have  
18 on—

19               (A) small motor carriers;

20               (B) insurance premiums for motor car-  
21 riers, including small and minority motor car-  
22 riers and independent owner-operators; and

23               (C) the availability of insurance to meet  
24 the minimum levels of financial responsibility.

1 **SEC. 32202. PETITIONS FOR REGULATORY RELIEF.**

2 (a) APPLICATIONS FOR REGULATORY RELIEF.—Not-  
3 withstanding subpart C of part 381 of title 49, Code of  
4 Federal Regulations, the Secretary shall allow an appli-  
5 cant representing a class or group of motor carriers to  
6 apply for a specific exemption from any provision of the  
7 regulations under part 395 of title 49, Code of Federal  
8 Regulations, for commercial motor vehicle drivers.

9 (b) REVIEW PROCESS.—

10 (1) IN GENERAL.—The Secretary shall establish  
11 the procedures for the application for and the review  
12 of an exemption under subsection (a).

13 (2) PUBLICATION.—Not later than 30 days  
14 after the date of receipt of an application for an ex-  
15 emption, the Secretary shall publish the application  
16 in the Federal Register and provide the public with  
17 an opportunity to comment.

18 (3) PUBLIC COMMENT.—

19 (A) IN GENERAL.—Each application shall  
20 be available for public comment for a 30-day  
21 period, but the Secretary may extend the oppor-  
22 tunity for public comment for up to 60 days if  
23 it is a significant or complex request.

24 (B) REVIEW.—Beginning on the date that  
25 the public comment period under subparagraph



1 (A) ends, the Secretary shall have 60 days to  
2 review all of the comments received.

3 (4) DETERMINATION.—At the end of the 60-  
4 day period under paragraph (3)(B), the Secretary  
5 shall publish a determination in the Federal Reg-  
6 ister, including—

7 (A) the reason for granting or denying the  
8 application; and

9 (B) if the application is granted—

10 (i) the specific class of persons eligible  
11 for the exemption;

12 (ii) each provision of the regulations  
13 to which the exemption applies; and

14 (iii) any conditions or limitations ap-  
15 plied to the exemption.

16 (5) CONSIDERATIONS.—In making a determina-  
17 tion whether to grant or deny an application for an  
18 exemption, the Secretary shall consider the safety  
19 impacts of the request and may provide appropriate  
20 conditions or limitations on the use of the exemp-  
21 tion.

22 (c) OPPORTUNITY FOR RESUBMISSION.—If an appli-  
23 cation is denied and the applicant can reasonably address  
24 the reason for the denial, the Secretary may allow the ap-  
25 plicant to resubmit the application.

1 (d) PERIOD OF APPLICABILITY.—

2 (1) IN GENERAL.—Except as provided in para-  
3 graph (2) of this subsection and subsection (f), each  
4 exemption granted under this section shall be valid  
5 for a period of 5 years unless the Secretary identi-  
6 fies a compelling reason for a shorter exemption pe-  
7 riod.

8 (2) RENEWAL.—At the end of the 5-year period  
9 under paragraph (1)—

10 (A) the Secretary, at the Secretary's dis-  
11 cretion, may renew the exemption for an addi-  
12 tional 5-year period; or

13 (B) an applicant may apply under sub-  
14 section (a) for a permanent exemption from  
15 each applicable provision of the regulations.

16 (e) LIMITATION.—No exemption under this section  
17 may be granted to or used by any motor carrier that has  
18 an unsatisfactory or conditional safety fitness determina-  
19 tion.

20 (f) PERMANENT EXEMPTIONS.—

21 (1) IN GENERAL.—The Secretary shall make  
22 permanent the following limited exceptions:

23 (A) Department of Defense Military Sur-  
24 face Deployment and Distribution Command  
25 transport of weapons, munitions, and sensitive

1 classified cargo as published in the Federal  
2 Register Volume 80 on April 16, 2015 (80 Fed.  
3 Reg. 20556).

4 (B) Department of Energy transport of se-  
5 curity-sensitive radioactive materials as pub-  
6 lished in the Federal Register Volume 80 on  
7 June 22, 2015 (80 Fed. Reg. 35703).

8 (C) Motor carriers that transport haz-  
9 ardous materials shipments requiring security  
10 plans under regulations of the Pipeline and  
11 Hazardous Materials Safety Administration as  
12 published in the Federal Register Volume 80 on  
13 May 1, 2015 (80 Fed. Reg. 25004).

14 (D) Perishable construction products as  
15 published in the Federal Register Volume 80 on  
16 April 2, 2015 (80 Fed. Reg. 17819).

17 (E) Passenger vehicle record of duty status  
18 change as published in the Federal Register  
19 Volume 80 on June 4, 2015 (80 Fed. Reg.  
20 31961).

21 (F) Transport of commercial bee hives as  
22 published in the Federal Register Volume 80 on  
23 June 19, 2018. (80 Fed. Reg. 35425).

24 (G) Specialized carriers and drivers re-  
25 sponsible for transporting loads requiring spe-

1           cial permits as published in the Federal Reg-  
2           ister Volume 80 on June 18, 2015 (80 Fed.  
3           Reg. 34957).

4           (H) Safe transport of livestock as pub-  
5           lished in the Federal Register Volume 80 on  
6           June 12, 2015 (80 Fed. Reg. 33584).

7           (2) **ADDITIONAL EXEMPTIONS.**—The Secretary  
8           may make any temporary exemption from any provi-  
9           sion of the regulations under part 395 of title 49,  
10          Code of Federal Regulations, for commercial motor  
11          vehicle drivers that is in effect on the date of enact-  
12          ment of this Act permanent if the Secretary deter-  
13          mines that the permanent exemption will not de-  
14          grade safety. The Secretary shall provide public no-  
15          tice and comment on a list of the additional tem-  
16          porary exemptions to be made permanent under this  
17          paragraph.

18          (3) **REVOCAION OF EXEMPTIONS.**—The Sec-  
19          retary may revoke an exemption issued under this  
20          section if the Secretary can demonstrate that the ex-  
21          emption has had a negative impact on safety.

22   **SEC. 32203. INSPECTOR STANDARDS.**

23          Not later than 90 days after the date of enactment  
24          of this Act, the Administrator of the Federal Motor Car-  
25          rier Safety Administration shall revise the regulations

1 under part 385 of title 49, Code of Federal Regulations,  
2 as necessary, to incorporate by reference the certification  
3 standards for roadside inspectors issued by the Commer-  
4 cial Vehicle Safety Alliance.

5 **SEC. 32204. TECHNOLOGY IMPROVEMENTS.**

6 (a) IN GENERAL.—Not later than 1 year after the  
7 date of enactment of this Act, the Government Account-  
8 ability Office shall conduct a comprehensive analysis on  
9 the Federal Motor Carrier Safety Administration’s infor-  
10 mation technology and data collection and management  
11 systems.

12 (b) REQUIREMENTS.—The study conducted under  
13 subsection (a) shall—

14 (1) evaluate the efficacy of the existing infor-  
15 mation technology, data collection, processing sys-  
16 tems, and data management systems and programs,  
17 including their interaction with each other and their  
18 efficacy in meeting user needs;

19 (2) identify any redundancies among the sys-  
20 tems and programs described in paragraph (1);

21 (3) explore the feasibility of consolidating data  
22 collection and processing systems;

23 (4) evaluate the ability of the systems and pro-  
24 grams described in paragraph (1) to meet the needs  
25 of—

1 (A) the Federal Motor Carrier Safety Ad-  
2 ministration, at both the headquarters and  
3 State level;

4 (B) the State agencies that implement the  
5 Motor Carrier Safety Assistance Program under  
6 section 31102 of title 49, United States Code;  
7 and

8 (C) other users;

9 (5) evaluate the adaptability of the systems and  
10 programs described in paragraph (1), in order to  
11 make necessary future changes to ensure user needs  
12 are met in an easier, timely, and more cost efficient  
13 manner;

14 (6) investigate and make recommendations re-  
15 garding—

16 (A) deficiencies in existing data sets im-  
17 pacting program effectiveness; and

18 (B) methods to improve any and all user  
19 interfaces; and

20 (7) evaluate the appropriate role the Federal  
21 Motor Carrier Safety Administration should take  
22 with respect to software and information systems de-  
23 sign, development, and maintenance for the purpose  
24 of improving the efficacy of the systems and pro-  
25 grams described in paragraph (1).

1 **Subtitle C—Trucking Rules Up-**  
2 **dated by Comprehensive and**  
3 **Key Safety Reform**

4 **SEC. 32301. UPDATE ON STATUTORY REQUIREMENTS.**

5 (a) IN GENERAL.—Not later than 90 days after the  
6 date of enactment of this Act, and every 90 days there-  
7 after until a final rule has been issued for each of the  
8 requirements described under paragraphs (1) through (5),  
9 the Administrator of the Federal Motor Carrier Safety Ad-  
10 ministration shall submit to the Committee on Commerce,  
11 Science, and Transportation of the Senate and the Com-  
12 mittee on Transportation and Infrastructure of the House  
13 of Representatives a report on the status of a final rule  
14 for—

15 (1) the minimum entry-level training require-  
16 ments for an individual operating a commercial  
17 motor vehicle under section 31305(e) of title 49,  
18 United States Code;

19 (2) motor carrier safety fitness determinations;

20 (3) visibility of agricultural equipment under  
21 section 31601 of division C of the Moving Ahead for  
22 Progress in the 21st Century Act (49 U.S.C. 30111  
23 note);

24 (4) regulations to require commercial motor ve-  
25 hicles in interstate commerce and operated by a

1 driver subject to the hours of service and record of  
2 duty status requirements under part 395 of title 49,  
3 Code of Federal Regulations, be equipped with an  
4 electronic control module capable of limiting the  
5 maximum speed of the vehicle; and

6 (5) any outstanding commercial motor vehicle  
7 safety regulation required by law and incomplete for  
8 more than 2 years.

9 (b) CONTENTS.—Each report under subsection (a)  
10 shall include a description of the work plan, an updated  
11 rulemaking timeline, current staff allocations, any re-  
12 source constraints, and any other details associated with  
13 the development of the rulemaking.

14 **SEC. 32302. STATUTORY RULEMAKING.**

15 The Administrator of the Federal Motor Carrier  
16 Safety Administration shall prioritize the use of Federal  
17 Motor Carrier Safety Administration resources for the  
18 completion of each outstanding statutory requirement for  
19 a rulemaking before beginning any new rulemaking unless  
20 the Secretary certifies to Congress that there is an immi-  
21 nent and significant safety need to move forward with a  
22 new rulemaking.

23 **SEC. 32303. GUIDANCE REFORM.**

24 (a) GUIDANCE.—



1           (1) POINT OF CONTACT.—Each guidance docu-  
2           ment, other than a regulatory action, issued by the  
3           Federal Motor Carrier Safety Administration shall  
4           have a date of publication or a date of revision, as  
5           applicable, and the name and contact information of  
6           a point of contact at the Federal Motor Carrier  
7           Safety Administration who can respond to questions  
8           regarding the general applicability of the guidance.

9           (2) PUBLIC ACCESSIBILITY.—

10           (A) IN GENERAL.—Each guidance docu-  
11           ment and interpretation issued by the Federal  
12           Motor Carrier Safety Administration shall be  
13           published on the Department of Transpor-  
14           tation’s public website on the date of issuance.

15           (B) REDACTION.—The Administrator of  
16           the Federal Motor Carrier Safety Administra-  
17           tion may redact from a guidance document or  
18           interpretation under subparagraph (A) any in-  
19           formation that would reveal investigative tech-  
20           niques that would compromise Federal Motor  
21           Carrier Safety Administration enforcement ef-  
22           forts.

23           (3) RULEMAKING.—Not later than 5 years after  
24           the date that a guidance document is published  
25           under paragraph (2) or during the comprehensive

1 review under subsection (c), whichever is earlier, the  
2 Secretary, in consultation with the Administrator,  
3 shall revise the applicable regulations to incorporate  
4 the guidance document to the extent practicable.

5 (4) REISSUANCE.—If a guidance document is  
6 not incorporated into the applicable regulations  
7 under paragraph (3), the Secretary shall—

8 (A) reissue an updated guidance document;  
9 and

10 (B) review and reissue an updated guid-  
11 ance document every 5 years during the com-  
12 prehensive review process under subsection (c)  
13 until the date that the guidance document is re-  
14 moved or incorporated into the applicable regu-  
15 lations under paragraph (3) of this subsection.

16 (b) UPDATE.—Not later than 1 year after the date  
17 of enactment of this Act, the Secretary shall review regula-  
18 tions, guidance, and enforcement policies published on the  
19 Department of Transportation’s public website to ensure  
20 the regulations, guidance, and enforcement policies are  
21 current, readily accessible to the public, and meet the  
22 standards under subsection (c)(1).

23 (c) REVIEW.—

24 (1) IN GENERAL.—Subject to paragraph (2),  
25 not less than once every 5 years, the Administrator

1 of the Federal Motor Carrier Safety Administration  
2 shall conduct a comprehensive review of its guidance  
3 and enforcement policies to determine whether—

4 (A) the guidance and enforcement policies  
5 are consistent and clear;

6 (B) the guidance is uniformly and consist-  
7 ently enforceable; and

8 (C) the guidance is still necessary.

9 (2) NOTICE AND COMMENT.—Prior to begin-  
10 ning the review, the Administrator shall publish in  
11 the Federal Register a notice and request for com-  
12 ment soliciting input from stakeholders on which  
13 regulations should be updated or eliminated.

14 (3) PRIORITIZATION OF OUTSTANDING PETI-  
15 TIONS.—As part of the review under paragraph (1),  
16 the Administrator shall prioritize consideration of  
17 each outstanding petition (as defined in section  
18 32304(b) of this Act) submitted by a stakeholder for  
19 rulemaking.

20 (4) REPORT.—

21 (A) IN GENERAL.—Not later than 60 days  
22 after the date that a review under paragraph  
23 (1) is complete, the Administrator shall publish  
24 on the Department of Transportation's public

1 website a report detailing the review and a full  
2 inventory of guidance and enforcement policies.

3 (B) INCLUSIONS.—The report under sub-  
4 paragraph (A) of this paragraph shall include a  
5 summary of the response of the Federal Motor  
6 Carrier Safety Administration to each comment  
7 received under paragraph (2) indicating each  
8 request the Federal Motor Carrier Safety Ad-  
9 ministration is granting.

10 **SEC. 32304. PETITIONS.**

11 (a) IN GENERAL.—The Administrator of the Federal  
12 Motor Carrier Safety Administration shall—

13 (1) publish on the Department of Transpor-  
14 tation’s public website all petitions for regulatory ac-  
15 tion submitted;

16 (2) prioritize stakeholder petitions based on the  
17 likelihood of providing safety improvements;

18 (3) formally respond to each petition by indi-  
19 cating whether the Administrator will accept, deny,  
20 or further review, the petition not later than 180  
21 days after the date the petition is published under  
22 paragraph (1);

23 (4) prioritize resulting actions consistent with  
24 an action’s potential to reduce crashes, improve en-  
25 forcement, and reduce unnecessary burdens; and

1           (5) not later than 60 days after the date of re-  
2           ceipt, publish, and update as necessary, on the De-  
3           partment of Transportation’s public website an in-  
4           ventory of the petitions described in paragraph (1),  
5           including any applicable disposition information for  
6           that petition.

7           (b) DEFINITION OF PETITION.—In this section, the  
8           term “petition” means a request for new regulations, reg-  
9           ulatory interpretations or clarifications, or retrospective  
10          review of regulations to eliminate or modify obsolete, inef-  
11          fective, or overly-burdensome rules.

12          **SEC. 32305. REGULATORY REFORM.**

13          (a) REGULATORY IMPACT ANALYSIS.—

14                 (1) IN GENERAL.—Within each regulatory im-  
15                 pact analysis of a proposed or final rule issued by  
16                 the Federal Motor Carrier Safety Administration,  
17                 the Secretary shall whenever practicable—

18                         (A) consider effects of the proposed or  
19                         final rule on a carrier with differing character-  
20                         istics; and

21                         (B) formulate estimates and findings on  
22                         the best available science.

23                 (2) SCOPE.—To the extent feasible and appro-  
24                 priate, and consistent with law, the analysis de-  
25                 scribed in paragraph (1) shall—

1           (A) use data generated from a representa-  
2           tive sample of commercial vehicle operators,  
3           motor carriers, or both, that will be covered  
4           under the proposed or final rule; and

5           (B) consider effects on commercial truck  
6           and bus carriers of various sizes and types.

7           (b) PUBLIC PARTICIPATION.—

8           (1) IN GENERAL.—Before promulgating a pro-  
9           posed rule under part B of subtitle VI of title 49,  
10          United States Code, if the proposed rule is likely to  
11          lead to the promulgation of a major rule the Sec-  
12          retary shall—

13           (A) issue an advance notice of proposed  
14           rulemaking; or

15           (B) determine to proceed with a negotiated  
16           rulemaking.

17          (2) REQUIREMENTS.—Each advance notice of  
18          proposed rulemaking issued under paragraph (1)  
19          shall—

20           (A) identify the compelling public concern  
21           for a potential regulatory action, such as fail-  
22           ures of private markets to protect or improve  
23           the safety of the public, the environment, or the  
24           well-being of the American people;

1 (B) identify and request public comment  
2 on the best available science or technical infor-  
3 mation on the need for regulatory action and on  
4 the potential regulatory alternatives;

5 (C) request public comment on the benefits  
6 and costs of potential regulatory alternatives  
7 reasonably likely to be included or analyzed as  
8 part of the notice of proposed rulemaking; and

9 (D) request public comment on the avail-  
10 able alternatives to direct regulation, including  
11 providing economic incentives to encourage the  
12 desired behavior.

13 (3) WAIVER.—This subsection shall not apply  
14 when the Secretary, for good cause, finds (and incor-  
15 porates the finding and a brief statement of reasons  
16 for such finding in the proposed or final rule) an ad-  
17 vance notice of proposed rulemaking impracticable,  
18 unnecessary, or contrary to the public interest.

19 (c) SAVINGS CLAUSE.—Nothing in this section may  
20 be construed to limit the contents of any Advance Notice  
21 of Proposed Rulemaking.

## 22 **Subtitle D—State Authorities**

### 23 **SEC. 32401. EMERGENCY ROUTE WORKING GROUP.**

24 (a) IN GENERAL.—

1           (1) ESTABLISHMENT.—Not later than 1 year  
2 after the date of enactment of this Act, the Sec-  
3 retary shall establish a working group to determine  
4 best practices for expeditious State approval of spe-  
5 cial permits for vehicles involved in emergency re-  
6 sponse and recovery.

7           (2) MEMBERS.—The working group shall in-  
8 clude representatives from—

9                   (A) State highway transportation depart-  
10 ments or agencies;

11                   (B) relevant modal agencies within the De-  
12 partment of Transportation;

13                   (C) emergency response or recovery ex-  
14 perts;

15                   (D) relevant safety groups; and

16                   (E) persons affected by special permit re-  
17 strictions during emergency response and recov-  
18 ery efforts.

19           (b) CONSIDERATIONS.—In determining best practices  
20 under subsection (a), the working group shall consider  
21 whether—

22                   (1) hurdles currently exist that prevent the ex-  
23 peditious State approval for special permits for vehi-  
24 cles involved in emergency response and recovery;



1           (2) it is possible to pre-identify and establish  
2           emergency routes between States through which in-  
3           frastructure repair materials could be delivered fol-  
4           lowing a natural disaster or an emergency;

5           (3) a State could pre-designate an emergency  
6           route identified under paragraph (1) as a certified  
7           emergency route if a motor vehicle that exceeds the  
8           otherwise applicable Federal and State truck length  
9           or width limits may safely operate along such route  
10          during period of emergency recovery; and

11          (4) an online map could be created to identify  
12          each pre-designated emergency route under para-  
13          graph (2), including information on specific limita-  
14          tions, obligations, and notification requirements  
15          along that route.

16          (c) REPORT.—Not later than 1 year after the date  
17          of enactment of this Act, the working group shall submit  
18          to the Secretary a report of its findings under this section  
19          and any recommendations for the implementation of the  
20          best practices for expeditious State approval of special  
21          permits for vehicles involved in emergency recovery. Upon  
22          receipt, the Secretary shall publish the report on a public  
23          website.

24          (d) FEDERAL ADVISORY COMMITTEE ACT EXEMP-  
25          TION.—The Federal Advisory Committee Act (5 U.S.C.

1 App.) shall not apply to the working group established  
2 under this section.

3 **SEC. 32402. ADDITIONAL STATE AUTHORITY.**

4 Notwithstanding any other provision of law, not later  
5 than 180 days after the date of enactment of this Act,  
6 any State impacted by section 4006 of the Intermodal  
7 Surface Transportation Efficiency Act of 1991 (Public  
8 Law 102–240; 105 Stat. 2148) shall be provided the op-  
9 tion to update the routes listed in the final list as long  
10 as the update shifts routes to divided highways or does  
11 not increase centerline miles by more than 5 percent and  
12 the change is expected to increase safety performance.

13 **SEC. 32403. COMMERCIAL DRIVER ACCESS.**

14 (a) INTERSTATE COMPACT PILOT PROGRAM.—

15 (1) IN GENERAL.—The Administrator of the  
16 Federal Motor Carrier Safety Administration may  
17 establish a 6-year pilot program to study the feasi-  
18 bility, benefits, and safety impacts of allowing a li-  
19 censed driver between the ages of 18 and 21 to oper-  
20 ate a commercial motor vehicle in interstate com-  
21 merce.

22 (2) INTERSTATE COMPACTS.—The Secretary  
23 shall allow States, including the District of Colum-  
24 bia, to enter into an interstate compact with contig-  
25 uous States to allow a licensed driver between the

1       ages of 18 and 21 to operate a motor vehicle across  
2       the applicable State lines. The Secretary shall ap-  
3       prove as many as 3 interstate compacts, with no  
4       more than 4 States per compact participating in  
5       each interstate compact.

6           (3) MUTUAL RECOGNITION OF LICENSES.—A  
7       valid intrastate commercial driver’s licenses issued  
8       by a State participating in an interstate compact  
9       under paragraph (2) shall be recognized as valid not  
10      more than 100 air miles from the border of the driv-  
11      er’s State of licensure in each State that is partici-  
12      pating in that interstate compact.

13          (4) STANDARDS.—In developing an interstate  
14      compact under this subsection, participating States  
15      shall provide for minimum licensure standards ac-  
16      ceptable for interstate travel under this section,  
17      which may include, for a licensed driver between the  
18      ages of 18 and 21 participating in the pilot pro-  
19      gram—

20                   (A) age restrictions;

21                   (B) distance from origin (measured in air  
22      miles);

23                   (C) reporting requirements; or

24                   (D) additional hours of service restrictions.

1           (5) LIMITATIONS.—An interstate compact  
2 under paragraph (2) may not permit special configu-  
3 ration or hazardous cargo operations to be trans-  
4 ported by a licensed driver under the age of 21.

5           (6) ADDITIONAL REQUIREMENTS.—The Sec-  
6 retary may—

7           (A) prescribe such additional requirements,  
8 including training, for a licensed driver between  
9 the ages of 18 and 21 participating in the pilot  
10 program as the Secretary considers necessary;  
11 and

12           (B) provide risk mitigation restrictions and  
13 limitations.

14       (b) APPROVAL.—An interstate compact under sub-  
15 section (a)(2) may not go into effect until it has been ap-  
16 proved by the governor of each State (or the Mayor of  
17 the District of Columbia, if applicable) that is a party to  
18 the interstate compact, after consultation with the Sec-  
19 retary of Transportation and the Administrator of the  
20 Federal Motor Carrier Safety Administration.

21       (c) DATA COLLECTION.—The Secretary shall collect  
22 and analyze data relating to accidents (as defined in sec-  
23 tion 390.5 of title 49, Code of Federal Regulations) in  
24 which a driver under the age of 21 participating in the  
25 pilot program is involved.

1 (d) REPORT.—Beginning 3 years after the date the  
2 first compact is established and approved, the Secretary  
3 shall submit to Congress a report containing the data col-  
4 lection and findings of the pilot program, a determination  
5 of whether a licensed driver between the ages of 18 and  
6 21 can operate a commercial motor vehicle in interstate  
7 commerce with an equivalent level of safety, and the rea-  
8 sons for that determination. The Secretary may extend the  
9 air mileage requirements under subsection (a)(3) to ex-  
10 pand operation areas and gather additional data for anal-  
11 ysis.

12 (e) TERMINATION.—The Secretary may terminate  
13 the pilot program if the data collected under subsection  
14 (c) indicates that drivers under the age of 21 do not oper-  
15 ate in interstate commerce with an equivalent level of safe-  
16 ty of those drivers age 21 and over.

17 **Subtitle E—Motor Carrier Safety**  
18 **Grant Consolidation**

19 **SEC. 32501. DEFINITIONS.**

20 (a) IN GENERAL.—Section 31101 is amended—

21 (1) by redesignating paragraph (4) as para-  
22 graph (5); and

23 (2) by inserting after paragraph (3) the fol-  
24 lowing:

1           “(4) ‘Secretary’ means the Secretary of Trans-  
2           portation.”.

3           (b) TECHNICAL AND CONFORMING AMENDMENTS.—  
4           Section 31101, as amended by subsection (a), is amend-  
5           ed—

6           (1) in paragraph (1)(B), by inserting a comma  
7           after “passengers”; and

8           (2) in paragraph (1)(C), by striking “of Trans-  
9           portation”.

10   **SEC. 32502. GRANTS TO STATES.**

11           (a) MOTOR CARRIER SAFETY ASSISTANCE PRO-  
12           GRAM.—Section 31102 is amended to read as follows:

13   **“§ 31102. Motor Carrier Safety Assistance Program**

14           “(a) IN GENERAL.—The Secretary shall administer  
15           a motor carrier safety assistance program funded under  
16           section 31104.

17           “(b) GOAL.—The goal of the program is to ensure  
18           that the Secretary, States, local governments, other polit-  
19           ical jurisdictions, federally-recognized Indian tribes, and  
20           other persons work in partnership to establish programs  
21           to improve motor carrier, commercial motor vehicle, and  
22           driver safety to support a safe and efficient surface trans-  
23           portation system—

24           “(1) by making targeted investments to pro-  
25           mote safe commercial motor vehicle transportation,

1 including the transportation of passengers and haz-  
2 arduous materials;

3 “(2) by investing in activities likely to generate  
4 maximum reductions in the number and severity of  
5 commercial motor vehicle crashes and fatalities re-  
6 sulting from such crashes;

7 “(3) by adopting and enforcing effective motor  
8 carrier, commercial motor vehicle, and driver safety  
9 regulations and practices consistent with Federal re-  
10 quirements; and

11 “(4) by assessing and improving statewide per-  
12 formance by setting program goals and meeting per-  
13 formance standards, measures, and benchmarks.

14 “(c) STATE PLANS.—

15 “(1) IN GENERAL.—The Secretary shall pre-  
16 scribe procedures for a State to submit a multiple-  
17 year plan, and annual updates thereto, under which  
18 the State agrees to assume responsibility for improv-  
19 ing motor carrier safety, adopting and enforcing  
20 compatible regulations, standards, and orders of the  
21 Federal Government on commercial motor vehicle  
22 safety and hazardous materials transportation safe-  
23 ty.

24 “(2) CONTENTS.—The Secretary shall approve  
25 a plan if the Secretary determines that the plan is

1       adequate to comply with the requirements of this  
2       section, and the plan—

3               “(A) implements performance-based activi-  
4               ties, including deployment and maintenance of  
5               technology to enhance the efficiency and effec-  
6               tiveness of commercial motor vehicle safety pro-  
7               grams;

8               “(B) designates a lead State commercial  
9               motor vehicle safety agency responsible for ad-  
10              ministering the plan throughout the State;

11              “(C) contains satisfactory assurances that  
12              the lead State commercial motor vehicle safety  
13              agency has or will have the legal authority, re-  
14              sources, and qualified personnel necessary to  
15              enforce the regulations, standards, and orders;

16              “(D) contains satisfactory assurances that  
17              the State will devote adequate resources to the  
18              administration of the plan and enforcement of  
19              the regulations, standards, and orders;

20              “(E) provides a right of entry and inspec-  
21              tion to carry out the plan;

22              “(F) provides that all reports required  
23              under this section be available to the Secretary  
24              on request;



1           “(G) provides that the lead State commer-  
2           cial motor vehicle safety agency will adopt the  
3           reporting requirements and use the forms for  
4           recordkeeping, inspections, and investigations  
5           that the Secretary prescribes;

6           “(H) requires all registrants of commercial  
7           motor vehicles to demonstrate knowledge of ap-  
8           plicable safety regulations, standards, and or-  
9           ders of the Federal Government and the State;

10          “(I) provides that the State will grant  
11          maximum reciprocity for inspections conducted  
12          under the North American Inspection Stand-  
13          ards through the use of a nationally-accepted  
14          system that allows ready identification of pre-  
15          viously inspected commercial motor vehicles;

16          “(J) ensures that activities described in  
17          subsection (h), if financed through grants to  
18          the State made under this section, will not di-  
19          minish the effectiveness of the development and  
20          implementation of the programs to improve  
21          motor carrier, commercial motor vehicle, and  
22          driver safety as described in subsection (b);

23          “(K) ensures that the lead State commer-  
24          cial motor vehicle safety agency will coordinate  
25          the plan, data collection, and information sys-

1           tems with the State highway safety improve-  
2           ment program required under section 148(c) of  
3           title 23;

4           “(L) ensures participation in appropriate  
5           Federal Motor Carrier Safety Administration  
6           information technology and data systems and  
7           other information systems by all appropriate ju-  
8           risdictions receiving Motor Carrier Safety As-  
9           sistance Program funding;

10          “(M) ensures that information is ex-  
11          changed among the States in a timely manner;

12          “(N) provides satisfactory assurances that  
13          the State will undertake efforts that will em-  
14          phasize and improve enforcement of State and  
15          local traffic safety laws and regulations related  
16          to commercial motor vehicle safety;

17          “(O) provides satisfactory assurances in  
18          the plan that the State will address national  
19          priorities and performance goals, including—

20                 “(i) activities aimed at removing im-  
21                 paired commercial motor vehicle drivers  
22                 from the highways of the United States  
23                 through adequate enforcement of regula-  
24                 tions on the use of alcohol and controlled  
25                 substances and by ensuring ready roadside

1 access to alcohol detection and measuring  
2 equipment;

3 “(ii) activities aimed at providing an  
4 appropriate level of training to State motor  
5 carrier safety assistance program officers  
6 and employees on recognizing drivers im-  
7 paired by alcohol or controlled substances;  
8 and

9 “(iii) when conducted with an appro-  
10 priate commercial motor vehicle inspection,  
11 criminal interdiction activities, and appro-  
12 priate strategies for carrying out those  
13 interdiction activities, including interdic-  
14 tion activities that affect the transpor-  
15 tation of controlled substances (as defined  
16 under section 102 of the Comprehensive  
17 Drug Abuse Prevention and Control Act of  
18 1970 (21 U.S.C. 802) and listed in part  
19 1308 of title 21, Code of Federal Regula-  
20 tions, as updated and republished from  
21 time to time) by any occupant of a com-  
22 mercial motor vehicle;

23 “(P) provides that the State has estab-  
24 lished and dedicated sufficient resources to a  
25 program to ensure that—

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1                   “(i) the State collects and reports to  
2                   the Secretary accurate, complete, and  
3                   timely motor carrier safety data; and

4                   “(ii) the State participates in a na-  
5                   tional motor carrier safety data correction  
6                   system prescribed by the Secretary;

7                   “(Q) ensures that the State will cooperate  
8                   in the enforcement of financial responsibility re-  
9                   quirements under sections 13906, 31138, and  
10                  31139 of this title, and regulations issued  
11                  under these sections;

12                  “(R) ensures consistent, effective, and rea-  
13                  sonable sanctions;

14                  “(S) ensures that roadside inspections will  
15                  be conducted at locations that are adequate to  
16                  protect the safety of drivers and enforcement  
17                  personnel;

18                  “(T) provides that the State will include in  
19                  the training manuals for the licensing examina-  
20                  tion to drive both noncommercial motor vehicles  
21                  and commercial motor vehicles information on  
22                  best practices for driving safely in the vicinity  
23                  of noncommercial and commercial motor vehi-  
24                  cles;

1           “(U) provides that the State will enforce  
2           the registration requirements of sections 13902  
3           and 31134 of this title by prohibiting the oper-  
4           ation of any vehicle discovered to be operated  
5           by a motor carrier without a registration issued  
6           under those sections or to be operated beyond  
7           the scope of the motor carrier’s registration;

8           “(V) provides that the State will conduct  
9           comprehensive and highly visible traffic enforce-  
10          ment and commercial motor vehicle safety in-  
11          spection programs in high-risk locations and  
12          corridors;

13          “(W) except in the case of an imminent  
14          hazard or obvious safety hazard, ensures that  
15          an inspection of a vehicle transporting pas-  
16          sengers for a motor carrier of passengers is  
17          conducted at a station, terminal, border cross-  
18          ing, maintenance facility, destination, or other  
19          location where adequate food, shelter, and sani-  
20          tation facilities are available for passengers,  
21          and reasonable accommodations are available  
22          for passengers with disabilities;

23          “(X) ensures that the State will transmit  
24          to its roadside inspectors the notice of each  
25          Federal exemption granted under section

1           31315(b) of this title and sections 390.23 and  
2           390.25 of title 49 of the Code of Federal Regu-  
3           lations and provided to the State by the Sec-  
4           retary, including the name of the person grant-  
5           ed the exemption and any terms and conditions  
6           that apply to the exemption;

7           “(Y) except as provided in subsection (d),  
8           provides that the State—

9                   “(i) will conduct safety audits of  
10                  interstate and, at the State’s discretion,  
11                  intrastate new entrant motor carriers  
12                  under section 31144(g) of this title; and

13                   “(ii) if the State authorizes a third  
14                  party to conduct safety audits under sec-  
15                  tion 31144(g) on its behalf, the State  
16                  verifies the quality of the work conducted  
17                  and remains solely responsible for the  
18                  management and oversight of the activi-  
19                  ties;

20                  “(Z) provides that the State agrees to fully  
21                  participate in the performance and registration  
22                  information system management under section  
23                  31106(b) not later than October 1, 2020, by  
24                  complying with the conditions for participation  
25                  under paragraph (3) of that section;

1           “(AA) provides that a State that shares a  
2 land border with another country—

3           “(i) will conduct a border commercial  
4 motor vehicle safety program focusing on  
5 international commerce that includes en-  
6 forcement and related projects; or

7           “(ii) will forfeit all funds calculated by  
8 the Secretary based on border-related ac-  
9 tivities if the State declines to conduct the  
10 program described in clause (i) in its plan;  
11 and

12           “(BB) provides that a State that meets the  
13 other requirements of this section and agrees to  
14 comply with the requirements established in  
15 subsection (l)(3) may fund operation and main-  
16 tenance costs associated with innovative tech-  
17 nology deployment under subsection (l)(3) with  
18 Motor Carrier Safety Assistance Program funds  
19 authorized under section 31104(a)(1).

20           “(3) PUBLICATION.—

21           “(A) IN GENERAL.—Subject to subpara-  
22 graph (B), the Secretary shall publish each ap-  
23 proved State multiple-year plan, and each an-  
24 nual update thereto, on the Department of  
25 Transportation’s public website not later than

1           30 days after the date the Secretary approves  
2           the plan or update.

3           “(B) LIMITATION.—Before posting an ap-  
4           proved State multiple-year plan or annual up-  
5           date under subparagraph (A), the Secretary  
6           shall redact any information identified by the  
7           State that, if disclosed—

8                   “(i) would reasonably be expected to  
9                   interfere with enforcement proceedings; or

10                   “(ii) would reveal enforcement tech-  
11                   niques or procedures that would reasonably  
12                   be expected to risk circumvention of the  
13                   law.

14           “(d) EXCLUSION OF U.S. TERRITORIES.—The re-  
15           quirement that a State conduct safety audits of new en-  
16           trant motor carriers under subsection (c)(2)(Y) does not  
17           apply to a territory of the United States unless required  
18           by the Secretary.

19           “(e) INTRASTATE COMPATIBILITY.—The Secretary  
20           shall prescribe regulations specifying tolerance guidelines  
21           and standards for ensuring compatibility of intrastate  
22           commercial motor vehicle safety laws, including regula-  
23           tions, with Federal motor carrier safety regulations to be  
24           enforced under subsections (b) and (c). To the extent  
25           practicable, the guidelines and standards shall allow for



1 maximum flexibility while ensuring a degree of uniformity  
2 that will not diminish motor vehicle safety.

3 “(f) MAINTENANCE OF EFFORT.—

4 “(1) BASELINE.—Except as provided under  
5 paragraphs (2) and (3) and in accordance with sec-  
6 tion 32508 of the Comprehensive Transportation  
7 and Consumer Protection Act of 2015, a State plan  
8 under subsection (c) shall provide that the total ex-  
9 penditure of amounts of the lead State commercial  
10 motor vehicle safety agency responsible for admin-  
11 istering the plan will be maintained at a level each  
12 fiscal year at least equal to—

13 “(A) the average level of that expenditure  
14 for fiscal years 2004 and 2005; or

15 “(B) the level of that expenditure for the  
16 year in which the Secretary implements a new  
17 allocation formula under section 32508 of the  
18 Comprehensive Transportation and Consumer  
19 Protection Act of 2015.

20 “(2) ADJUSTED BASELINE AFTER FISCAL YEAR  
21 2017.—At the request of a State, the Secretary may  
22 evaluate additional documentation related to the  
23 maintenance of effort and may make reasonable ad-  
24 justments to the maintenance of effort baseline after  
25 the year in which the Secretary implements a new

1 allocation formula under section 32508 of the Com-  
2 prehensive Transportation and Consumer Protection  
3 Act of 2015, and this adjusted baseline will replace  
4 the maintenance of effort requirement under para-  
5 graph (1).

6 “(3) WAIVERS.—At the request of a State, the  
7 Secretary may waive or modify the requirements of  
8 this subsection for 1 fiscal year if the Secretary de-  
9 termines that a waiver or modification is reasonable,  
10 based on circumstances described by the State, to  
11 ensure the continuation of commercial motor vehicle  
12 enforcement activities in the State.

13 “(4) LEVEL OF STATE EXPENDITURES.—In es-  
14 timating the average level of State expenditure  
15 under paragraph (1), the Secretary—

16 “(A) may allow the State to exclude State  
17 expenditures for Federally-sponsored dem-  
18 onstration and pilot programs and strike forces;

19 “(B) may allow the State to exclude ex-  
20 penditures for activities related to border en-  
21 forcement and new entrant safety audits; and

22 “(C) shall require the State to exclude  
23 State matching amounts used to receive Federal  
24 financing under section 31104.

1           “(g) USE OF UNIFIED CARRIER REGISTRATION FEES  
2 AGREEMENT.—Amounts generated under section 14504a  
3 of this title and received by a State and used for motor  
4 carrier safety purposes may be included as part of the  
5 State’s match required under section 31104 of this title  
6 or maintenance of effort required by subsection (f) of this  
7 section.

8           “(h) USE OF GRANTS TO ENFORCE OTHER LAWS.—  
9 When approved in the States’ plan under subsection (c),  
10 a State may use Motor Carrier Safety Assistance Program  
11 funds received under this section—

12                   “(1) if the activities are carried out in conjunc-  
13 tion with an appropriate inspection of a commercial  
14 motor vehicle to enforce Federal or State commercial  
15 motor vehicle safety regulations, for—

16                           “(A) enforcement of commercial motor ve-  
17 hicle size and weight limitations at locations,  
18 excluding fixed weight facilities, such as near  
19 steep grades or mountainous terrains, where  
20 the weight of a commercial motor vehicle can  
21 significantly affect the safe operation of the ve-  
22 hicle, or at ports where intermodal shipping  
23 containers enter and leave the United States;  
24 and

1           “(B) detection of and enforcement actions  
2           taken as a result of criminal activity, including  
3           the trafficking of human beings, in a commer-  
4           cial motor vehicle or by any occupant, including  
5           the operator, of the commercial motor vehicle;

6           “(2) for documented enforcement of State traf-  
7           fic laws and regulations designed to promote the  
8           safe operation of commercial motor vehicles, includ-  
9           ing documented enforcement of such laws and regu-  
10          lations relating to noncommercial motor vehicles  
11          when necessary to promote the safe operation of  
12          commercial motor vehicles, if—

13               “(A) the number of motor carrier safety  
14               activities, including roadside safety inspections,  
15               conducted in the State is maintained at a level  
16               at least equal to the average level of such activi-  
17               ties conducted in the State in fiscal years 2004  
18               and 2005; and

19               “(B) the State does not use more than 10  
20               percent of the basic amount the State receives  
21               under a grant awarded under section  
22               31104(a)(1) for enforcement activities relating  
23               to noncommercial motor vehicles necessary to  
24               promote the safe operation of commercial motor  
25               vehicles unless the Secretary determines that a

1 higher percentage will result in significant in-  
2 creases in commercial motor vehicle safety; and

3 “(3) for the enforcement of household goods  
4 regulations on intrastate and interstate carriers if  
5 the State has adopted laws or regulations compatible  
6 with the Federal household goods regulations.

7 “(i) EVALUATION OF PLANS AND AWARD OF  
8 GRANTS.—

9 “(1) AWARDS.—The Secretary shall establish  
10 criteria for the application, evaluation, and approval  
11 of State plans under this section. Subject to sub-  
12 section (j), the Secretary may allocate the amounts  
13 made available under section 31104(a)(1) among the  
14 States.

15 “(2) OPPORTUNITY TO CURE.—If the Secretary  
16 disapproves a plan under this section, the Secretary  
17 shall give the State a written explanation of the rea-  
18 sons for disapproval and allow the State to modify  
19 and resubmit the plan for approval.

20 “(j) ALLOCATION OF FUNDS.—

21 “(1) IN GENERAL.—The Secretary, by regula-  
22 tion, shall prescribe allocation criteria for funds  
23 made available under section 31104(a)(1).

24 “(2) ANNUAL ALLOCATIONS.—On October 1 of  
25 each fiscal year, or as soon as practicable thereafter,

1 and after making a deduction under section  
2 31104(c), the Secretary shall allocate amounts made  
3 available in section 31104(a)(1) to carry out this  
4 section for the fiscal year among the States with  
5 plans approved under this section in accordance with  
6 the criteria under paragraph (1).

7 “(3) ELECTIVE ADJUSTMENTS.—Subject to the  
8 availability of funding and notwithstanding fluctua-  
9 tions in the data elements used by the Secretary to  
10 calculate the annual allocation amounts, after the  
11 creation of a new allocation formula under section  
12 32508 of the Comprehensive Transportation and  
13 Consumer Protection Act of 2015 the Secretary may  
14 not make elective adjustments to the allocation for-  
15 mula that decrease a State’s Federal funding levels  
16 by more than 3 percent in a fiscal year. The 3 per-  
17 cent limit shall not apply to the withholding provi-  
18 sions of subsection (k).

19 “(k) PLAN MONITORING.—

20 “(1) IN GENERAL.—On the basis of reports  
21 submitted by the lead State agency responsible for  
22 administering an approved State plan and an inves-  
23 tigation by the Secretary, the Secretary shall peri-  
24 odically evaluate State implementation of and com-  
25 pliance with the State plan.



1                   “(ii) up to 10 percent of funds for the  
2                   first full fiscal year of noncompliance;

3                   “(iii) up to 25 percent of funds for  
4                   the second full fiscal year of noncompli-  
5                   ance; and

6                   “(iv) not more than 50 percent of  
7                   funds for the third and any subsequent full  
8                   fiscal year of noncompliance.

9                   “(3) JUDICIAL REVIEW.—A State adversely af-  
10                  fected by a determination under paragraph (2) may  
11                  seek judicial review under chapter 7 of title 5. Not-  
12                  withstanding the disapproval of a State plan under  
13                  paragraph (2)(A) or the withholding under para-  
14                  graph (2)(B), the State may retain jurisdiction in an  
15                  administrative or a judicial proceeding that com-  
16                  menced before the notice of disapproval or with-  
17                  holding if the issues involved are not related directly  
18                  to the reasons for the disapproval or withholding.

19                  “(1) HIGH PRIORITY FINANCIAL ASSISTANCE PRO-  
20                  GRAM.—

21                  “(1) IN GENERAL.—The Secretary shall admin-  
22                  ister a high priority financial assistance program  
23                  funded under section 31104 for the purposes de-  
24                  scribed in paragraphs (2) and (3).



1           “(2) ACTIVITIES RELATED TO MOTOR CARRIER  
2 SAFETY.—The purpose of this paragraph is to make  
3 discretionary grants to and cooperative agreements  
4 with States, local governments, federally-recognized  
5 Indian tribes, other political jurisdictions as nec-  
6 essary, and any person to carry out high priority ac-  
7 tivities and projects that augment motor carrier  
8 safety activities and projects planned in accordance  
9 with subsections (b) and (c), including activities and  
10 projects that—

11                   “(A) increase public awareness and edu-  
12 cation on commercial motor vehicle safety;

13                   “(B) target unsafe driving of commercial  
14 motor vehicles and non-commercial motor vehi-  
15 cles in areas identified as high risk crash cor-  
16 ridors;

17                   “(C) support the enforcement of State  
18 household goods regulations on intrastate and  
19 interstate carriers if the State has adopted laws  
20 or regulations compatible with the Federal  
21 household good laws;

22                   “(D) improve the safe and secure move-  
23 ment of hazardous materials;

24                   “(E) improve safe transportation of goods  
25 and persons in foreign commerce;

1           “(F) demonstrate new technologies to im-  
2           prove commercial motor vehicle safety;

3           “(G) support participation in performance  
4           and registration information systems manage-  
5           ment under section 31106(b)—

6                   “(i) for entities not responsible for  
7                   submitting the plan under subsection (c);  
8                   or

9                   “(ii) for entities responsible for sub-  
10                  mitting the plan under subsection (c)—

11                           “(I) before October 1, 2020, to  
12                           achieve compliance with the require-  
13                           ments of participation; and

14                           “(II) beginning on October 1,  
15                           2020, or once compliance is achieved,  
16                           whichever is sooner, for special initia-  
17                           tives or projects that exceed routine  
18                           operations required for participation;

19           “(H) conduct safety data improvement  
20           projects—

21                   “(i) that complete or exceed the re-  
22                   quirements under subsection (c)(2)(P) for  
23                   entities not responsible for submitting the  
24                   plan under subsection (c); or

1                   “(ii) that exceed the requirements  
2                   under subsection (c)(2)(P) for entities re-  
3                   sponsible for submitting the plan under  
4                   subsection (c); and

5                   “(I) otherwise improve commercial motor  
6                   vehicle safety and compliance with commercial  
7                   motor vehicle safety regulations.

8                   “(3) INNOVATIVE TECHNOLOGY DEPLOYMENT  
9                   GRANT PROGRAM.—

10                   “(A) IN GENERAL.—The Secretary shall  
11                   establish an innovative technology deployment  
12                   grant program to make discretionary grants  
13                   funded under section 31104(a)(2) to eligible  
14                   States for the innovative technology deployment  
15                   of commercial motor vehicle information sys-  
16                   tems and networks.

17                   “(B) PURPOSES.—The purposes of the  
18                   program shall be—

19                   “(i) to advance the technological capa-  
20                   bility and promote the deployment of intel-  
21                   ligent transportation system applications  
22                   for commercial motor vehicle operations,  
23                   including commercial motor vehicle, com-  
24                   mercial driver, and carrier-specific infor-  
25                   mation systems and networks; and

1                   “(ii) to support and maintain com-  
2                   mercial motor vehicle information systems  
3                   and networks—

4                   “(I) to link Federal motor carrier  
5                   safety information systems with State  
6                   commercial motor vehicle systems;

7                   “(II) to improve the safety and  
8                   productivity of commercial motor vehi-  
9                   cles and drivers; and

10                   “(III) to reduce costs associated  
11                   with commercial motor vehicle oper-  
12                   ations and Federal and State commer-  
13                   cial vehicle regulatory requirements.

14                   “(C) ELIGIBILITY.—To be eligible for a  
15                   grant under this paragraph, a State shall—

16                   “(i) have a commercial motor vehicle  
17                   information systems and networks program  
18                   plan approved by the Secretary that de-  
19                   scribes the various systems and networks  
20                   at the State level that need to be refined,  
21                   revised, upgraded, or built to accomplish  
22                   deployment of commercial motor vehicle in-  
23                   formation systems and networks capabili-  
24                   ties;

1           “(ii) certify to the Secretary that its  
2           commercial motor vehicle information sys-  
3           tems and networks deployment activities,  
4           including hardware procurement, software  
5           and system development, and infrastruc-  
6           ture modifications—

7                       “(I) are consistent with the na-  
8                       tional intelligent transportation sys-  
9                       tems and commercial motor vehicle in-  
10                      formation systems and networks ar-  
11                      chitectures and available standards;  
12                      and

13                     “(II) promote interoperability  
14                     and efficiency to the extent prac-  
15                     ticable; and

16                     “(iii) agree to execute interoperability  
17                     tests developed by the Federal Motor Car-  
18                     rier Safety Administration to verify that  
19                     its systems conform with the national intel-  
20                     ligent transportation systems architecture,  
21                     applicable standards, and protocols for  
22                     commercial motor vehicle information sys-  
23                     tems and networks.

24                     “(D) USE OF FUNDS.—Grant funds may  
25                     be used—

1                   “(i) for deployment activities and ac-  
2                   tivities to develop new and innovative ad-  
3                   vanced technology solutions that support  
4                   commercial motor vehicle information sys-  
5                   tems and networks;

6                   “(ii) for planning activities, including  
7                   the development or updating of program or  
8                   top level design plans in order to become  
9                   eligible or maintain eligibility under sub-  
10                  paragraph (C); and

11                  “(iii) for the operation and mainte-  
12                  nance costs associated with innovative  
13                  technology.

14                  “(E) SECRETARY AUTHORIZATION.—The  
15                  Secretary is authorized to award a State fund-  
16                  ing for the operation, and maintenance costs  
17                  associated with innovative technology deploy-  
18                  ment with funds made available under both sec-  
19                  tions 31104(a)(1) and 31104(a)(2) of this  
20                  title.”.

21                  (b) COMMERCIAL MOTOR VEHICLE OPERATORS  
22                  GRANT PROGRAM.—Section 31103 is amended to read as  
23                  follows:

1 **“§ 31103. Commercial Motor Vehicle Operators Grant**  
2 **Program**

3 “(a) IN GENERAL.—The Secretary shall administer  
4 a commercial motor vehicle operators grant program fund-  
5 ed under section 31104.

6 “(b) PURPOSE.—The purpose of the grant program  
7 is to train individuals in the safe operation of commercial  
8 motor vehicles (as defined in section 31301).”.

9 (c) AUTHORIZATION OF APPROPRIATIONS.—Section  
10 31104 is amended to read as follows:

11 **“§ 31104. Authorization of appropriations**

12 “(a) FINANCIAL ASSISTANCE PROGRAMS.—The fol-  
13 lowing sums are authorized to be appropriated from the  
14 Highway Trust Fund for the following Federal Motor Car-  
15 rier Safety Administration Financial Assistance Pro-  
16 grams:

17 “(1) MOTOR CARRIER SAFETY ASSISTANCE PRO-  
18 GRAM.—Subject to paragraph (2) of this subsection  
19 and subsection (c) of this section, to carry out sec-  
20 tion 31102—

21 “(A) \$295,636,000 for fiscal year 2017;

22 “(B) \$301,845,000 for fiscal year 2018;

23 “(C) \$308,183,000 for fiscal year 2019;

24 “(D) \$314,655,000 for fiscal year 2020;

25 and

26 “(E) \$321,263,000 for fiscal year 2021.

1           “(2) HIGH PRIORITY ACTIVITIES FINANCIAL AS-  
2           SISTANCE PROGRAM.—Subject to subsection (c), to  
3           make grants and cooperative agreements under sec-  
4           tion 31102(l) of this title, the Secretary may set  
5           aside from amounts made available under paragraph  
6           (1) of this subsection up to—

7                   “(A) \$42,323,000 for fiscal year 2017;

8                   “(B) \$43,212,000 for fiscal year 2018;

9                   “(C) \$44,119,000 for fiscal year 2019;

10                  “(D) \$45,046,000 for fiscal year 2020;

11                  and

12                  “(E) \$45,992,000 for fiscal year 2021.

13           “(3) COMMERCIAL MOTOR VEHICLE OPERATORS  
14           GRANT PROGRAM.—To carry out section 31103—

15                   “(A) \$1,000,000 for fiscal year 2017;

16                   “(B) \$1,000,000 for fiscal year 2018;

17                   “(C) \$1,000,000 for fiscal year 2019;

18                   “(D) \$1,000,000 for fiscal year 2020; and

19                   “(E) \$1,000,000 for fiscal year 2021.

20           “(4) COMMERCIAL DRIVER’S LICENSE PROGRAM  
21           IMPLEMENTATION FINANCIAL ASSISTANCE PRO-  
22           GRAM.—Subject to subsection (c), to carry out sec-  
23           tion 31313—

24                   “(A) \$31,273,000 for fiscal year 2017;

25                   “(B) \$31,930,000 for fiscal year 2018;



1 “(C) \$32,600,000 for fiscal year 2019;

2 “(D) \$33,285,000 for fiscal year 2020;

3 and

4 “(E) \$33,984,000 for fiscal year 2021.

5 “(b) REIMBURSEMENT AND PAYMENT TO RECIPI-  
6 ENTS FOR GOVERNMENT SHARE OF COSTS.—

7 “(1) IN GENERAL.—Amounts made available  
8 under subsection (a) shall be used to reimburse fi-  
9 nancial assistance recipients proportionally for the  
10 Federal Government’s share of the costs incurred.

11 “(2) REIMBURSEMENT AMOUNTS.—The Sec-  
12 retary shall reimburse a recipient, in accordance  
13 with a financial assistance agreement made under  
14 section 31102, 31103, or 31313, an amount that is  
15 at least 85 percent of the costs incurred by the re-  
16 cipient in a fiscal year in developing and imple-  
17 menting programs under these sections. The Sec-  
18 retary shall pay the recipient an amount not more  
19 than the Federal Government share of the total  
20 costs approved by the Federal Government in the fi-  
21 nancial assistance agreement. The Secretary shall  
22 include a recipient’s in-kind contributions in deter-  
23 mining the reimbursement.

24 “(3) VOUCHERS.—Each recipient shall submit  
25 vouchers at least quarterly for costs the recipient in-

1       curs in developing and implementing programs  
2       under section 31102, 31103, or 31313.

3       “(c) DEDUCTIONS FOR PARTNER TRAINING AND  
4 PROGRAM SUPPORT.—On October 1 of each fiscal year,  
5 or as soon after that date as practicable, the Secretary  
6 may deduct from amounts made available under para-  
7 graphs (1), (2), and (4) of subsection (a) for that fiscal  
8 year not more than 1.50 percent of those amounts for  
9 partner training and program support in that fiscal year.  
10 The Secretary shall use at least 75 percent of those de-  
11 ducted amounts to train non-Federal Government employ-  
12 ees and to develop related training materials in carrying  
13 out these programs.

14       “(d) GRANTS AND COOPERATIVE AGREEMENTS AS  
15 CONTRACTUAL OBLIGATIONS.—The approval of a finan-  
16 cial assistance agreement by the Secretary under section  
17 31102, 31103, or 31313 is a contractual obligation of the  
18 Federal Government for payment of the Federal Govern-  
19 ment’s share of costs in carrying out the provisions of the  
20 grant or cooperative agreement.

21       “(e) ELIGIBLE ACTIVITIES.—The Secretary shall es-  
22 tablish criteria for eligible activities to be funded with fi-  
23 nancial assistance agreements under this section and pub-  
24 lish those criteria in a notice of funding availability before  
25 the financial assistance program application period.

1           “(f) PERIOD OF AVAILABILITY OF FINANCIAL AS-  
2   SISTANCE AGREEMENT FUNDS FOR RECIPIENT EXPENDI-  
3   TURES.—

4           “(1) IN GENERAL.—The period of availability  
5   for a recipient to expend a grant or cooperative  
6   agreement authorized under subsection (a) is as fol-  
7   lows:

8           “(A) For grants made for carrying out sec-  
9   tion 31102, other than section 31102(1), for the  
10   fiscal year in which it is obligated and for the  
11   next fiscal year.

12           “(B) For grants or cooperative agreements  
13   made for carrying out section 31102(1)(2), for  
14   the fiscal year in which it is obligated and for  
15   the next 2 fiscal years.

16           “(C) For grants made for carrying out sec-  
17   tion 31102(1)(3), for the fiscal year in which it  
18   is obligated and for the next 4 fiscal years.

19           “(D) For grants made for carrying out  
20   section 31103, for the fiscal year in which it is  
21   obligated and for the next fiscal year.

22           “(E) For grants or cooperative agreements  
23   made for carrying out 31313, for the fiscal year  
24   in which it is obligated and for the next 4 fiscal  
25   years.

1           “(2) REOBLIGATION.—Amounts not expended  
2           by a recipient during the period of availability shall  
3           be released back to the Secretary for reobligation for  
4           any purpose under sections 31102, 31103, 31104,  
5           and 31313 in accordance with subsection (i) of this  
6           section.

7           “(g) CONTRACT AUTHORITY; INITIAL DATE OF  
8           AVAILABILITY.—Amounts authorized from the Highway  
9           Trust Fund by this section shall be available for obligation  
10          on the date of their apportionment or allocation or on Oc-  
11          tober 1 of the fiscal year for which they are authorized,  
12          whichever occurs first.

13          “(h) AVAILABILITY OF FUNDING.—Amounts made  
14          available under this section shall remain available until ex-  
15          pended.

16          “(i) TRANSFER OF OBLIGATION AUTHORITY.—

17                 “(1) IN GENERAL.—Of the contract authority  
18                 authorized for motor carrier safety grants, the Sec-  
19                 retary shall have authority to transfer available un-  
20                 obligated contract authority and associated liqui-  
21                 dating cash within or between Federal financial as-  
22                 sistance programs authorized under this section and  
23                 make new Federal financial assistance awards under  
24                 this section.

1           “(2) COST ESTIMATES.—Of the funds trans-  
2           ferred, the contract authority and associated liqui-  
3           dating cash or obligations and expenditures stem-  
4           ming from Federal financial assistance awards made  
5           with this contract authority shall not be scored as  
6           new obligations by the Congressional Budget Office  
7           or by the Secretary.

8           “(3) NO LIMITATION ON TOTAL OF OBLIGA-  
9           TIONS.—Notwithstanding any other provision of law,  
10          no limitation on the total of obligations for Federal  
11          financial assistance programs carried out by the  
12          Federal Motor Carrier Safety Administration under  
13          this section shall apply to unobligated funds trans-  
14          ferred under this subsection.”.

15          (d) TECHNICAL AND CONFORMING AMENDMENTS.—

16                 (1) SAFETY FITNESS OF OWNERS AND OPER-  
17                 ATOR; SAFETY REVIEWS OF NEW OPERATORS.—Sec-  
18                 tion 31144(g) is amended by striking paragraph (5).

19                 (2) INFORMATION SYSTEMS; PERFORMANCE  
20                 AND REGISTRATION INFORMATION PROGRAM.—Sec-  
21                 tion 31106(b) is amended by striking paragraph (4).

22                 (3) BORDER ENFORCEMENT GRANTS.—Section  
23                 31107 is repealed.

1           (4) PERFORMANCE AND REGISTRATION INFOR-  
2           MATION SYSTEM MANAGEMENT.—Section 31109 is  
3           repealed.

4           (5) TABLE OF CONTENTS.—The table of con-  
5           tents of chapter 311 is amended—

6                   (A) by striking the items relating to 31107  
7                   and 31109; and

8                   (B) by striking the items relating to sec-  
9                   tions 31102, 31103, and 31104 and inserting  
10                  the following:

“31102. Motor Carrier Safety Assistance Program.

“31103. Commercial Motor Vehicle Operators Grant Program.

“31104. Authorization of appropriations.”.

11           (6) GRANTS FOR COMMERCIAL DRIVER’S LI-  
12           CENSE PROGRAM IMPLEMENTATION.—Section  
13           31313(a), as amended by section 32506 of this Act,  
14           is further amended by striking “The Secretary of  
15           Transportation shall administer a financial assist-  
16           ance program for commercial driver’s license pro-  
17           gram implementation for the purposes described in  
18           paragraphs (1) and (2)” and inserting “The Sec-  
19           retary of Transportation shall administer a financial  
20           assistance program for commercial driver’s license  
21           program implementation funded under section  
22           31104 of this title for the purposes described in  
23           paragraphs (1) and (2)”.

1           (7) COMMERCIAL VEHICLE INFORMATION SYS-  
2           TEMS AND NETWORKS DEPLOYMENT.—Section 4126  
3           of SAFETEA-LU (49 U.S.C. 31106 note) is re-  
4           pealed.

5           (8) SAFETY DATA IMPROVEMENT PROGRAM.—  
6           Section 4128 of SAFETEA-LU (49 U.S.C. 31100  
7           note) is repealed.

8           (9) GRANT PROGRAM FOR COMMERCIAL MOTOR  
9           VEHICLE OPERATORS.—Section 4134 of SAFETEA-  
10          LU (49 U.S.C. 31301 note) is repealed.

11          (10) WINTER HOME HEATING OIL DELIVERY  
12          STATE FLEXIBILITY PROGRAM.—Section 346 of Na-  
13          tional Highway System Designation Act of 1995 (49  
14          U.S.C. 31166 note) is repealed.

15          (11) MAINTENANCE OF EFFORT AS CONDITION  
16          ON GRANTS TO STATES.—Section 103(c) of the  
17          Motor Carrier Safety Improvement Act of 1999 (49  
18          U.S.C. 31102 note) is repealed.

19          (12) STATE COMPLIANCE WITH CDL REQUIRE-  
20          MENTS.—Section 103(e) of the Motor Carrier Safety  
21          Improvement Act of 1999 (49 U.S.C. 31102 note) is  
22          repealed.

23          (13) BORDER STAFFING STANDARDS.—Section  
24          218(d) of the Motor Carrier Safety Improvement  
25          Act of 1999 (49 U.S.C. 31133 note) is amended—

1           (A) in paragraph (1), by striking “under  
2           section 31104(f)(2)(B) of title 49, United  
3           States Code” and inserting “section  
4           31104(a)(1) of title 49, United States Code”;  
5           and

6           (B) by striking paragraph (3).

7           (e) **EFFECTIVE DATE.**—The amendments made by  
8 this section shall take effect on October 1, 2016.

9           (f) **TRANSITION.**—Notwithstanding the amendments  
10 made by this section, the Secretary shall carry out sections  
11 31102, 31103, 31104 of title 49, United States Code, and  
12 any sections repealed under subsection (d) of this section,  
13 as necessary, as those sections were in effect on the day  
14 before October 1, 2016, with respect to applications for  
15 grants, cooperative agreements, or contracts under those  
16 sections submitted before October 1, 2016.

17 **SEC. 32503. NEW ENTRANT SAFETY REVIEW PROGRAM**  
18 **STUDY.**

19           (a) **IN GENERAL.**—Not later than 1 year after the  
20 date of enactment of this Act, the Office of Inspector Gen-  
21 eral of the Department of Transportation shall report to  
22 the Committee on Commerce, Science, and Transportation  
23 of the Senate and the Committee on Transportation and  
24 Infrastructure in the House of Representatives on its as-  
25 sessment of the new operator safety review program, re-



1 quired under section 31144(g) of title 49, United States  
2 Code, including the program’s effectiveness in reducing  
3 commercial motor vehicles involved in crashes, fatalities,  
4 and injuries, and in improving commercial motor vehicle  
5 safety.

6 (b) REPORT.—Not later than 90 days after comple-  
7 tion of the report under subsection (a), the Secretary shall  
8 submit to the Committee on Commerce, Science, and  
9 Transportation of the Senate and the Committee on  
10 Transportation and Infrastructure in the House of Rep-  
11 resentatives a report on the actions the Secretary will take  
12 to address any recommendations included in the study  
13 under subsection (a).

14 (c) PAPERWORK REDUCTION ACT OF 1995; EXCEP-  
15 TION.—The study and the Office of the Inspector General  
16 assessment shall not be subject to section 3506 or section  
17 3507 of title 44, United States Code.

18 **SEC. 32504. PERFORMANCE AND REGISTRATION INFORMA-**  
19 **TION SYSTEMS MANAGEMENT.**

20 Section 31106(b) is amended in the heading by strik-  
21 ing “PROGRAM” and inserting “SYSTEMS MANAGEMENT”.

22 **SEC. 32505. AUTHORIZATION OF APPROPRIATIONS.**

23 (a) IN GENERAL.—Subchapter I of chapter 311 is  
24 amended by adding at the end the following:

1 **“§ 31110. Authorization of appropriations**

2 “(a) ADMINISTRATIVE EXPENSES.—There are au-  
3 thorized to be appropriated from the Highway Trust Fund  
4 (other than the Mass Transit Account) for the Secretary  
5 of Transportation to pay administrative expenses of the  
6 Federal Motor Carrier Safety Administration—

7 “(1) \$264,439,000 for fiscal year 2016;

8 “(2) \$269,992,000 for fiscal year 2017;

9 “(3) \$275,662,000 for fiscal year 2018;

10 “(4) \$281,451,000 for fiscal year 2019;

11 “(5) \$287,361,000 for fiscal year 2020; and

12 “(6) \$293,396,000 for fiscal year 2021.

13 “(b) USE OF FUNDS.—The funds authorized by this  
14 section shall be used—

15 “(1) for personnel costs;

16 “(2) for administrative infrastructure;

17 “(3) for rent;

18 “(4) for information technology;

19 “(5) for programs for research and technology,  
20 information management, regulatory development,  
21 the administration of the performance and registra-  
22 tion information systems management;

23 “(6) for programs for outreach and education  
24 under subsection (d);

1           “(7) to fund the motor carrier safety facility  
2 working capital fund established under subsection  
3 (c);

4           “(8) for other operating expenses;

5           “(9) to conduct safety reviews of new operators;

6 and

7           “(10) for such other expenses as may from time  
8 to time become necessary to implement statutory  
9 mandates of the Federal Motor Carrier Safety Ad-  
10 ministration not funded from other sources.

11       “(c) MOTOR CARRIER SAFETY FACILITY WORKING  
12 CAPITAL FUND.—

13           “(1) IN GENERAL.—The Secretary may estab-  
14 lish a motor carrier safety facility working capital  
15 fund.

16           “(2) PURPOSE.—Amounts in the fund shall be  
17 available for modernization, construction, leases, and  
18 expenses related to vacating, occupying, maintaining,  
19 and expanding motor carrier safety facilities, and as-  
20 sociated activities.

21           “(3) AVAILABILITY.—Amounts in the fund shall  
22 be available without regard to fiscal year limitation.

23           “(4) FUNDING.—Amounts may be appropriated  
24 to the fund from the amounts made available in sub-  
25 section (a).

1           “(5) FUND TRANSFERS.—The Secretary may  
2 transfer funds to the working capital fund from the  
3 amounts made available in subsection (a) or from  
4 other funds as identified by the Secretary.

5           “(d) OUTREACH AND EDUCATION PROGRAM.—

6           “(1) IN GENERAL.—The Secretary may con-  
7 duct, through any combination of grants, contracts,  
8 cooperative agreements, or other activities, an inter-  
9 nal and external outreach and education program to  
10 be administered by the Administrator of the Federal  
11 Motor Carrier Safety Administration.

12           “(2) FEDERAL SHARE.—The Federal share of  
13 an outreach and education program for which a  
14 grant, contract, or cooperative agreement is made  
15 under this subsection may be up to 100 percent of  
16 the cost of the grant, contract, or cooperative agree-  
17 ment.

18           “(3) FUNDING.—From amounts made available  
19 in subsection (a), the Secretary shall make available  
20 such sums as are necessary to carry out this sub-  
21 section each fiscal year.

22           “(e) CONTRACT AUTHORITY; INITIAL DATE OF  
23 AVAILABILITY.—Amounts authorized from the Highway  
24 Trust Fund by this section shall be available for obligation  
25 on the date of their apportionment or allocation or on Oc-

1 tober 1 of the fiscal year for which they are authorized,  
2 whichever occurs first.

3 “(f) FUNDING AVAILABILITY.—Amounts made avail-  
4 able under this section shall remain available until ex-  
5 pended.

6 “(g) CONTRACTUAL OBLIGATION.—The approval of  
7 funds by the Secretary under this section is a contractual  
8 obligation of the Federal Government for payment of the  
9 Federal Government’s share of costs.”.

10 (b) TECHNICAL AND CONFORMING AMENDMENTS.—

11 (1) ADMINISTRATIVE EXPENSES; AUTHORIZA-  
12 TION OF APPROPRIATIONS.—Section 31104 is  
13 amended—

14 (A) by striking subsection (i); and

15 (B) by redesignating subsections (j) and  
16 (k) and subsections (i) and (j), respectively.

17 (2) USE OF AMOUNTS MADE AVAILABLE UNDER  
18 SUBSECTION (I).—Section 4116(d) of SAFETEA-  
19 LU (49 U.S.C. 31104 note) is amended by striking  
20 “section 31104(i)” and inserting “section 31110”.

21 (3) INTERNAL COOPERATION.—Section 31161  
22 is amended by striking “31104(i)” and inserting  
23 “31110”.

1           (4) SAFETEA-LU; OUTREACH AND EDU-  
2           CATION.—Section 4127 of SAFETEA-LU (119  
3           Stat. 1741; Public Law 109–59) is repealed.

4           (5) TABLE OF CONTENTS.—The table of con-  
5           tents of subchapter I of chapter 311 is amended by  
6           adding at the end the following:

“31110. Authorization of appropriations.”.

7   **SEC. 32506. COMMERCIAL DRIVER’S LICENSE PROGRAM IM-**  
8           **PLEMENTATION.**

9           (a) IN GENERAL.—Section 31313 is amended to read  
10 as follows:

11   **“§ 31313. Commercial driver’s license program imple-**  
12           **mentation financial assistance program**

13           “(a) IN GENERAL.—The Secretary of Transportation  
14 shall administer a financial assistance program for com-  
15 mercial driver’s license program implementation for the  
16 purposes described in paragraphs (1) and (2).

17           “(1) STATE COMMERCIAL DRIVER’S LICENSE  
18 PROGRAM IMPLEMENTATION GRANTS.—The Sec-  
19 retary of Transportation may make a grant to a  
20 State agency in a fiscal year—

21                   “(A) to comply with the requirements of  
22 section 31311;

23                   “(B) in the case of a State that is making  
24 a good faith effort toward substantial compli-  
25 ance with the requirements of section 31311, to

1 improve its implementation of its commercial  
2 driver's license program, including expenses—

3 “(i) for computer hardware and soft-  
4 ware;

5 “(ii) for publications, testing, per-  
6 sonnel, training, and quality control;

7 “(iii) for commercial driver's license  
8 program coordinators; and

9 “(iv) to implement or maintain a sys-  
10 tem to notify an employer of an operator  
11 of a commercial motor vehicle of the sus-  
12 pension or revocation of the operator's  
13 commercial driver's license consistent with  
14 the standards developed under section  
15 32303(b) of the Commercial Motor Vehicle  
16 Safety Enhancement Act of 2012 (49  
17 U.S.C. 31304 note).

18 “(2) PRIORITY ACTIVITIES.—The Secretary  
19 may make a grant or cooperative agreement in a fis-  
20 cal year to a State agency, local government, or any  
21 person for research, development or testing, dem-  
22 onstration projects, public education, or other special  
23 activities and projects relating to commercial driver's  
24 licensing and motor vehicle safety that—

1           “(A) benefit all jurisdictions of the United  
2 States;

3           “(B) address national safety concerns and  
4 circumstances;

5           “(C) address emerging issues relating to  
6 commercial driver’s license improvements;

7           “(D) support innovative ideas and solu-  
8 tions to commercial driver’s license program  
9 issues; or

10           “(E) address other commercial driver’s li-  
11 cense issues, as determined by the Secretary.

12       “(b) PROHIBITIONS.—A recipient may not use finan-  
13 cial assistance funds awarded under this section to rent,  
14 lease, or buy land or buildings.

15       “(c) REPORT.—The Secretary shall issue an annual  
16 report on the activities carried out under this section.

17       “(d) APPORTIONMENT.—All amounts made available  
18 to carry out this section for a fiscal year shall be appor-  
19 tioned to a State or recipient described in subsection  
20 (a)(2) according to criteria prescribed by the Secretary.”.

21       (b) TECHNICAL AND CONFORMING AMENDMENTS.—  
22 The table of contents of chapter 313 is amended by strik-  
23 ing the item relating to section 31313 and inserting the  
24 following:

“31313. Commercial driver’s license program implementation financial assist-  
ance program.”.



1 **SEC. 32507. EXTENSION OF FEDERAL MOTOR CARRIER**  
2 **SAFETY PROGRAMS FOR FISCAL YEAR 2016.**

3 (a) MOTOR CARRIER SAFETY ASSISTANCE PROGRAM  
4 GRANT EXTENSION.—Section 31104(a) is amended—

5 (1) in the matter preceding paragraph (1), by  
6 inserting “and, for fiscal year 2016, sections 31102,  
7 31107, and 31109 of this title and section 4128 of  
8 SAFETEA-LU (49 U.S.C. 31100 note)” after  
9 “31102”;

10 (2) in paragraph (9), by striking “and” at the  
11 end; and

12 (3) by striking paragraph (10) and inserting  
13 the following:

14 “(10) \$218,000,000 for fiscal year 2015; and

15 “(11) ‘\$259,000,000 for fiscal year 2016.’”.

16 (b) EXTENSION OF GRANT PROGRAMS.—Section  
17 4101(c) SAFETEA-LU (119 Stat. 1715; Public Law  
18 109–59), is amended to read as follows:

19 “(c) GRANT PROGRAMS FUNDING.—There are au-  
20 thorized to be appropriated from the Highway Trust Fund  
21 the following sums for the following Federal Motor Carrier  
22 Safety Administration programs:

23 “(1) COMMERCIAL DRIVER’S LICENSE PROGRAM  
24 IMPROVEMENT GRANTS.—For carrying out the com-  
25 mercial driver’s license program improvement grants

1 program under section 31313 of title 49, United  
2 States Code, \$30,000,000 for fiscal year 2016.

3 “(2) BORDER ENFORCEMENT GRANTS.—From  
4 amounts made available under section 31104(a) of  
5 title 49, United States Code, for border enforcement  
6 grants under section 31107 of that title,  
7 \$32,000,000 for fiscal year 2016.

8 “(3) PERFORMANCE AND REGISTRATION INFOR-  
9 MATION SYSTEMS MANAGEMENT GRANT PRO-  
10 GRAMS.—From amounts made available under sec-  
11 tion 31104(a) of title 49, United States Code, for  
12 the performance and registration information sys-  
13 tems management grant program under section  
14 31109 of that title, \$5,000,000 for fiscal year 2016.

15 “(4) COMMERCIAL VEHICLE INFORMATION SYS-  
16 TEMS AND NETWORKS DEPLOYMENT.—For carrying  
17 out the commercial vehicle information systems and  
18 networks deployment program under section 4126 of  
19 this Act (the innovative technology deployment pro-  
20 gram), \$25,000,000, for fiscal year 2016.

21 “(5) SAFETY DATA IMPROVEMENT GRANTS.—  
22 From amounts made available under section  
23 31104(a) of title 49, United States Code, for safety  
24 data improvement grants under section 4128 of this  
25 Act, \$3,000,000 for fiscal year 2016.”.

1           (c)           HIGH-PRIORITY           ACTIVITIES.—Section  
2 31104(j)(2), as redesignated by section 32505 of this Act  
3 is amended by striking “2014 and up to \$12,493,151 for  
4 the period beginning on October 1, 2014, and ending on  
5 July 31, 2015,,” and inserting “2016”.

6           (d)           NEW           ENTRANT           AUDITS.—Section  
7 31144(g)(5)(B) is amended to read as follows:

8                       “(B) SET ASIDE.—The Secretary shall set  
9                       aside from amounts made available by section  
10                      31104(a) up to \$32,000,000 for fiscal year  
11                      2016 for audits of new entrant motor carriers  
12                      conducted under this paragraph.”.

13           (e) GRANT PROGRAM FOR COMMERCIAL MOTOR VE-  
14 HICLE OPERATORS.—Section 4134(c) of SAFETEA-LU  
15 (49 U.S.C. 31301 note) is amended to read as follows:

16                      “(c) FUNDING.—From amounts made available  
17 under section 31110 of title 49, United States Code, the  
18 Secretary shall make available, \$1,000,000 for fiscal year  
19 2016 to carry out the commercial motor vehicle operators  
20 grant program.”.

21           (f) COMMERCIAL VEHICLE INFORMATION SYSTEMS  
22 AND NETWORKS DEPLOYMENT.—

23                      (1) IN GENERAL.—Section 4126 of SAFETEA-  
24 LU (49 U.S.C. 31106 note; 119 Stat. 1738; Public  
25 Law 109–59) is amended—

1 (A) in subsection (c)—

2 (i) in paragraph (2), by adding at the  
3 end the following: “Funds deobligated by  
4 the Secretary from previous year grants  
5 shall not be counted towards the  
6 \$2,500,000 maximum aggregate amount  
7 for core deployment.”; and

8 (ii) in paragraph (3), by adding at the  
9 end the following: “Funds may also be  
10 used for planning activities, including the  
11 development or updating of program or top  
12 level design plans.”; and

13 (B) in subsection (d)(4), by adding at the  
14 end the following: “Funds may also be used for  
15 planning activities, including the development  
16 or updating of program or top level design  
17 plans.”.

18 (2) INNOVATIVE TECHNOLOGY DEPLOYMENT  
19 PROGRAM.—For fiscal year 2016, the commercial ve-  
20 hicle information systems and networks deployment  
21 program under section 4126 of SAFETEA-LU (119  
22 Stat. 1738; Public Law 109—59) may also be re-  
23 ferred to as the innovative technology deployment  
24 program.

1 **SEC. 32508. MOTOR CARRIER SAFETY ASSISTANCE PRO-**  
2 **GRAM ALLOCATION.**

3 (a) WORKING GROUP.—

4 (1) ESTABLISHMENT.—Not later than 180 days  
5 after the date of enactment of this Act, the Sec-  
6 retary shall establish a motor carrier safety assist-  
7 ance program formula working group (referred to in  
8 this section as the “working group”).

9 (2) MEMBERSHIP.—

10 (A) IN GENERAL.—Subject to subpara-  
11 graph (B), the working group shall consist of  
12 representatives of the following:

13 (i) The Federal Motor Carrier Safety  
14 Administration.

15 (ii) The lead State commercial motor  
16 vehicle safety agencies responsible for ad-  
17 ministering the plan required by section  
18 31102 of title 49, United States Code.

19 (iii) An organization representing  
20 State agencies responsible for enforcing a  
21 program for inspection of commercial  
22 motor vehicles.

23 (iv) Such other persons as the Sec-  
24 retary considers necessary.

25 (B) COMPOSITION.—Representatives of  
26 State commercial motor vehicle safety agencies

1           shall comprise at least 51 percent of the mem-  
2           bership.

3           (3) NEW ALLOCATION FORMULA.—The working  
4           group shall analyze requirements and factors for a  
5           new motor carrier safety assistance program alloca-  
6           tion formula.

7           (4) RECOMMENDATION.—Not later than 1 year  
8           after the date the working group is established  
9           under paragraph (1), the working group shall make  
10          a recommendation to the Secretary regarding a new  
11          Motor Carrier Safety Assistance Program allocation  
12          formula.

13          (5) FACA EXEMPTION.—The Federal Advisory  
14          Committee Act (5 U.S.C. App.) shall not apply to  
15          the working group established under this subsection.

16          (6) PUBLICATION.—The Administrator of the  
17          Federal Motor Carrier Safety Administration shall  
18          publish on a public website summaries of its meet-  
19          ings, and the final recommendation provided to the  
20          Secretary.

21          (b) NOTICE OF PROPOSED RULEMAKING.—After re-  
22          ceiving the recommendation under subsection (a)(4), the  
23          Secretary shall publish in the Federal Register a notice  
24          seeking public comment on a new allocation formula for

1 the motor carrier safety assistance program under section  
2 31102 of title 49, United States Code.

3 (c) BASIS FOR FORMULA.—The Secretary shall en-  
4 sure that the new allocation formula is based on factors  
5 that reflect, at a minimum—

6 (1) the relative needs of the States to comply  
7 with section 31102 of title 49, United States Code;

8 (2) the relative administrative capacities of and  
9 challenges faced by States in complying with section  
10 31102 of title 49, United States Code;

11 (3) the average of each State’s new entrant  
12 motor carrier inventory for the 3-year period prior  
13 to the date of enactment of this Act;

14 (4) the number of international border inspec-  
15 tion facilities and border crossings by commercial ve-  
16 hicles in each State; and

17 (5) any other factors the Secretary considers  
18 appropriate.

19 (d) FUNDING AMOUNTS PRIOR TO DEVELOPMENT OF  
20 A NEW ALLOCATION FORMULA.—

21 (1) INTERIM FORMULA.—Prior to the develop-  
22 ment of the new allocation formula, the Secretary  
23 may calculate the interim funding amounts for the  
24 motor carrier safety assistance program in fiscal  
25 year 2017 (and later fiscal years, as necessary)

1 under section 31104(a)(1) of title 49, United States  
2 Code, as amended by section 32502 of this Act, by  
3 the following methodology:

4 (A) The Secretary shall calculate the fund-  
5 ing amount using the allocation formula the  
6 Secretary used to award motor carrier safety  
7 assistance program funding in fiscal year 2016  
8 under section 2507 of this Act.

9 (B) The Secretary shall average the fund-  
10 ing awarded or other equitable amounts to a  
11 State in fiscal years 2013, 2014, and 2015 for  
12 border enforcement grants awarded under sec-  
13 tion 32603(c) of MAP-21 (126 Stat. 807; Pub-  
14 lic Law 112—141) and new entrant audit  
15 grants awarded under that section, or other eq-  
16 uitable amounts.

17 (C) The Secretary shall add the amounts  
18 calculated in subparagraphs (A) and (B).

19 (2) ADJUSTMENTS.—Subject to the availability  
20 of funding and notwithstanding fluctuations in the  
21 data elements used by the Secretary, the initial  
22 amounts resulting from the calculation described in  
23 paragraph (1) shall be adjusted to ensure that, for  
24 each State, the amount shall not be less than 97  
25 percent of the average amount of funding received or



1 other equitable amounts in fiscal years 2013, 2014,  
2 and 2015 for—

3 (A) motor carrier safety assistance pro-  
4 gram funds awarded under section 32603(a) of  
5 MAP-21 (126 Stat. 807; Public Law 112–141);

6 (B) border enforcement grants awarded  
7 under section 32603(a) of MAP-21 (126 Stat.  
8 807; Public Law 112–141); and

9 (C) new entrant audit grants awarded  
10 under section 32603(a) of MAP-21 (126 Stat.  
11 807; Public Law 112–141).

12 (3) IMMEDIATE RELIEF.—In developing the  
13 new allocation formula, the Secretary shall provide  
14 immediate relief for at least 3 fiscal years to all  
15 States currently subject to the withholding provi-  
16 sions of Motor Carrier Safety Assistance Program  
17 funds for matters of noncompliance.

18 (4) FUTURE WITHHOLDINGS.—Beginning on  
19 the date that the new allocation formula is imple-  
20 mented, the Secretary shall impose all future  
21 withholdings in accordance with section 31102(k) of  
22 title 49, United States Code, as amended by section  
23 32502 of this Act.

1 (e) TERMINATION OF EFFECTIVENESS.—This section  
2 expires upon the implementation of a new Motor Carrier  
3 Safety Assistance Program Allocation Formula.

4 **SEC. 32509. MAINTENANCE OF EFFORT CALCULATION.**

5 (a) BEFORE NEW ALLOCATION FORMULA.—

6 (1) FISCAL YEAR 2017.—If a new allocation for-  
7 mula has not been established for fiscal year 2017,  
8 then, for fiscal year 2017, the Secretary of Trans-  
9 portation shall calculate the maintenance of effort  
10 required under section 31102(f) of title 49, United  
11 States Code, as amended by section 32502 of this  
12 Act, by averaging the expenditures for fiscal years  
13 2004 and 2005 required by section 32601(a)(5) of  
14 MAP-21 (Public Law 112—141), as that section  
15 was in effect on the day before the date of enact-  
16 ment of this Act.

17 (2) SUBSEQUENT FISCAL YEARS.—The Sec-  
18 retary may use the methodology for calculating the  
19 maintenance of effort for fiscal year 2017 and each  
20 fiscal year thereafter if a new allocation formula has  
21 not been established.

22 (b) BEGINNING WITH NEW ALLOCATION FORMA-  
23 TION.—

24 (1) IN GENERAL.—Subject to paragraphs (2)  
25 and (3)(B), beginning on the date that a new alloca-

1       tion formula is established under section 2508, upon  
2       the request of a State, the Secretary may modify the  
3       baseline maintenance of effort required by section  
4       31102(e) of title 49, United States Code, as amend-  
5       ed by section 32502 of this Act, for the purpose of  
6       establishing a new baseline maintenance of effort if  
7       the Secretary determines that a waiver or modifica-  
8       tion—

9               (A) is equitable due to reasonable cir-  
10              cumstances;

11             (B) will ensure the continuation of com-  
12              mercial motor vehicle enforcement activities in  
13              the State; and

14             (C) is necessary to ensure that the total  
15              amount of State maintenance of effort and  
16              matching expenditures required under sections  
17              31102 and 31104 of title 49, United States  
18              Code, as amended by section 32502 of this Act,  
19              does not exceed a sum greater than the average  
20              of the total amount of State maintenance of ef-  
21              fort and matching expenditures for the 3 fiscal  
22              years prior to the date of enactment of this Act.

23             (2) ADJUSTMENT METHODOLOGY.—If re-  
24              quested by a State, the Secretary may modify the

1 maintenance of effort baseline according to the fol-  
2 lowing methodology:

3 (A) The Secretary shall establish the main-  
4 tenance of effort using the average of fiscal  
5 years 2004 and 2005, as required by section  
6 32601(a)(5) of MAP-21 (Public Law 112—  
7 141).

8 (B) The Secretary shall calculate the aver-  
9 age required match by a lead State commercial  
10 motor vehicle safety agency for fiscal years  
11 2013, 2014, and 2015 for motor carrier safety  
12 assistance grants established at 20 percent by  
13 section 31103 of title 49, United States Code,  
14 as that section was in effect on the day before  
15 the date of enactment of this Act.

16 (C) The Secretary shall calculate the esti-  
17 mated match required under section 31104(b)  
18 of title 49, United States Code, as amended by  
19 section 32502 of this Act.

20 (D) The Secretary will subtract the  
21 amount in subparagraph (B) from the amount  
22 in subparagraph (C) and—

23 (i) if the number is greater than 0,  
24 then the Secretary shall subtract the num-

1           ber from the amount in subparagraph (A);

2           or

3                   (ii) if the number is not greater than  
4           0, then the Secretary shall calculate the  
5           maintenance of effort using the method-  
6           ology in subparagraph (A).

7           (3) MAINTENANCE OF EFFORT AMOUNT.—

8                   (A) IN GENERAL.—The Secretary shall use  
9           the amount calculated in paragraph (2) as the  
10          baseline maintenance of effort required in sec-  
11          tion 31102(f) of title 49, United States Code,  
12          as amended by section 32502 of this Act.

13                   (B) DEADLINE.—If a State does not re-  
14          quest a waiver or modification under this sub-  
15          section before September 30 during the first  
16          fiscal year that the Secretary implements the  
17          new allocation formula under section 32508, the  
18          Secretary shall calculate the maintenance of ef-  
19          fort using the methodology in paragraph (2)(A)  
20          of this subsection.

21           (4) MAINTENANCE OF EFFORT DESCRIBED.—

22          The maintenance of effort calculated under this sec-  
23          tion is the amount required under section 31102(f)  
24          of title 49, United States Code, as amended by sec-  
25          tion 32502 of this Act.

1           (c) **TERMINATION OF EFFECTIVENESS.**—The author-  
2 ity under this section terminates effective on the date that  
3 the new maintenance of effort is calculated based on the  
4 new allocation formula implemented under section 32508.

5                           **Subtitle F—Miscellaneous**  
6                           **Provisions**

7   **SEC. 32601. WINDSHIELD TECHNOLOGY.**

8           (a) **IN GENERAL.**—Not later than 180 days after the  
9 date of enactment of this Act, the Secretary shall revise  
10 the regulations in section 393.60(e) of title 49, Code of  
11 Federal Regulations (relating to the prohibition on ob-  
12 structions to the driver’s field of view) to exempt from that  
13 section the voluntary mounting on a windshield of vehicle  
14 safety technology likely to achieve a level of safety that  
15 is equivalent to or greater than the level of safety that  
16 would be achieved absent the exemption.

17           (b) **DEFINITION OF VEHICLE SAFETY TECH-**  
18 **NOLOGY.**—In this section, “vehicle safety technology” in-  
19 cludes fleet-related incident management system, perform-  
20 ance or behavior management system, speed management  
21 system, lane departure warning system, forward collision  
22 warning or mitigation system, active cruise control system,  
23 and any other technology that the Secretary considers ap-  
24 plicable.

1 (c) RULE OF CONSTRUCTION.—For purposes of this  
2 section, any windshield mounted technology with a short  
3 term exemption under part 381 of title 49, Code of Fed-  
4 eral Regulations, on the day before the date of enactment  
5 of this Act, shall be considered likely to achieve a level  
6 of safety that is equivalent to or greater than the level  
7 of safety that would be achieved absent an exemption  
8 under subsection (a).

9 **SEC. 32602. ELECTRONIC LOGGING DEVICES REQUIRE-**  
10 **MENTS.**

11 Section 31137(b) is amended—

12 (1) in paragraph (1)(C), by striking “apply to”  
13 and inserting “except as provided in paragraph (3),  
14 apply to”; and

15 (2) by adding at the end the following:

16 “(3) EXCEPTION.—A motor carrier, when  
17 transporting a motor home or recreation vehicle  
18 trailer within the definition of ‘driveaway-towaway  
19 operation’ (as defined in section 390.5 of title 49,  
20 Code of Federal Regulations) may comply with the  
21 hours of service requirements by requiring each driv-  
22 er to use—

23 “(A) a paper record of duty status form;

24 or

25 “(B) an electronic logging device.”.

1 **SEC. 32603. LAPSE OF REQUIRED FINANCIAL SECURITY;**  
2 **SUSPENSION OF REGISTRATION.**

3 Section 13906(e) is amended by inserting “or sus-  
4 pend” after “revoke”.

5 **SEC. 32604. ACCESS TO NATIONAL DRIVER REGISTER.**

6 Section 30305(b) is amended by adding at the end  
7 the following:

8 “(13) The Administrator of the Federal Motor  
9 Carrier Safety Administration may request the chief  
10 driver licensing official of a State to provide infor-  
11 mation under subsection (a) of this section about an  
12 individual in connection with a safety investigation  
13 under the Administrator’s jurisdiction.”.

14 **SEC. 32605. STUDY ON COMMERCIAL MOTOR VEHICLE**  
15 **DRIVER COMMUTING.**

16 (a) **EFFECTS OF COMMUTING.**—The Administrator  
17 of the Federal Motor Carrier Safety Administration shall  
18 conduct a study of the effects of motor carrier operator  
19 commutes exceeding 150 minutes commuting time on safe-  
20 ty and commercial motor vehicle driver fatigue.

21 (b) **STUDY.**—In conducting the study, the Adminis-  
22 trator shall consider—

23 (1) the prevalence of driver commuting in the  
24 commercial motor vehicle industry, including the  
25 number and percentage of drivers who commute;





1 respect to the Federal laws concerning the interstate  
2 transportation of household goods by motor carrier.

3 (b) MEMBERSHIP.—The Secretary shall ensure that  
4 the working group is comprised of individuals with exper-  
5 tise in consumer affairs, educators with expertise in how  
6 people learn most effectively, and representatives of the  
7 household goods moving industry.

8 (c) RECOMMENDATIONS.—

9 (1) CONTENTS.—The recommendations devel-  
10 oped by the working group shall include, at a min-  
11 imum, recommendations on—

12 (A) condensing publication ESA 03005 of  
13 the Federal Motor Carrier Safety Administra-  
14 tion into a format that is more easily used by  
15 consumers;

16 (B) using state-of-the-art education tech-  
17 niques and technologies, including optimizing  
18 the use of the Internet as an educational tool;  
19 and

20 (C) reducing and simplifying the paper-  
21 work required of motor carriers and shippers in  
22 interstate transportation.

23 (2) DEADLINE.—Not later than one year after  
24 the date of enactment of this Act, the working group  
25 shall make the recommendations described in para-

1 graph (1) which the Secretary shall publish on a  
2 public website.

3 (d) REPORT.—Not later than 1 year after the date  
4 on which the working group makes its recommendations,  
5 the Secretary shall issue a report to Congress on the im-  
6 plementation of such recommendations.

7 (e) FEDERAL ADVISORY COMMITTEE ACT EXEMP-  
8 TION.—The Federal Advisory Committee Act (5 U.S.C.  
9 App.) shall not apply to the working group established  
10 under this section.

11 (f) TERMINATION.—The working group shall termi-  
12 nate 2 years after the date of enactment of this Act.

13 **SEC. 32607. INTERSTATE VAN OPERATIONS.**

14 Section 4136 of SAFETEA-LU (Public Law 109–59;  
15 119 Stat. 1745; 49 U.S.C. 3116 note) is amended by in-  
16 serting “with the exception of commuter vanpool oper-  
17 ations, which shall remain exempt” before the period at  
18 the end.

19 **SEC. 32608. REPORT ON DESIGN AND IMPLEMENTATION OF**  
20 **WIRELESS ROADSIDE INSPECTION SYSTEMS.**

21 (a) IN GENERAL.—Not later than 180 days after the  
22 date of enactment of this Act, the Secretary shall submit  
23 to the Committee on Commerce, Science, and Transpor-  
24 tation of the Senate and the Committee on Transportation  
25 and Infrastructure of the House of Representatives a re-

1 port regarding the design, development, testing, and im-  
2 plementation of wireless roadside inspection systems.

3 (b) ELEMENTS.—The report required under sub-  
4 section (a) shall include a determination as to whether  
5 wireless roadside inspection systems—

6 (1) conflict with existing non-Federal electronic  
7 screening systems, or create capabilities already  
8 available;

9 (2) require additional statutory authority to in-  
10 corporate generated inspection data into the safety  
11 measurement system or the safety fitness determina-  
12 tions program; and

13 (3) provide appropriate restrictions to specifi-  
14 cally address privacy concerns of affected motor car-  
15 riers and operators.

16 **SEC. 32609. MOTORCOACH HOURS OF SERVICE STUDY.**

17 (a) REQUIREMENT BEFORE IMPLEMENTING NEW  
18 RULES.—

19 (1) IN GENERAL.—The Secretary may not  
20 amend, adjust, or revise the driver hours of service  
21 regulations for motor carriers of passengers, by rule-  
22 making or any other means, until the Secretary con-  
23 ducts a formal study that properly accounts for  
24 operational differences and variances in crash data  
25 for drivers in intercity motorcoach service and inter-

1 state property carrier operations and between seg-  
2 ments of the intercity motorcoach industry.

3 (2) CONTENTS.—The study required under  
4 paragraph (1) shall include—

5 (A) the impact of the current hours of  
6 service regulations for motor carriers of pas-  
7 sengers on fostering safe operation of intercity  
8 motorcoaches;

9 (B) the separation of the failures of the  
10 current passenger carrier hours-of-service regu-  
11 lations and the lack of enforcement of the cur-  
12 rent regulations by Federal and State agencies;

13 (C) the correlation of noncompliance with  
14 current passenger carrier hours of service rule  
15 to passenger carrier accidents using data from  
16 2000 through 2013; and

17 (D) how passenger carrier crashes could  
18 have been mitigated by any changes to pas-  
19 senger carrier hours of service rules.

20 (b) EMERGENCY REGULATIONS.—Nothing in this  
21 section may be construed to affect the Secretary's existing  
22 authority to provide relief from the hours of service regula-  
23 tions in the event of an emergency under section 390.232  
24 of title 49, Code of Federal Regulations.

1 **SEC. 32610. GAO REVIEW OF SCHOOL BUS SAFETY.**

2 Not later than 1 year after the date of enactment  
3 of this Act, the Comptroller General of the United States  
4 shall submit, to the Committee on Commerce, Science, and  
5 Transportation of the Senate and the Committee on  
6 Transportation and Infrastructure of the House of Rep-  
7 resentatives, a review of the following:

8 (1) Existing Federal and State rules and guid-  
9 ance, as of the date of the review, concerning school  
10 bus transportation of elementary school and sec-  
11 ondary school students engaging in home-to-school  
12 transport or other transport determined by the  
13 Comptroller General to be a routine part of kinder-  
14 garten through grade 12 education, including regula-  
15 tions and guidance regarding driver training pro-  
16 grams, capacity requirements, programs for special  
17 needs students, inspection standards, vehicle age re-  
18 quirements, best practices, and public access to in-  
19 spection results and crash records.

20 (2) Any correlation between public or private  
21 school bus fleet operators whose vehicles are involved  
22 in an accident as defined by section 390.5 of title  
23 49, Code of Federal Regulations, and each of the  
24 following:

25 (A) A failure by those same operators of  
26 State or local safety inspections.

1 (B) The average age or odometer readings  
2 of the school buses in the fleets of such opera-  
3 tors.

4 (C) Violations of Federal laws adminis-  
5 tered by the Department of Transportation, or  
6 of State law equivalents of such laws.

7 (D) Violations of State or local law relat-  
8 ing to illegal passing of a school bus.

9 (3) A regulatory framework comparison of pub-  
10 lic and private school bus operations.

11 (4) Expert recommendations on best practices  
12 for safe and reliable school bus transportation, in-  
13 cluding driver training programs, inspection stand-  
14 ards, school bus age and odometer reading maxi-  
15 mums for retirement, the percentage of buses in a  
16 local bus fleet needed as spare buses, and capacity  
17 levels per school bus for different age groups.

18 **SEC. 32611. USE OF HAIR TESTING FOR PREEMPLOYMENT**  
19 **AND RANDOM CONTROLLED SUBSTANCES**  
20 **TESTS.**

21 (a) **SHORT TITLE.**—This section may be cited as the  
22 “Drug Free Commercial Driver Act of 2015”.

23 (b) **AUTHORIZATION OF HAIR TESTING AS AN AC-**  
24 **CEPTABLE PROCEDURE FOR PREEMPLOYMENT AND RAN-**

1 DOM CONTROLLED SUBSTANCE TESTS.—Section 31306 is  
2 amended—

3 (1) in subsection (b)(1)—

4 (A) by redesignating subparagraph (B) as  
5 subparagraph (C); and

6 (B) in subparagraph (A), by striking “The  
7 regulations shall permit such motor carriers to  
8 conduct preemployment testing of such employ-  
9 ees for the use of alcohol.” and inserting the  
10 following:

11 “(B) The regulations prescribed under subparagraph  
12 (A) shall permit motor carriers—

13 “(i) to conduct preemployment testing of com-  
14 mercial motor vehicle operators for the use of alco-  
15 hol; and

16 “(ii) to use hair testing as an acceptable alter-  
17 native to urinalysis—

18 “(I) in conducting preemployment screen-  
19 ing for the use of a controlled substance; and

20 “(II) in conducting random screening for  
21 the use of a controlled substance by individuals  
22 who were subject to preemployment screening.”;  
23 and

24 (2) in subsection (c)(2)—



1 (A) in subparagraph (B), by striking  
2 “and” at the end;

3 (B) in subparagraph (C), by inserting  
4 “and” after the semicolon; and

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

6 “(D) laboratory protocols and cut-off levels  
7 for hair testing to detect the use of a controlled  
8 substance;”.

9 (c) EXEMPTION FROM MANDATORY URINALYSIS.—

10 (1) IN GENERAL.—Any motor carrier that dem-  
11 onstrates, to the satisfaction of the Administrator of  
12 the Federal Motor Carrier Safety Administration, in  
13 consultation with the Department of Health and  
14 Human Services, that it can carry out an applicable  
15 hair testing program, consistent with generally ac-  
16 cepted industry standards, to detect the use of a  
17 controlled substance by commercial motor vehicle op-  
18 erators, may apply to the Administrator for an ex-  
19 emption from the mandatory urinalysis testing re-  
20 quirements set forth in subpart C of part 382 of  
21 title 49, Code of Federal Regulations until a final  
22 rule is issued implementing the amendments made  
23 by subsection (b).

24 (2) EVALUATION OF APPLICATIONS.—

1           (A) IN GENERAL.—In evaluating applica-  
2           tions for an exemption under paragraph (1),  
3           the Administrator, in consultation with the De-  
4           partment of Health and Human Services, shall  
5           determine if the applicant’s testing program  
6           employs procedures and protections similar to  
7           fleets that have carried out hair testing pro-  
8           grams for at least 1 year.

9           (B) REQUIREMENTS.—A testing program  
10          may not receive an exemption under paragraph  
11          (1) unless the applicable testing laboratories—

12               (i) have obtained laboratory accredita-  
13               tion specific to hair testing from an accred-  
14               iting body, compliant with international or  
15               other Federal standards, as appropriate,  
16               such as the College of American Patholo-  
17               gists; and

18               (ii) utilize hair testing assays that  
19               have been cleared by the Food and Drug  
20               Administration under section 510(k) of the  
21               Federal Food, Drug and Cosmetic Act (21  
22               U.S.C. 360(k)).

23          (3) DEADLINE FOR DECISIONS.—Not later than  
24          90 days after receiving an application from a motor  
25          carrier under this subsection, the Administrator, in

1       consultation with the Secretary of Health and  
2       Human Services, shall determine whether the motor  
3       carrier is exempt from the testing requirements de-  
4       scribed in paragraph (1).

5           (4) REPORTING REQUIREMENT.—Any motor  
6       carrier that is granted an exemption under para-  
7       graph (1) shall submit records to the national clear-  
8       inghouse established under section 31306a of title  
9       49, United States Code, relating to all positive test  
10      results and test refusals from the hair testing pro-  
11      gram described in that paragraph.

12      (d) GUIDELINES FOR HAIR TESTING.—Not later  
13      than 1 year after the date of the enactment of this Act,  
14      the Secretary of Health and Human Services shall issue  
15      scientific and technical guidelines for hair testing as a  
16      method of detecting the use of a controlled substance for  
17      purposes of section 31306 of title 49, United States Code,  
18      as amended by subsection (b). When issuing the scientific  
19      and technical guidelines, the Secretary of Health and  
20      Human Services may consider differentiating between ex-  
21      posure to, and usage of, various controlled substances.

22      (e) ANNUAL REPORT TO CONGRESS.—The Secretary  
23      shall submit an annual report to Congress that—

1 (1) summarizes the results of preemployment  
2 and random drug testing using both hair testing and  
3 urinalysis;

4 (2) evaluates the efficacy of each method; and

5 (3) determines which method provides the most  
6 accurate means of detecting the use of controlled  
7 substances over time.

8 **TITLE XXXIII—HAZARDOUS**  
9 **MATERIALS**

10 **SEC. 33101. ENDORSEMENTS.**

11 (a) EXCLUSIONS.—Section 5117(d)(1) is amended—

12 (1) in subparagraph (B), by striking “and” at  
13 the end;

14 (2) in subparagraph (C), by striking the period  
15 at the end and inserting “; and”; and

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

17 “(D) a service vehicle (as defined in sec-  
18 tion 33101 of the Comprehensive Transpor-  
19 tation and Consumer Protection Act of 2015)  
20 carrying diesel fuel in quantities of 3,785 liters  
21 (1,000 gallons) or less that is—

22 “(i) driven by a class A commercial  
23 driver’s license holder who is a custom har-  
24 vester, an agricultural retailer, an agricul-  
25 tural business employee, an agricultural

1 cooperative employee, or an agricultural  
2 producer; and

3 “(ii) clearly marked with a placard  
4 reading ‘Diesel Fuel.’”.

5 (b) HAZARDOUS MATERIALS ENDORSEMENT EXEMP-  
6 TION.—The Secretary shall exempt all class A commercial  
7 driver’s license holders who are custom harvesters, agricul-  
8 tural retailers, agricultural business employees, agricul-  
9 tural cooperative employees, or agricultural producers  
10 from the requirement to obtain a hazardous materials en-  
11 dorsement under part 383 of title 49, Code of Federal  
12 Regulations, while operating a service vehicle carrying die-  
13 sel fuel in quantities of 3,785 liters (1,000 gallons) or less  
14 if the tank containing such fuel is clearly marked with a  
15 placard reading “Diesel Fuel”.

16 (c) DEFINITION OF SERVICE VEHICLE.—In this sec-  
17 tion, the term “service vehicle” means a vehicle carrying  
18 diesel fuel that will be deductible as a profit-seeking activ-  
19 ity—

20 (1) under section 162 of the Internal Revenue  
21 Code of 1986 as a business expense; or

22 (2) under section 212 of the Internal Revenue  
23 Code of 1986 as a production of income expense.

1 **SEC. 33102. ENHANCED REPORTING.**

2 Section 5121(h) is amended by striking “transmit to  
3 the Committee on Transportation and Infrastructure of  
4 the House of Representatives and the Committee on Com-  
5 merce, Science, and Transportation of the Senate” and  
6 inserting “post on the Department of Transportation pub-  
7 lic website”.

8 **SEC. 33103. HAZARDOUS MATERIAL INFORMATION.**

9 (a) DERAILMENT DATA.—

10 (1) IN GENERAL.—Not later than 180 days  
11 after the date of enactment of this Act, the Sec-  
12 retary shall revise the form for reporting a rail  
13 equipment accident or incident under section 225.21  
14 of title 49, Code of Federal Regulations (Form FRA  
15 F 6180.54, Rail Equipment Accident/Incident Re-  
16 port), including to its instructions, to require addi-  
17 tional data concerning rail cars carrying crude oil or  
18 ethanol that are involved in a reportable rail equip-  
19 ment accident or incident under part 225 of that  
20 title.

21 (2) CONTENTS.—The data under subsection (a)  
22 shall include—

23 (A) the number of rail cars carrying crude  
24 oil or ethanol;

25 (B) the number of rail cars carrying crude  
26 oil or ethanol damaged or derailed; and

1 (C) the number of rail cars releasing crude  
2 oil or ethanol.

3 (3) DIFFERENTIATION.—The data described in  
4 paragraph (2) shall be reported separately for crude  
5 oil and for ethanol.

6 (b) DATABASE CONNECTIVITY.—

7 (1) IN GENERAL.—Not later than 180 days  
8 after the date of enactment of this Act, the Sec-  
9 retary shall implement information management  
10 practices to ensure that the Pipeline and Hazardous  
11 Materials Safety Administration Hazardous Mate-  
12 rials Incident Reports Database (referred to in this  
13 section as “Incident Reports Database”) and the  
14 Federal Railroad Administration Railroad Safety In-  
15 formation System contain accurate and consistent  
16 data on a reportable rail equipment accident or inci-  
17 dent under part 225 of title 49, Code of Federal  
18 Regulations, involving the release of hazardous ma-  
19 terials.

20 (2) IDENTIFIERS.—The Secretary shall ensure  
21 that the Incident Reports Database uses a search-  
22 able Federal Railroad Administration report num-  
23 ber, or other applicable unique identifier that is  
24 linked to the Federal Railroad Safety Information  
25 System, for each reportable rail equipment accident

1 or incident under part 225 of title 49, Code of Fed-  
2 eral Regulations, involving the release of hazardous  
3 materials.

4 (c) EVALUATION.—

5 (1) IN GENERAL.—The Department of Trans-  
6 portation Inspector General shall—

7 (A) evaluate the accuracy of information in  
8 the Incident Reports Database, including deter-  
9 mining whether any inaccuracies exist in—

10 (i) the type of hazardous materials re-  
11 leased;

12 (ii) the quantity of hazardous mate-  
13 rials released;

14 (iii) the location of hazardous mate-  
15 rials released;

16 (iv) the damages or effects of haz-  
17 ardous materials released; and

18 (v) any other data contained in the  
19 database; and

20 (B) considering the requirements in sub-  
21 section (b), evaluate the consistency and accu-  
22 racy of data involving accidents or incidents re-  
23 portable to both the Pipeline and Hazardous  
24 Materials Safety Administration and the Fed-  
25 eral Railroad Administration, including whether



1           the Incident Reports Database uses a search-  
2           able identifier described in subsection (b)(2).

3           (2) REPORT.—Not later than 18 months after  
4           the date of enactment of this Act, the Department  
5           of Transportation Inspector General shall submit to  
6           the Committee on Commerce, Science, and Trans-  
7           portation of the Senate and the Committee on  
8           Transportation and Infrastructure of the House of  
9           Representatives a report of the findings under sub-  
10          paragraphs (A) and (B) of paragraph (1) and rec-  
11          ommendations for resolving any inconsistencies or  
12          inaccuracies.

13          (d) SAVINGS CLAUSE.—Nothing in this section may  
14          be construed to prohibit the Secretary from requiring  
15          other commodity-specific information for any reportable  
16          rail equipment accident or incident under part 225 of title  
17          49, Code of Federal Regulations.

18   **SEC. 33104. NATIONAL EMERGENCY AND DISASTER RE-**  
19                           **SPONSE.**

20          (a) PURPOSE.—Section 5101 is amended by inserting  
21          and “and to facilitate the safe movement of hazardous ma-  
22          terials during national emergencies” after “commerce”.

23          (b) GENERAL REGULATORY AUTHORITY.—Section  
24          5103 is amended—

1 (1) by redesignating subsections (c) and (d) as  
2 subsections (d) and (e), respectively; and

3 (2) by inserting after subsection (b) the fol-  
4 lowing:

5 “(c) **FEDERALLY DECLARED DISASTER AND EMER-**  
6 **GENCY AREAS.**—The Secretary, in consultation with the  
7 Secretary of Homeland Security, may prescribe standards  
8 to facilitate the safe movement of hazardous materials  
9 into, from, and within a federally declared disaster area  
10 or a national emergency area.”.

11 **SEC. 33105. AUTHORIZATION OF APPROPRIATIONS.**

12 Section 5128 is amended to read as follows:

13 **“§ 5128. Authorization of appropriations**

14 “(a) **IN GENERAL.**—There are authorized to be ap-  
15 propriated to the Secretary to carry out this chapter (ex-  
16 cept sections 5107(e), 5108(g)(2), 5113, 5115, 5116, and  
17 5119)—

18 “(1) \$43,660,000 for fiscal year 2016;

19 “(2) \$44,577,000 for fiscal year 2017;

20 “(3) \$45,513,000 for fiscal year 2018;

21 “(4) \$46,469,000 for fiscal year 2019;

22 “(5) \$47,445,000 for fiscal year 2020; and

23 “(6) \$48,441,000 for fiscal year 2021.

24 “(b) **HAZARDOUS MATERIALS EMERGENCY PRE-**  
25 **PAREDNESS FUND.**—From the Hazardous Materials

1 Emergency Preparedness Fund established under section  
2 5116(i), the Secretary may expend, during each of fiscal  
3 years 2016 through 2021—

4 “(1) \$188,000 to carry out section 5115;

5 “(2) \$21,800,000 to carry out subsections (a)  
6 and (b) of section 5116, of which not less than  
7 \$13,650,000 shall be available to carry out section  
8 5116(b);

9 “(3) \$150,000 to carry out section 5116(f);

10 “(4) \$625,000 to publish and distribute the  
11 Emergency Response Guidebook under section  
12 5116(i)(3); and

13 “(5) \$1,000,000 to carry out section 5116(j).

14 “(c) HAZARDOUS MATERIALS TRAINING GRANTS.—  
15 From the Hazardous Materials Emergency Preparedness  
16 Fund established pursuant to section 5116(i), the Sec-  
17 retary may expend \$4,000,000 for each of the fiscal years  
18 2016 through 2021 to carry out section 5107(e).

19 “(d) CREDITS TO APPROPRIATIONS.—

20 “(1) EXPENSES.—In addition to amounts oth-  
21 erwise made available to carry out this chapter, the  
22 Secretary may credit amounts received from a State,  
23 Indian tribe, or other public authority or private en-  
24 tity for expenses the Secretary incurs in providing  
25 training to the State, authority, or entity.

1           “(2) AVAILABILITY OF AMOUNTS.—Amounts  
2           made available under this section shall remain avail-  
3           able until expended.”.

4           **TITLE XXXIV—HIGHWAY AND**  
5           **MOTOR VEHICLE SAFETY**  
6           **Subtitle A—Highway Traffic Safety**

7           **PART I—HIGHWAY SAFETY**

8           **SEC. 34101. AUTHORIZATION OF APPROPRIATIONS.**

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

12           (1) HIGHWAY SAFETY PROGRAMS.—For car-  
13          rying out section 402 of title 23, United States  
14          Code—

- 15                   (A) \$243,526,500 for fiscal year 2016;  
16                   (B) \$252,267,972 for fiscal year 2017;  
17                   (C) \$261,229,288 for fiscal year 2018;  
18                   (D) \$270,415,429 for fiscal year 2019;  
19                   (E) \$279,831,482 for fiscal year 2020; and  
20                   (F) \$289,482,646 for fiscal year 2021.

21           (2) HIGHWAY SAFETY RESEARCH AND DEVEL-  
22          OPMENT.—For carrying out section 403 of title 23,  
23          United States Code—

- 24                   (A) \$137,835,000 for fiscal year 2016;  
25                   (B) \$140,729,535 for fiscal year 2017;

- 1 (C) \$143,684,855 for fiscal year 2018;  
2 (D) \$146,702,237 for fiscal year 2019;  
3 (E) \$149,782,984 for fiscal year 2020; and  
4 (F) \$152,928,427 for fiscal year 2021.

5 (3) NATIONAL PRIORITY SAFETY PROGRAMS.—  
6 For carrying out section 405 of title 23, United  
7 States Code—

- 8 (A) \$274,720,000 for fiscal year 2016;  
9 (B) \$277,467,200 for fiscal year 2017;  
10 (C) \$280,241,872 for fiscal year 2018;  
11 (D) \$283,044,291 for fiscal year 2019;  
12 (E) \$285,874,734 for fiscal year 2020; and  
13 (F) \$288,733,481 for fiscal year 2021.

14 (4) NATIONAL DRIVER REGISTER.—For the Na-  
15 tional Highway Traffic Safety Administration to  
16 carry out chapter 303 of title 49, United States  
17 Code—

- 18 (A) \$5,105,000 for fiscal year 2016;  
19 (B) \$5,212,205 for fiscal year 2017;  
20 (C) \$5,321,661 for fiscal year 2018;  
21 (D) \$5,433,416 for fiscal year 2019;  
22 (E) \$5,547,518 for fiscal year 2020; and  
23 (F) \$5,664,016 for fiscal year 2021.

1           (5) HIGH VISIBILITY ENFORCEMENT PRO-  
2           GRAM.—For carrying out section 2009 of  
3           SAFETEA-LU (23 U.S.C. 402 note)—

4                   (A) \$29,290,000 for fiscal year 2016;

5                   (B) \$29,582,900 for fiscal year 2017;

6                   (C) \$29,878,729 for fiscal year 2018;

7                   (D) \$30,177,516 for fiscal year 2019;

8                   (E) \$30,479,291 for fiscal year 2020; and

9                   (F) \$30,784,084 for fiscal year 2021.

10           (6) ADMINISTRATIVE EXPENSES.—For adminis-  
11           trative and related operating expenses of the Na-  
12           tional Highway Traffic Safety Administration in car-  
13           rying out chapter 4 of title 23, United States Code,  
14           and this subtitle—

15                   (A) \$25,755,000 for fiscal year 2016;

16                   (B) \$26,012,550 for fiscal year 2017;

17                   (C) \$26,272,676 for fiscal year 2018;

18                   (D) \$26,535,402 for fiscal year 2019;

19                   (E) \$26,800,756 for fiscal year 2020; and

20                   (F) \$27,068,764 for fiscal year 2021.

21           (b) PROHIBITION ON OTHER USES.—Except as oth-  
22           erwise provided in chapter 4 of title 23, United States  
23           Code, in this subtitle, and in the amendments made by  
24           this subtitle, the amounts made available from the High-

1 way Trust Fund (other than the Mass Transit Account)  
2 for a program under such chapter—

3 (1) shall only be used to carry out such pro-  
4 gram; and

5 (2) may not be used by States or local govern-  
6 ments for construction purposes.

7 (c) APPLICABILITY OF TITLE 23.—Except as other-  
8 wise provided in chapter 4 of title 23, United States Code,  
9 and in this subtitle, amounts made available under sub-  
10 section (a) for fiscal years 2016 through 2021 shall be  
11 available for obligation in the same manner as if such  
12 funds were apportioned under chapter 1 of title 23, United  
13 States Code.

14 (d) REGULATORY AUTHORITY.—Grants awarded  
15 under this subtitle shall be in accordance with regulations  
16 issued by the Secretary.

17 (e) STATE MATCHING REQUIREMENTS.—If a grant  
18 awarded under this subtitle requires a State to share in  
19 the cost, the aggregate of all expenditures for highway  
20 safety activities made during any fiscal year by the State  
21 and its political subdivisions (exclusive of Federal funds)  
22 for carrying out the grant (other than planning and ad-  
23 ministration) shall be available for the purpose of crediting  
24 the State during such fiscal year for the non-Federal share  
25 of the cost of any project under this subtitle (other than

1 planning or administration) without regard to whether  
2 such expenditures were actually made in connection with  
3 such project.

4 (f) GRANT APPLICATION AND DEADLINE.—To re-  
5 ceive a grant under this subtitle, a State shall submit an  
6 application, and the Secretary shall establish a single  
7 deadline for such applications to enable the award of  
8 grants early in the next fiscal year.

9 (g) TRANSFERS.—Section 405(a)(1)(G) of title 23,  
10 United States Code, is amended to read as follows:

11 “(G) TRANSFERS.—Notwithstanding sub-  
12 paragraphs (A) through (F), the Secretary shall  
13 reallocate, before the last day of any fiscal year,  
14 any amounts remaining available of the  
15 amounts allocated to carry out any of the ac-  
16 tivities described in subsections (b) through (g)  
17 to increase the amount made available to carry  
18 out section 402, in order to ensure, to the max-  
19 imum extent possible, that all such amounts are  
20 obligated during such fiscal year.”.

21 **SEC. 34102. HIGHWAY SAFETY PROGRAMS.**

22 (a) RESTRICTION.—Section 402(g) of title 23, United  
23 States Code, is amended to read as follows:

24 “(g) RESTRICTION.—Nothing in this section may be  
25 construed to authorize the appropriation or expenditure



1 of funds for highway construction, maintenance, or design  
2 (other than design of safety features of highways to be  
3 incorporated into guidelines).”.

4 (b) USE OF FUNDS.—

5 (1) HIGHWAY SAFETY PROGRAMS.—Section  
6 402(c)(2) of title 23, United States Code, is amend-  
7 ed by inserting “A State may provide the funds ap-  
8 portioned under this section to a political subdivision  
9 of a State, including Indian tribal governments.”  
10 after “neighboring States.”.

11 (2) NATIONAL PRIORITY SAFETY PROGRAMS.—  
12 Section 405(a)(1) is amended by adding at the end  
13 the following:

14 “(I) POLITICAL SUBDIVISIONS.—A State  
15 may provide the funds awarded under this sec-  
16 tion to a political subdivision of a State, includ-  
17 ing Indian tribal governments.”.

18 (c) TRACKING PROCESS.—Section 412 of title 23,  
19 United States Code, is amended by adding at the end the  
20 following:

21 “(f) TRACKING PROCESS.—The Secretary shall de-  
22 velop a process to identify and mitigate possible systemic  
23 issues across States and regional offices by reviewing over-  
24 sight findings and recommended actions identified in tri-  
25 ennial State management reviews.”.

1 (d) HIGHWAY SAFETY PLANS.—Section  
2 402(k)(5)(A) of title 23, United States Code, is amended  
3 by striking “60” and inserting “30”.

4 (e) MAINTENANCE OF EFFORT.—Section  
5 405(a)(1)(H) of title 23, United States Code, is amended  
6 to read as follows:

7 “(H) MAINTENANCE OF EFFORT CERTIFI-  
8 CATION.—As part of the grant application re-  
9 quired in section 402(k)(3)(F), a State receiv-  
10 ing a grant in any fiscal year under subsection  
11 (b), subsection (c), or subsection (d) of this sec-  
12 tion shall provide certification that the lead  
13 State agency responsible for programs described  
14 in any of those sections is maintaining aggre-  
15 gate expenditures at or above the average level  
16 of such expenditures in the 2 fiscal years prior  
17 to the date of enactment of the Comprehensive  
18 Transportation and Consumer Protection Act of  
19 2015.”.

20 **SEC. 34103. GRANTS FOR ALCOHOL-IGNITION INTERLOCK**  
21 **LAWS AND 24-7 SOBRIETY PROGRAMS.**

22 Section 405(d) of title 23, United States Code, is  
23 amended—

24 (1) in paragraph (6)—

1 (A) by amending the heading to read as  
2 follows: “ADDITIONAL GRANTS.—”;

3 (B) in subparagraph (A), by amending the  
4 heading to read as follows: “GRANTS TO  
5 STATES WITH ALCOHOL-IGNITION INTERLOCK  
6 LAWS.—”;

7 (C) by redesignating subparagraphs (B)  
8 through (D) as subparagraphs (C) through (E),  
9 respectively;

10 (D) by inserting after subparagraph (A),  
11 the following:

12 “(B) GRANTS TO STATES WITH 24–7 SO-  
13 BRIETY PROGRAMS.—The Secretary shall make  
14 a separate grant under this subsection to each  
15 State that—

16 “(i) adopts and is enforcing a law  
17 that requires all individuals convicted of  
18 driving under the influence of alcohol or of  
19 driving while intoxicated to receive a re-  
20 striction on driving privileges; and

21 “(ii) provides a 24–7 sobriety pro-  
22 gram.”;

23 (E) in subparagraph (C), as redesignated,  
24 by inserting “and subparagraph (B)” after  
25 “subparagraph (A)”;

1 (F) in subparagraph (D), as redesignated,  
2 by inserting “and subparagraph (B)” after  
3 “subparagraph (A)”;

4 (G) by amending subparagraph (E), as re-  
5 designated, to read as follows:

6 “(E) FUNDING.—

7 “(i) FUNDING FOR GRANTS TO  
8 STATES WITH ALCOHOL-IGNITION INTER-  
9 LOCK LAWS.—Not more than 12 percent of  
10 the amounts made available to carry out  
11 this subsection in a fiscal year shall be  
12 made available by the Secretary for mak-  
13 ing grants under subparagraph (A).

14 “(ii) FUNDING FOR GRANTS TO  
15 STATES WITH 24-7 SOBRIETY PRO-  
16 GRAMS.—Not more than 3 percent of the  
17 amounts made available to carry out this  
18 subsection in a fiscal year shall be made  
19 available by the Secretary for making  
20 grants under subparagraph (B).”; and

21 (H) by adding at the end the following:

22 “(F) EXCEPTIONS.—A State alcohol-igni-  
23 tion interlock law under subparagraph (A) may  
24 include exceptions for the following cir-  
25 cumstances:

1           “(i) The individual is required to op-  
2           erate an employer’s motor vehicle in the  
3           course and scope of employment and the  
4           business entity that owns the vehicle is not  
5           owned or controlled by the individual.

6           “(ii) The individual is certified by a  
7           medical doctor as being unable to provide  
8           a deep lung breath sample for analysis by  
9           an ignition interlock device.”; and

10           (2) in paragraph (7)(A)—

11           (A) in the matter preceding clause (i)—

12           (i) by striking “or a State agency”  
13           and inserting “or an agency with jurisdic-  
14           tion”; and

15           (ii) by inserting “bond,” before “sen-  
16           tence”;

17           (B) in clause (i), by striking “who plead  
18           guilty or” and inserting “who was arrested,  
19           plead guilty, or”; and

20           (C) in clause (ii), by inserting “at an in-  
21           person testing location” after “per day”.

22   **SEC. 34104. REPEAT OFFENDER CRITERIA.**

23           Section 164(a) of title 23, United States Code, is  
24   amended—

1           (1) by redesignating paragraphs (1) through  
2           (4) as paragraphs (2) through (5), respectively;

3           (2) by inserting before paragraph (2), as redesi-  
4           gnated, the following:

5           “(1) 24–7 SOBRIETY PROGRAM.—The term  
6           ‘24–7 sobriety program’ has the meaning given the  
7           term in section 405(d)(7)(A).”;

8           (3) in paragraph (5), as redesignated—

9           (A) in the matter preceding subparagraph  
10          (A), by inserting “or combination of laws or  
11          programs” after “State law”; and

12          (B) by amending subparagraph (A) to read  
13          as follows:

14               “(A) receive, for a period of not less than  
15               1 year—

16                       “(i) a suspension of all driving privi-  
17                       leges;

18                       “(ii) a restriction on driving privileges  
19                       that limits the individual to operating only  
20                       motor vehicles with an ignition interlock  
21                       device installed, unless a special exception  
22                       applies;

23                       “(iii) a restriction on driving privi-  
24                       leges that limits the individual to operating  
25                       motor vehicles only if participating in, and

1 complying with, a 24-7 sobriety program;

2 or

3 “(iv) any combination of clauses (i)

4 through (iii);”;

5 (C) by striking subparagraph (B);

6 (D) by redesignating subparagraphs (C)

7 and (D) as subparagraphs (B) and (C), respec-

8 tively; and

9 (E) in subparagraph (C), as redesign-  
10 nated—

11 (i) in clause (i)—

12 (I) in subclause (I), by striking

13 “; or” and inserting a semicolon;

14 (II) in subclause (II), by striking

15 “; and”; and inserting “; or”; and

16 (III) by adding at the end the

17 following:

18 “(III) the State certifies that the

19 general practice is that such an indi-

20 vidual will be incarcerated; and”; and

21 (ii) in clause (ii)—

22 (I) in subclause (I), by striking

23 “; or” and inserting a semicolon;

24 (II) in subclause (II), by striking

25 “; and”; and inserting “; or”; and

1 (III) by adding at the end the  
2 following:

3 “(III) the State certifies that the  
4 general practice is that such an indi-  
5 vidual will receive approximately 10  
6 days of incarceration.”; and

7 (4) by adding at the end—

8 “(6) SPECIAL EXCEPTION.—The term ‘special  
9 exception’ means an exception under a State alcohol-  
10 ignition interlock law for the following cir-  
11 cumstances:

12 “(A) The individual is required to operate  
13 an employer’s motor vehicle in the course and  
14 scope of employment and the business entity  
15 that owns the vehicle is not owned or controlled  
16 by the individual.

17 “(B) The individual is certified by a med-  
18 ical doctor as being unable to provide a deep  
19 lung breath sample for analysis by an ignition  
20 interlock device.”.

21 **SEC. 34105. STUDY ON THE NATIONAL ROADSIDE SURVEY**  
22 **OF ALCOHOL AND DRUG USE BY DRIVERS.**

23 Not later than 180 days after the date that the  
24 Comptroller General reviews and reports on the overall  
25 value of the National Roadside Survey to researchers and



1 other public safety stakeholders, the differences between  
2 a National Roadside Survey site and typical law enforce-  
3 ment checkpoints, and the effectiveness of the National  
4 Roadside Survey methodology at protecting the privacy of  
5 the driving public, as requested by the Committee on Ap-  
6 propriations of the Senate on June 5, 2014 (Senate Re-  
7 port 113–182), the Secretary shall report to Congress on  
8 the National Highway Traffic Safety Administration’s  
9 progress toward reviewing that report and implementing  
10 any recommendations made in that report.

11 **SEC. 34106. INCREASING PUBLIC AWARENESS OF THE DAN-**  
12 **GERs OF DRUG-IMPAIRED DRIVING.**

13 (a) **ADDITIONAL ACTIONS.**—The Administrator of  
14 the National Highway Traffic Safety Administration, in  
15 consultation with the White House Office of National  
16 Drug Control Policy, the Secretary of Health and Human  
17 Services, State highway safety offices, and other interested  
18 parties, as determined by the Administrator, shall identify  
19 and carry out additional actions that should be undertaken  
20 by the Administration to assist States in their efforts to  
21 increase public awareness of the dangers of drug-impaired  
22 driving, including the dangers of driving while under the  
23 influence of heroin or prescription opioids.

24 (b) **REPORT.**—Not later than 60 days after the date  
25 of enactment of this Act, the Administrator shall submit

1 a report to the Committee on Commerce, Science, and  
2 Transportation of the Senate and the Committee on  
3 Transportation and Infrastructure of the House of Rep-  
4 resentatives that describes the additional actions under-  
5 taken by the Administration pursuant to subsection (a).

6 **SEC. 34107. IMPROVEMENT OF DATA COLLECTION ON**  
7 **CHILD OCCUPANTS IN VEHICLE CRASHES.**

8 (a) IN GENERAL.—Not later than 1 year after the  
9 date of enactment of this Act, the Secretary shall revise  
10 the crash investigation data collection system of the Na-  
11 tional Highway Traffic Safety Administration to include  
12 the collection of the following data in connection with vehi-  
13 cle crashes whenever a child restraint system was in use  
14 in a vehicle involved in a crash:

15 (1) The type or types of child restraint systems  
16 in use during the crash in any vehicle involved in the  
17 crash, including whether a five-point harness or belt-  
18 positioning booster.

19 (2) If a five-point harness child restraint system  
20 was in use during the crash, whether the child re-  
21 straint system was forward-facing or rear-facing in  
22 the vehicle concerned.

23 (b) CONSULTATION.—In implementing subsection  
24 (a), the Secretary shall work with law enforcement offi-  
25 cials, safety advocates, the medical community, and re-

1 search organizations to improve the recordation of data  
2 described in subsection (a) in police and other applicable  
3 incident reports.

4 (c) REPORT.—Not later than 3 years after the date  
5 of enactment of this Act, the Secretary shall submit to  
6 the Committee on Commerce, Science, and Transportation  
7 of the Senate and the Committee on Energy and Com-  
8 merce of the House of Representatives a report on child  
9 occupant crash data collection in the crash investigation  
10 data collection system of the National Highway Traffic  
11 Safety Administration pursuant to the revision required  
12 by subsection (a).

13 **PART II—STOP MOTORCYCLE CHECKPOINT**

14 **FUNDING ACT**

15 **SEC. 34121. SHORT TITLE.**

16 This part may be cited as the “Stop Motorcycle  
17 Checkpoint Funding Act”.

18 **SEC. 34122. GRANT RESTRICTION.**

19 Notwithstanding section 153 of title 23, United  
20 States Code, the Secretary may not provide a grant or  
21 any funds to a State, county, town, township, Indian tribe,  
22 municipality, or other local government that may be used  
23 for any program—

24 (1) to check helmet usage; or



1 (3) in paragraph (3)—

2 (A) by amending subparagraph (A) to read  
3 as follows:

4 “(A) prohibits the use of a personal wire-  
5 less communications device while driving for  
6 drivers—

7 “(i) younger than 18 years of age; or

8 “(ii) in the learner’s permit and inter-  
9 mediate license stages;”; and

10 (B) by striking subparagraphs (C) and (D)  
11 and inserting the following:

12 “(C) establishes a minimum fine for a vio-  
13 lation of the statute; and

14 “(D) does not provide for an exception  
15 that specifically allows a driver to text through  
16 a personal wireless communications device while  
17 stopped in traffic.”; and

18 (4) in paragraph (4)—

19 (A) in subparagraph (B)(ii), by striking  
20 “and” at the end;

21 (B) in subparagraph (C)—

22 (i) by striking “section 31152” and  
23 inserting “section 31136”; and

24 (ii) by striking the period at the end  
25 and inserting “; and”; and

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

2 “(D) any additional exceptions determined  
3 by the Secretary through the rulemaking proc-  
4 ess.”;

5 (5) by amending paragraph (6) to read as fol-  
6 lows:

7 “(6) ADDITIONAL DISTRACTED DRIVING  
8 GRANTS.—

9 “(A) IN GENERAL.—Notwithstanding para-  
10 graph (1), the Secretary shall use up to 50 per-  
11 cent of the amounts available for grants under  
12 this subsection to award grants to any State  
13 that—

14 “(i) in fiscal year 2017—

15 “(I) certifies that it has enacted  
16 a basic text messaging statute that—

17 “(aa) is applicable to drivers  
18 of all ages; and

19 “(bb) makes violation of the  
20 basic text messaging statute a  
21 primary offense or secondary en-  
22 forcement action as allowed by  
23 State statute; and

24 “(II) is otherwise ineligible for a  
25 grant under this subsection; and

1 “(ii) in fiscal year 2018—

2 “(I) meets the requirements  
3 under clause (i);

4 “(II) imposes fines for violations;  
5 and

6 “(III) has a statute that pro-  
7 hibits drivers who are younger than  
8 18 years of age from using a personal  
9 wireless communications device while  
10 driving.

11 “(B) USE OF GRANT FUNDS.—

12 “(i) IN GENERAL.—Notwithstanding  
13 paragraph (5) and subject to clauses (ii)  
14 and (iii) of this subparagraph, amounts re-  
15 ceived by a State under subparagraph (A)  
16 may be used for activities related to the  
17 enforcement of distracted driving laws, in-  
18 cluding for public information and aware-  
19 ness purposes.

20 “(ii) FISCAL YEAR 2017.—In fiscal  
21 year 2017, up to 15 percent of the  
22 amounts received by a State under sub-  
23 paragraph (A) may be used for any eligible  
24 project or activity under section 402.

1                   “(iii) FISCAL YEAR 2018.—In fiscal  
2                   year 2018, up to 25 percent of the  
3                   amounts received by a State under sub-  
4                   paragraph (A) may be used for any eligible  
5                   project or activity under section 402.”; and

6                   (6) in paragraph (9)(A)(i), by striking “, in-  
7                   cluding operation while temporarily stationary be-  
8                   cause of traffic, a traffic light or stop sign, or other-  
9                   wise”.

10 **SEC. 34133. BARRIERS TO DATA COLLECTION REPORT.**

11           Not later than 180 days after the date of the enact-  
12           ment of this Act, the Administrator of the National High-  
13           way Traffic Safety Administration shall submit a report  
14           to the Committee on Commerce, Science, and Transpor-  
15           tation of the Senate, the Committee on Energy and Com-  
16           merce of the House of Representatives, and the Committee  
17           on Transportation and Infrastructure of the House of  
18           Representatives that—

19                   (1) identifies any legal and technical barriers to  
20                   capturing adequate data on the prevalence of the use  
21                   of wireless communications devices while driving;  
22                   and

23                   (2) provides recommendations on how to ad-  
24                   dress such barriers.



1 **SEC. 34134. MINIMUM REQUIREMENTS FOR STATE GRAD-**  
2 **UATED DRIVER LICENSING INCENTIVE**  
3 **GRANT PROGRAM.**

4 Section 405(g)(2) of title 23, United States Code, is  
5 amended—

6 (1) in subparagraph (A), by striking “21” and  
7 inserting “18”; and

8 (2) by amending subparagraph (B) to read as  
9 follows:

10 “(B) LICENSING PROCESS.—A State is in  
11 compliance with the 2-stage licensing process  
12 described in this subparagraph if the State’s  
13 driver’s license laws include—

14 “(i) a learner’s permit stage that—

15 “(I) is at least 6 months in dura-  
16 tion;

17 “(II) contains a prohibition on  
18 the driver using a personal wireless  
19 communications device (as defined in  
20 subsection (e)) while driving except  
21 under an exception permitted under  
22 paragraph (4) of that subsection, and  
23 makes a violation of the prohibition a  
24 primary offense;

25 “(III) requires applicants to suc-  
26 cessfully pass a vision and knowledge

1 assessment prior to receiving a learn-  
2 er's permit;

3 “(IV) requires that the driver be  
4 accompanied and supervised at all  
5 times while the driver is operating a  
6 motor vehicle by a licensed driver who  
7 is at least 21 years of age or is a  
8 State-certified driving instructor;

9 “(V) has a requirement that the  
10 driver—

11 “(aa) complete a State-cer-  
12 tified driver education or training  
13 course; or

14 “(bb) obtain at least 50  
15 hours of behind-the-wheel train-  
16 ing, with at least 10 hours at  
17 night, with a licensed driver;

18 “(VI) remains in effect until the  
19 driver—

20 “(aa) reaches 16 years of  
21 age and enters the intermediate  
22 stage; or

23 “(bb) reaches 18 years of  
24 age;

25 “(ii) an intermediate stage that—

555

1                   “(I) commences immediately  
2 after the expiration of the learner’s  
3 permit stage and successful comple-  
4 tion of a driving skills assessment;

5                   “(II) is at least 6 months in du-  
6 ration;

7                   “(III) prohibits the driver from  
8 using a personal wireless communica-  
9 tions device (as defined in subsection  
10 (e)) while driving except under an ex-  
11 ception permitted under paragraph  
12 (4) of that subsection, and makes a  
13 violation of the prohibition a primary  
14 offense;

15                   “(IV) for the first 6 month of the  
16 intermediate stage, restricts driving at  
17 night between the hours of 10:00 p.m.  
18 and 5:00 a.m. when not supervised by  
19 a licensed driver 21 years of age or  
20 older, excluding transportation to  
21 work, school, religious activities, or  
22 emergencies;

23                   “(V) prohibits the driver from  
24 operating a motor vehicle with more  
25 than 1 nonfamilial passenger younger

1 than 21 years of age unless a licensed  
2 driver who is at least 21 years of age  
3 is in the motor vehicle; and

4 “(VI) remains in effect until the  
5 driver reaches 17 years of age; and

6 “(iii) a learner’s permit and inter-  
7 mediate stage that require, in addition to  
8 any other penalties imposed by State law,  
9 the granting of an unrestricted driver’s li-  
10 cense be automatically delayed for any in-  
11 dividual who, during the learner’s permit  
12 or intermediate stage, is convicted of a  
13 driving-related offense during the first 6  
14 months, including—

15 “(I) driving while intoxicated;

16 “(II) misrepresentation of the in-  
17 dividual’s age;

18 “(III) reckless driving;

19 “(IV) driving without wearing a  
20 seat belt;

21 “(V) speeding; or

22 “(VI) any other driving-related  
23 offense, as determined by the Sec-  
24 retary.”.

1           **PART IV—TECHNICAL AND CONFORMING**  
2   **AMENDMENTS**  
3 **SEC. 34141. TECHNICAL CORRECTIONS TO THE MOTOR VE-**  
4   **HICLE AND HIGHWAY SAFETY IMPROVEMENT**  
5   **ACT OF 2012.**

6           (a) HIGHWAY SAFETY PROGRAMS.—Section 402 of  
7 title 23, United States Code is amended—

8                   (1) in subsection (b)(1)(C), by striking “except  
9 as provided in paragraph (3),”;

10                  (2) in subsection (b)(1)(E)—

11                           (A) by striking “in which a State” and in-  
12 serting “for which a State”; and

13                           (B) by striking “subsection (f)” and insert-  
14 ing “subsection (k)”; and

15                   (3) in subsection (k)(4), by striking “paragraph  
16 (2)(A)” and inserting “paragraph (3)(A)”.

17           (b) HIGHWAY SAFETY RESEARCH AND DEVELOP-  
18 MENT.—Section 403(e) of title 23, United States Code is  
19 amended by inserting “of title 49” after “chapter 301”.

20           (c) NATIONAL PRIORITY SAFETY PROGRAMS.—Sec-  
21 tion 405 of title 23, United States Code is amended—

22                   (1) in subsection (d)(5), by striking “section  
23 402(c)” and inserting “section 402”; and

24                   (2) in subsection (f)(4)(A)(iv), by striking “de-  
25 veloped under subsection (g)”.

## 1                   **Subtitle B—Vehicle Safety**

### 2   **SEC. 34201. AUTHORIZATION OF APPROPRIATIONS.**

3           (a) IN GENERAL.—Subject to subsection (b), there  
4 is authorized to be appropriated to the Secretary to carry  
5 out chapter 301 of title 49, and part C of subtitle VI of  
6 title 49, United States Code, amounts as follows:

7                   (1) \$132,730,000 for fiscal year 2016.

8                   (2) \$135,517,330 for fiscal year 2017.

9                   (3) \$138,363,194 for fiscal year 2018.

10                  (4) \$141,268,821 for fiscal year 2019.

11                  (5) \$144,235,466 for fiscal year 2020.

12                  (6) \$147,264,411 for fiscal year 2021.

13           (b) ADDITIONAL AUTHORIZATION OF APPROPRIA-  
14 TIONS IF A CERTIFICATION IS MADE.—

15           (1) IN GENERAL.—In addition to the amounts  
16 authorized to be appropriated under subsection (a)  
17 to carry out chapter 301 of title 49, and part C of  
18 subtitle VI of title 49, United States Code, if the  
19 certification described in paragraph (2) is made dur-  
20 ing a fiscal year there is authorized to be appro-  
21 priated to the Secretary for that purpose for that  
22 fiscal year and subsequent fiscal years an additional  
23 amount as follows:

24                   (A) \$46,270,000 for fiscal year 2016.

25                   (B) \$51,537,670 for fiscal year 2017.

1 (C) \$57,296,336 for fiscal year 2018.

2 (D) \$62,999,728 for fiscal year 2019.

3 (E) \$69,837,974 for fiscal year 2020.

4 (F) \$76,656,407 for fiscal year 2021.

5 (2) CERTIFICATION DESCRIBED.—The certifi-  
6 cation described in this paragraph is a certification  
7 made by the Secretary and submitted to Congress  
8 that the National Highway Traffic Safety Adminis-  
9 tration has implemented all of the recommendations  
10 in the Office of Inspector General Audit Report  
11 issued June 18, 2015 (ST-2015-063). As part of the  
12 certification, the Secretary shall review the actions  
13 the National Highway Traffic Safety Administration  
14 has taken to implement the recommendations and  
15 issue a report to Congress detailing how the rec-  
16 ommendations were implemented. The Secretary  
17 shall not delegate or assign the responsibility under  
18 this paragraph.

19 **SEC. 34202. INSPECTOR GENERAL RECOMMENDATIONS.**

20 (a) IN GENERAL.—Not later than 90 days after the  
21 date of enactment of this Act, and periodically thereafter  
22 until the completion date, the Department of Transpor-  
23 tation Inspector General shall report to the appropriate  
24 committees of Congress on whether and what progress has  
25 been made to implement the recommendations in the Of-

1 fice of Inspector General Audit Report issued June 18,  
2 2015 (ST-2015-063).

3 (b) IMPLEMENTATION PROGRESS.—The Adminis-  
4 trator of the National Highway Traffic Safety Administra-  
5 tion shall—

6 (1) not later than 90 days after the date of en-  
7 actment of this Act, and periodically thereafter until  
8 the completion date, provide a briefing to the appro-  
9 priate committees of Congress on the actions the  
10 Administrator has taken to implement the rec-  
11 ommendations in the audit report described in sub-  
12 section (a), including a plan for implementing any  
13 remaining recommendations; and

14 (2) not later than 1 year after the date of en-  
15 actment of this Act, issue a final report to the ap-  
16 propriate committees of Congress on the implemen-  
17 tation of all of the recommendations in the audit re-  
18 port described in subsection (a).

19 (c) DEFINITIONS.—In this section:

20 (1) APPROPRIATE COMMITTEES OF CON-  
21 GRESS.—The term “appropriate committees of Con-  
22 gress” means the Committee on Commerce, Science,  
23 and Transportation of the Senate and the Com-  
24 mittee on Energy and Commerce of the House of  
25 Representatives.



1           (2) COMPLETION DATE.—The term “completion  
2     date” means the date that the National Highway  
3     Traffic Safety Administration has implemented all of  
4     the recommendations in the Office of Inspector Gen-  
5     eral Audit Report issued June 18, 2015 (ST-2015-  
6     063).

7     **SEC. 34203. IMPROVEMENTS IN AVAILABILITY OF RECALL**  
8           **INFORMATION.**

9           (a) VEHICLE RECALL INFORMATION.—Not later  
10    than 2 years after the date of enactment of this Act, the  
11    Secretary shall implement current information technology,  
12    web design trends, and best practices that will help ensure  
13    that motor vehicle safety recall information available to  
14    the public on the Federal website is readily accessible and  
15    easy to use, including—

16           (1) by improving the organization, availability,  
17    readability, and functionality of the website;

18           (2) by accommodating high-traffic volume; and

19           (3) by establishing best practices for scheduling  
20    routine website maintenance.

21           (b) GOVERNMENT ACCOUNTABILITY OFFICE PUBLIC  
22    AWARENESS REPORT.—

23           (1) IN GENERAL.—The Comptroller General  
24    shall study the current use by consumers, dealers,  
25    and manufacturers of the safety recall information

1       made available to the public, including the usability  
2       and content of the Federal and manufacturers'  
3       websites and the National Highway Traffic Safety  
4       Administration's efforts to publicize and educate  
5       consumers about safety recall information.

6           (2) REPORT.—Not later than 2 years after the  
7       date of enactment of this Act, the Comptroller Gen-  
8       eral shall issue a report with the findings of the  
9       study under paragraph (1), including recommending  
10      any actions the Secretary can take to improve public  
11      awareness and use of the websites for safety recall  
12      information.

13      (c) PROMOTION OF PUBLIC AWARENESS.—Section  
14      31301(c) of the Moving Ahead for Progress in the 21st  
15      Century Act (49 U.S.C. 30166 note) is amended to read  
16      as follows:

17           “(c) PROMOTION OF PUBLIC AWARENESS.—The Sec-  
18      retary shall improve public awareness of safety recall in-  
19      formation made publicly available by periodically updating  
20      the method of conveying that information to consumers,  
21      dealers, and manufacturers, such as through public service  
22      announcements.”.

23      (d) CONSUMER GUIDANCE.—Not later than 1 year  
24      after the date of enactment of this Act, the Secretary shall  
25      make available to the public on the Internet detailed guid-

1   ance for consumers submitting safety complaints, includ-  
2   ing—

3           (1) a detailed explanation of what information  
4   a consumer should include in a complaint; and

5           (2) a detailed explanation of the possible ac-  
6   tions the National Highway Traffic Safety Adminis-  
7   tration can take to address a complaint and respond  
8   to the consumer, including information on—

9           (A) the consumer records, such as photo-  
10   graphs and police reports, that could assist with  
11   an investigation; and

12           (B) the length of time a consumer should  
13   retain the records described in subparagraph

14   (A).

15   (e) VIN SEARCH.—

16           (1) IN GENERAL.—The Secretary, in coordina-  
17   tion with industry, including manufacturers and  
18   dealers, shall study—

19           (A) the feasibility of searching multiple ve-  
20   hicle identification numbers at a time to re-  
21   trieve motor vehicle safety recall information;  
22   and

23           (B) the feasibility of making the search  
24   mechanism described under subparagraph (A)  
25   publicly available.

1           (2) CONSIDERATIONS.—In conducting the study  
2           under paragraph (1), the Secretary shall consider  
3           the potential costs, and potential risks to privacy  
4           and security in implementing such a search mecha-  
5           nism.

6 **SEC. 34204. RECALL PROCESS.**

7           (a) NOTIFICATION IMPROVEMENT.—

8           (1) IN GENERAL.—Not later than 270 days  
9           after the date of enactment of this Act, the Sec-  
10          retary shall prescribe a final rule revising the regula-  
11          tions under section 577.7 of title 49, Code of Fed-  
12          eral Regulations, to include notification by electronic  
13          means in addition to notification by first class mail.

14          (2) DEFINITION OF ELECTRONIC MEANS.—In  
15          this subsection, the term “electronic means” in-  
16          cludes electronic mail and may include such other  
17          means of electronic notification, such as social media  
18          or targeted online campaigns, as determined by the  
19          Secretary.

20          (b) NOTIFICATION BY MANUFACTURER.—Section  
21          30118(c) is amended by inserting “or electronic mail”  
22          after “certified mail”.

23          (c) RECALL COMPLETION RATES REPORT.—

1           (1) IN GENERAL.—Not later than 1 year after  
2           the date of enactment of this Act, and biennially  
3           thereafter for 4 years, the Secretary shall—

4                   (A) conduct an analysis of vehicle safety  
5                   recall completion rates to assess potential ac-  
6                   tions by the National Highway Traffic Safety  
7                   Administration to improve vehicle safety recall  
8                   completion rates; and

9                   (B) submit to the Committee on Com-  
10                  merce, Science, and Transportation of the Sen-  
11                  ate and the Committee on Energy and Com-  
12                  merce of the House of Representatives a report  
13                  on the results of the analysis.

14          (2) CONTENTS.—Each report shall include—

15                   (A) the annual recall completion rate by  
16                   manufacturer, model year, component (such as  
17                   brakes, fuel systems, and air bags), and vehicle  
18                   type (passenger car, sport utility vehicle, pas-  
19                   senger van, and pick-up truck) for each of the  
20                   5 years before the year the report is submitted;

21                   (B) the methods by which the Secretary  
22                   has conducted analyses of these recall comple-  
23                   tion rates to determine trends and identify risk  
24                   factors associated with lower recall rates; and

1                   (C) the actions the Secretary has planned  
2                   to improve recall completion rates based on the  
3                   results of this data analysis.

4           (d) INSPECTOR GENERAL AUDIT OF VEHICLE RE-  
5 CALLS.—

6                   (1) IN GENERAL.—The Department of Trans-  
7                   portation Inspector General shall conduct an audit  
8                   of the National Highway Traffic Safety Administra-  
9                   tion’s management of vehicle safety recalls.

10                   (2) CONTENTS.—The audit shall include a de-  
11                   termination of whether the National Highway Traf-  
12                   fic Safety Administration—

13                           (A) appropriately monitors recalls to en-  
14                           sure the appropriateness of scope and adequacy  
15                           of recall completion rates and remedies;

16                           (B) ensures manufacturers provide safe  
17                           remedies, at no cost to consumers;

18                           (C) is capable of coordinating recall rem-  
19                           edies and processes; and

20                           (D) can improve its policy on consumer no-  
21                           tice to combat effects of recall fatigue.

1 **SEC. 34205. PILOT GRANT PROGRAM FOR STATE NOTIFICA-**  
2 **TION TO CONSUMERS OF MOTOR VEHICLE**  
3 **RECALL STATUS.**

4 (a) IN GENERAL.—Not later than October 1, 2016,  
5 the Secretary shall implement a 2-year pilot program to  
6 evaluate the feasibility and effectiveness of a State process  
7 for informing consumers of open motor vehicle recalls at  
8 the time of motor vehicle registration in the State.

9 (b) GRANTS.—To carry out this program, the Sec-  
10 retary may make a grant to each eligible State, but not  
11 more than 6 eligible States in total, that agrees to comply  
12 with the requirements under subsection (c). Funds made  
13 available to a State under this section shall be used by  
14 the State for the pilot program described in subsection (a).

15 (c) ELIGIBILITY.—To be eligible for a grant, a State  
16 shall—

17 (1) submit an application in such form and  
18 manner as the Secretary prescribes;

19 (2) agree to notify, at the time of registration,  
20 each owner or lessee of a motor vehicle presented for  
21 registration in the State of any open recall on that  
22 vehicle;

23 (3) provide the open motor vehicle recall infor-  
24 mation at no cost to each owner or lessee of a motor  
25 vehicle presented for registration in the State; and

1           (4) provide such other information as the Sec-  
2           retary may require.

3           (d) AWARDS.—In selecting an applicant for an award  
4           under this section, the Secretary shall consider the State’s  
5           methodology for determining open recalls on a motor vehi-  
6           cle, for informing consumers of the open recalls, and for  
7           determining performance.

8           (e) PERFORMANCE PERIOD.—Each grant awarded  
9           under this section shall require a 2-year performance pe-  
10          riod.

11          (f) REPORT.—Not later than 90 days after the com-  
12          pletion of the performance period under subsection (e), a  
13          grantee shall provide to the Secretary a report of perform-  
14          ance containing such information as the Secretary con-  
15          siders necessary to evaluate the extent to which open re-  
16          calls have been remedied.

17          (g) EVALUATION.—Not later than 180 days after the  
18          completion of the pilot program, the Secretary shall evalu-  
19          ate the extent to which open recalls identified have been  
20          remedied.

21          (h) DEFINITIONS.—In this section:

22                (1) CONSUMER.—The term “consumer” in-  
23                cludes owner and lessee.



1           (2) MOTOR VEHICLE.—The term “motor vehi-  
2           cle” has the meaning given the term under section  
3           30102(a) of title 49, United States Code.

4           (3) OPEN RECALL.—The term “open recall”  
5           means a recall for which a notification by a manu-  
6           facturer has been provided under section 30119 of  
7           title 49, United States Code, and that has not been  
8           remedied under section 30120 of that title.

9           (4) REGISTRATION.—The term “registration”  
10          means the process for registering motor vehicles in  
11          the State.

12          (5) STATE.—The term “State” has the mean-  
13          ing given the term under section 101(a) of title 23,  
14          United States Code.

15   **SEC. 34206. RECALL OBLIGATIONS UNDER BANKRUPTCY.**

16          Section 30120A is amended by striking “chapter 11  
17          of title 11,” and inserting “chapter 7 or chapter 11 of  
18          title 11”.

19   **SEC. 34207. DEALER REQUIREMENT TO CHECK FOR OPEN**  
20                   **RECALL.**

21          Section 30120(f) is amended—

22                  (1) by inserting “(1) IN GENERAL.—” before  
23          “A manufacturer” and indenting appropriately;

1 (2) in paragraph (1), as redesignated, by strik-  
2 ing the period at the end and inserting the following:

3 “if—

4 “(A) at the time of providing service for  
5 each of the manufacturer’s motor vehicles it  
6 services, the dealer notifies the owner or the in-  
7 dividual requesting the service of any open re-  
8 call; and

9 “(B) the notification requirement under  
10 subparagraph (A) is specified in a franchise,  
11 operating, or other agreement between the deal-  
12 er and the manufacturer.”; and

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

14 “(2) DEFINITION OF OPEN RECALL.—In this  
15 subsection, the term ‘open recall’ means a recall for  
16 which a notification by a manufacturer has been  
17 provided under section 30119 and that has not been  
18 remedied under this section.”.

19 **SEC. 34208. EXTENSION OF TIME PERIOD FOR REMEDY OF**  
20 **TIRE DEFECTS.**

21 Section 30120(b) of title 49, United States Code, is  
22 amended—

23 (1) in paragraph (1), by striking “60 days” and  
24 inserting “180 days”; and

1           (2) in paragraph (2), by striking “60-day” each  
2           place it appears and inserting “180-day”.

3 **SEC. 34209. RENTAL CAR SAFETY.**

4           (a) **SHORT TITLE.**—This section may be cited as the  
5 “Raechel and Jacqueline Houck Safe Rental Car Act of  
6 2015”.

7           (b) **DEFINITIONS.**—Section 30102(a) is amended—

8               (1) by redesignating paragraphs (10) and (11)  
9               as paragraphs (12) and (13), respectively;

10              (2) by redesignating paragraphs (1) through  
11              (9) as paragraphs (2) through (10), respectively;

12              (3) by inserting before paragraph (2), as reded-  
13              ignated, the following:

14              “(1) ‘covered rental vehicle’ means a motor ve-  
15              hicle that—

16                      “(A) has a gross vehicle weight rating of  
17                      10,000 pounds or less;

18                      “(B) is rented without a driver for an ini-  
19                      tial term of less than 4 months; and

20                      “(C) is part of a motor vehicle fleet of 5  
21                      or more motor vehicles that are used for rental  
22                      purposes by a rental company.”; and

23              (4) by inserting after paragraph (10), as reded-  
24              ignated, the following:

25              “(11) ‘rental company’ means a person who—

1           “(A) is engaged in the business of renting  
2 covered rental vehicles; and

3           “(B) uses for rental purposes a motor ve-  
4 hicle fleet of 5 or more covered rental vehi-  
5 cles.”.

6           (c) REMEDIES FOR DEFECTS AND NONCOMPLI-  
7 ANCE.—Section 30120(i) is amended—

8           (1) in the subsection heading, by adding “, OR  
9 RENTAL” at the end;

10          (2) in paragraph (1)—

11           (A) by striking “(1) If notification” and  
12 inserting the following:

13           “(1) IN GENERAL.—If notification”;

14           (B) by indenting subparagraphs (A) and  
15 (B) four ems from the left margin;

16           (C) by inserting “or the manufacturer has  
17 provided to a rental company notification about  
18 a covered rental vehicle in the company’s pos-  
19 session at the time of notification” after “time  
20 of notification”;

21           (D) by striking “the dealer may sell or  
22 lease,” and inserting “the dealer or rental com-  
23 pany may sell, lease, or rent”; and

1 (E) in subparagraph (A), by striking “sale  
2 or lease” and inserting “sale, lease, or rental  
3 agreement”;

4 (3) by amending paragraph (2) to read as fol-  
5 lows:

6 “(2) RULE OF CONSTRUCTION.—Nothing in  
7 this subsection may be construed to prohibit a dealer  
8 or rental company from offering the vehicle or equip-  
9 ment for sale, lease, or rent.”; and

10 (4) by adding at the end the following:

11 “(3) SPECIFIC RULES FOR RENTAL COMPA-  
12 NIES.—

13 “(A) IN GENERAL.—Except as otherwise  
14 provided under this paragraph, a rental com-  
15 pany shall comply with the limitations on sale,  
16 lease, or rental set forth in subparagraph (C)  
17 and paragraph (1) as soon as practicable, but  
18 not later than 24 hours after the earliest re-  
19 ceipt of the notice to owner under subsection  
20 (b) or (c) of section 30118 (including the vehi-  
21 cle identification number for the covered vehi-  
22 cle) by the rental company, whether by elec-  
23 tronic means or first class mail.

24 “(B) SPECIAL RULE FOR LARGE VEHICLE  
25 FLEETS.—Notwithstanding subparagraph (A),

1 if a rental company receives a notice to owner  
2 covering more than 5,000 motor vehicles in its  
3 fleet, the rental company shall comply with the  
4 limitations on sale, lease, or rental set forth in  
5 subparagraph (C) and paragraph (1) as soon as  
6 practicable, but not later than 48 hours after  
7 the earliest receipt of the notice to owner under  
8 subsection (b) or (c) of section 30118 (includ-  
9 ing the vehicle identification number for the  
10 covered vehicle) by the rental company, whether  
11 by electronic means or first class mail.

12 “(C) SPECIAL RULE FOR WHEN REMEDIES  
13 NOT IMMEDIATELY AVAILABLE.—If a notifica-  
14 tion required under subsection (b) or (c) of sec-  
15 tion 30118 indicates that the remedy for the  
16 defect or noncompliance is not immediately  
17 available and specifies actions to temporarily  
18 alter the vehicle that eliminate the safety risk  
19 posed by the defect or noncompliance, the rent-  
20 al company, after causing the specified actions  
21 to be performed, may rent (but may not sell or  
22 lease) the motor vehicle. Once the remedy for  
23 the rental vehicle becomes available to the rent-  
24 al company, the rental company may not rent

1 the vehicle until the vehicle has been remedied,  
2 as provided in subsection (a).

3 “(D) INAPPLICABILITY TO JUNK AUTO-  
4 MOBILES.—Notwithstanding paragraph (1), this  
5 subsection does not prohibit a rental company  
6 from selling a covered rental vehicle if such ve-  
7 hicle—

8 “(i) meets the definition of a junk  
9 automobile under section 201 of the Anti-  
10 Car Theft Act of 1992 (49 U.S.C. 30501);

11 “(ii) is retitled as a junk automobile  
12 pursuant to applicable State law; and

13 “(iii) is reported to the National  
14 Motor Vehicle Information System, if re-  
15 quired under section 204 of such Act (49  
16 U.S.C. 30504).”.

17 (d) MAKING SAFETY DEVICES AND ELEMENTS INOP-  
18 ERATIVE.—Section 30122(b) is amended by inserting  
19 “rental company,” after “dealer,” each place such term  
20 appears.

21 (e) INSPECTIONS, INVESTIGATIONS, AND  
22 RECORDS.—Section 30166 is amended—

23 (1) in subsection (e)(2), by striking “or dealer”  
24 each place such term appears and inserting “dealer,  
25 or rental company”;

1           (2) in subsection (e), by striking “or dealer”  
2           each place such term appears and inserting “dealer,  
3           or rental company”; and

4           (3) in subsection (f), by striking “or to owners”  
5           and inserting “, rental companies, or other owners”.

6           (f) RESEARCH AUTHORITY.—The Secretary of  
7           Transportation may conduct a study of—

8           (1) the effectiveness of the amendments made  
9           by this section; and

10           (2) other activities of rental companies (as de-  
11           fined in section 30102(a)(11) of title 49, United  
12           States Code) related to their use and disposition of  
13           motor vehicles that are the subject of a notification  
14           required under section 30118 of title 49, United  
15           States Code.

16           (g) STUDY.—

17           (1) ADDITIONAL REQUIREMENT.—Section  
18           32206(b)(2) of the Moving Ahead for Progress in  
19           the 21st Century Act (Public Law 112–141; 126  
20           Stat. 785) is amended—

21           (A) in subparagraph (E), by striking  
22           “and” at the end;

23           (B) by redesignating subparagraph (F) as  
24           subparagraph (G); and



1 (C) by inserting after subparagraph (E)  
2 the following:

3 “(F) evaluate the completion of safety re-  
4 call remedies on rental trucks; and”.

5 (2) REPORT.—Section 32206(c) of such Act is  
6 amended—

7 (A) by redesignating paragraphs (1) and  
8 (2) as subparagraphs (A) and (B), respectively;

9 (B) by striking “REPORT.—Not later” and  
10 inserting the following:

11 “(c) REPORTS.—

12 “(1) INITIAL REPORT.—Not later”;

13 (C) in paragraph (1), by striking “sub-  
14 section (b)” and inserting “subparagraphs (A)  
15 through (E) and (G) of subsection (b)(2)”;

16 (D) by adding at the end the following:

17 “(2) SAFETY RECALL REMEDY REPORT.—Not  
18 later than 1 year after the date of the enactment of  
19 the ‘Raechel and Jacqueline Houck Safe Rental Car  
20 Act of 2015’, the Secretary shall submit a report to  
21 the congressional committees set forth in paragraph  
22 (1) that contains—

23 “(A) the findings of the study conducted  
24 pursuant to subsection (b)(2)(F); and

1           “(B) any recommendations for legislation  
2           that the Secretary determines to be appro-  
3           priate.”.

4           (h) PUBLIC COMMENTS.—The Secretary shall solicit  
5           comments regarding the implementation of this section  
6           from members of the public, including rental companies,  
7           consumer organizations, automobile manufacturers, and  
8           automobile dealers.

9           (i) RULE OF CONSTRUCTION.—Nothing in this sec-  
10          tion or the amendments made by this section—

11           (1) may be construed to create or increase any  
12           liability, including for loss of use, for a manufac-  
13           turer as a result of having manufactured or im-  
14           ported a motor vehicle subject to a notification of  
15           defect or noncompliance under subsection (b) or (c)  
16           of section 30118 of title 49, United States Code; or

17           (2) shall supersede or otherwise affect the con-  
18           tractual obligations, if any, between such a manufac-  
19           turer and a rental company (as defined in section  
20           30102(a) of title 49, United States Code).

21           (j) RULEMAKING.—The Secretary may promulgate  
22           rules, as appropriate, to implement this section and the  
23           amendments made by this section.

1 (k) EFFECTIVE DATE.—The amendments made by  
2 this section shall take effect on the date that is 180 days  
3 after the date of enactment of this Act.

4 **SEC. 34210. INCREASE IN CIVIL PENALTIES FOR VIOLA-**  
5 **TIONS OF MOTOR VEHICLE SAFETY.**

6 (a) INCREASE IN CIVIL PENALTIES.—Section  
7 30165(a) is amended—

8 (1) in paragraph (1)—

9 (A) by striking “\$5,000” and inserting  
10 “\$14,000”; and

11 (B) by striking “\$35,000,000” and insert-  
12 ing “\$70,000,000”; and

13 (2) in paragraph (3)—

14 (A) by striking “\$5,000” and inserting  
15 “\$14,000”; and

16 (B) by striking “\$35,000,000” and insert-  
17 ing “\$70,000,000”.

18 (b) EFFECTIVE DATE.—The amendments made by  
19 subsection (a) of this section take effect on the date that  
20 the Secretary certifies to Congress that the National  
21 Highway Traffic Safety Administration has issued the  
22 final rule required by section 31203(b) of the Moving  
23 Ahead for Progress In the 21st Century Act (Public Law  
24 112-141; 126 Stat. 758; 49 U.S.C. 30165 note).

1 (c) PUBLICATION OF EFFECTIVE DATE.—The Sec-  
2 retary shall publish notice of the effective date under sub-  
3 section (b) of this section in the Federal Register.

4 **SEC. 34211. ELECTRONIC ODOMETER DISCLOSURES.**

5 Section 32705(g) is amended—

6 (1) by inserting “(1)” before “Not later than”  
7 and indenting appropriately; and

8 (2) by adding at the end the following:

9 “(2) Notwithstanding paragraph (1) and sub-  
10 ject to paragraph (3), a State, without approval  
11 from the Secretary under subsection (d), may allow  
12 for written disclosures or notices and related matters  
13 to be provided electronically if—

14 “(A) in compliance with—

15 “(i) the requirements of subchapter 1  
16 of chapter 96 of title 15; or

17 “(ii) the requirements of a State law  
18 under section 7002(a) of title 15; and

19 “(B) the disclosures or notices otherwise  
20 meet the requirements under this section, in-  
21 cluding appropriate authentication and security  
22 measures.

23 “(3) Paragraph (2) ceases to be effective on the  
24 date the regulations under paragraph (1) become ef-  
25 fective.”.

1 **SEC. 34212. CORPORATE RESPONSIBILITY FOR NHTSA RE-**  
2 **PORTS.**

3 Section 30166(o) is amended—

4 (1) in paragraph (1), by striking “may” and in-  
5 serting “shall”; and

6 (2) by adding at the end the following:

7 “(3) DEADLINE.—Not later than 1 year after  
8 the date of enactment of the Comprehensive Trans-  
9 portation and Consumer Protection Act of 2015, the  
10 Secretary shall issue a final rule under paragraph  
11 (1).”.

12 **SEC. 34213. DIRECT VEHICLE NOTIFICATION OF RECALLS.**

13 (a) RECALL NOTIFICATION REPORT.—Not later than  
14 1 year after the date of enactment of this Act, the Sec-  
15 retary shall issue a report on the feasibility of a technical  
16 system that would operate in each new motor vehicle to  
17 indicate when the vehicle is subject to an open recall.

18 (b) DEFINITION OF OPEN RECALL.—In this section  
19 the term “open recall” means a recall for which a notifica-  
20 tion by a manufacturer has been provided under section  
21 30119 of title 49, United States Code, and that has not  
22 been remedied under section 30120 of that title.

23 **SEC. 34214. UNATTENDED CHILDREN WARNING.**

24 Section 31504(a) of the Moving Ahead for Progress  
25 in the 21st Century Act (49 U.S.C. 30111 note) is amend-  
26 ed by striking “may” and inserting “shall”.

1 **SEC. 34215. TIRE PRESSURE MONITORING SYSTEM.**

2 (a) PROPOSED RULE.—Not later than 1 year after  
3 the date of enactment of this Act, the Secretary shall pub-  
4 lish a proposed rule that updates the standards pertaining  
5 to tire pressure monitoring systems to ensure that a tire  
6 pressure monitoring system cannot be overridden, reset,  
7 or recalibrated to an unsafe pressure level.

8 (b) FINAL RULE.—Not later than 2 years after the  
9 date of enactment of this Act, after providing the public  
10 with sufficient opportunity for notice and comment on the  
11 proposed rule published under subsection (a), the Sec-  
12 retary shall issue a final rule on the subject described in  
13 subsection (a).

14 **Subtitle C—Research and Develop-**  
15 **ment and Vehicle Electronics**

16 **SEC. 34301. REPORT ON OPERATIONS OF THE COUNCIL FOR**  
17 **VEHICLE ELECTRONICS, VEHICLE SOFT-**  
18 **WARE, AND EMERGING TECHNOLOGIES.**

19 Not later than 1 year after the date of enactment  
20 of this Act, the Secretary shall submit to the Committee  
21 on Commerce, Science, and Transportation of the Senate  
22 and the Committee on Energy and Commerce of the  
23 House of Representatives a report regarding the oper-  
24 ations of the Council for Vehicle Electronics, Vehicle Soft-  
25 ware, and Emerging Technologies established under sec-  
26 tion 31401 of the Moving Ahead for Progress in the 21st

1 Century Act (49 U.S.C. 105 note). The report shall in-  
2 clude information about the accomplishments of the Coun-  
3 cil, the role of the Council in integrating and aggregating  
4 electronic and emerging technologies expertise across the  
5 National Highway Traffic Safety Administration, the role  
6 of the Council in coordinating with other Federal agencies,  
7 and the priorities of the Council over the next 5 years.

8 **SEC. 34302. COOPERATION WITH FOREIGN GOVERNMENTS.**

9 (a) TITLE 49 AMENDMENT.—Section 30182(b) is  
10 amended—

11 (1) in paragraph (4), by striking “; and” and  
12 inserting a semicolon;

13 (2) in paragraph (5), by striking the period at  
14 the end and inserting “; and”; and

15 (3) by inserting after paragraph (5) the fol-  
16 lowing:

17 “(6) in coordination with Department of State,  
18 enter into cooperative agreements and collaborative  
19 research and development agreements with foreign  
20 governments.”.

21 (b) TITLE 23 AMENDMENT.—Section 403 of title 23,  
22 United States Code, is amended—

23 (1) in subsection (b)(2)(C), by inserting “for-  
24 eign government (in coordination with the Depart-  
25 ment of State)” after “institution,”; and

1           (2) in subsection (c)(1)(A), by inserting “for-  
2           foreign governments,” after “local governments,”.

3           (c) **AUDIT.**—The Department of Transportation In-  
4           specter General shall conduct an audit of the Secretary  
5           of Transportation’s management and oversight of coopera-  
6           tive agreements and collaborative research and develop-  
7           ment agreements, including any cooperative agreements  
8           between the Secretary of Transportation and foreign gov-  
9           ernments under section 30182(b)(6) of title 49, United  
10          States Code, and subsections (b)(2)(C) and (c)(1)(A) of  
11          title 23, United States Code.

12                           **Subtitle D—Miscellaneous**  
13                                   **Provisions**

14                   **PART I—DRIVER PRIVACY ACT OF 2015**

15   **SEC. 34401. SHORT TITLE.**

16           This part may be cited as the “Driver Privacy Act  
17   of 2015”.

18   **SEC. 34402. LIMITATIONS ON DATA RETRIEVAL FROM VEHI-**

19                           **CLE EVENT DATA RECORDERS.**

20           (a) **OWNERSHIP OF DATA.**—Any data retained by an  
21   event data recorder (as defined in section 563.5 of title  
22   49, Code of Federal Regulations), regardless of when the  
23   motor vehicle in which it is installed was manufactured,  
24   is the property of the owner, or, in the case of a leased



1 vehicle, the lessee of the motor vehicle in which the event  
2 data recorder is installed.

3 (b) PRIVACY.—Data recorded or transmitted by an  
4 event data recorder described in subsection (a) may not  
5 be accessed by a person other than an owner or a lessee  
6 of the motor vehicle in which the event data recorder is  
7 installed unless—

8 (1) a court or other judicial or administrative  
9 authority having jurisdiction—

10 (A) authorizes the retrieval of the data;

11 and

12 (B) to the extent that there is retrieved  
13 data, the data is subject to the standards for  
14 admission into evidence required by that court  
15 or other administrative authority;

16 (2) an owner or a lessee of the motor vehicle  
17 provides written, electronic, or recorded audio con-  
18 sent to the retrieval of the data for any purpose, in-  
19 cluding the purpose of diagnosing, servicing, or re-  
20 pairing the motor vehicle, or by agreeing to a sub-  
21 scription that describes how data will be retrieved  
22 and used;

23 (3) the data is retrieved pursuant to an inves-  
24 tigation or inspection authorized under section  
25 1131(a) or 30166 of title 49, United States Code,

1 and the personally identifiable information of an  
2 owner or a lessee of the vehicle and the vehicle iden-  
3 tification number is not disclosed in connection with  
4 the retrieved data, except that the vehicle identifica-  
5 tion number may be disclosed to the certifying man-  
6 ufacturer;

7 (4) the data is retrieved for the purpose of de-  
8 termining the need for, or facilitating, emergency  
9 medical response in response to a motor vehicle  
10 crash; or

11 (5) the data is retrieved for traffic safety re-  
12 search, and the personally identifiable information of  
13 an owner or a lessee of the vehicle and the vehicle  
14 identification number is not disclosed in connection  
15 with the retrieved data.

16 **SEC. 34403. VEHICLE EVENT DATA RECORDER STUDY.**

17 (a) **IN GENERAL.**—Not later than 1 year after the  
18 date of enactment of this Act, the Administrator of the  
19 National Highway Traffic Safety Administration shall  
20 submit to Congress a report that contains the results of  
21 a study conducted by the Administrator to determine the  
22 amount of time event data recorders installed in passenger  
23 motor vehicles should capture and record for retrieval ve-  
24 hicle-related data in conjunction with an event in order

1 to provide sufficient information to investigate the cause  
2 of motor vehicle crashes.

3 (b) RULEMAKING.—Not later than 2 years after sub-  
4 mitting the report required under subsection (a), the Ad-  
5 ministrator of the National Highway Traffic Safety Ad-  
6 ministration shall promulgate regulations to establish the  
7 appropriate period during which event data recorders in-  
8 stalled in passenger motor vehicles may capture and  
9 record for retrieval vehicle-related data to the time nec-  
10 essary to provide accident investigators with vehicle-re-  
11 lated information pertinent to crashes involving such  
12 motor vehicles.

13 **PART II—SAFETY THROUGH INFORMED**  
14 **CONSUMERS ACT OF 2015**

15 **SEC. 34421. SHORT TITLE.**

16 This part may be cited as the “Safety Through In-  
17 formed Consumers Act of 2015”.

18 **SEC. 34422. PASSENGER MOTOR VEHICLE INFORMATION.**

19 Section 32302 is amended by inserting after sub-  
20 section (b) the following:

21 “(c) CRASH AVOIDANCE.—Not later than 1 year after  
22 the date of enactment of the Safety Through Informed  
23 Consumers Act of 2015, the Secretary shall promulgate  
24 a rule to ensure that crash avoidance information is indi-

1 cated next to crashworthiness information on stickers  
2 placed on motor vehicles by their manufacturers.”.

3 **PART III—TIRE EFFICIENCY, SAFETY, AND**  
4 **REGISTRATION ACT OF 2015**

5 **SEC. 34431. SHORT TITLE.**

6 This part may be cited as the “Tire Efficiency, Safe-  
7 ty, and Registration Act of 2015” or the “TESR Act”.

8 **SEC. 34432. TIRE FUEL EFFICIENCY MINIMUM PERFORM-**  
9 **ANCE STANDARDS.**

10 Section 32304A is amended—

11 (1) in the section heading, by inserting “**AND**  
12 **STANDARDS**” after “**CONSUMER TIRE INFORMA-**  
13 **TION**”;

14 (2) in subsection (a)—

15 (A) in the heading, by striking “**RULE-**  
16 **MAKING**” and inserting “**CONSUMER TIRE IN-**  
17 **FORMATION**”; and

18 (B) in paragraph (1), by inserting “(re-  
19 ferred to in this section as the ‘Secretary’)”  
20 after “Secretary of Transportation”;

21 (3) by redesignating subsections (b) through (e)  
22 as subsections (e) though (h), respectively; and

23 (4) by inserting after subsection (a) the fol-  
24 lowing:

1           “(b) PROMULGATION OF REGULATIONS FOR TIRE  
2 FUEL EFFICIENCY MINIMUM PERFORMANCE STAND-  
3 ARDS.—

4           “(1) IN GENERAL.—The Secretary, after con-  
5 sultation with the Secretary of Energy and the Ad-  
6 ministrator of the Environmental Protection Agency,  
7 shall promulgate regulations for tire fuel efficiency  
8 minimum performance standards for—

9           “(A) passenger car tires with a maximum  
10 speed capability equal to or less than 149 miles  
11 per hour or 240 kilometers per hour; and

12           “(B) passenger car tires with a maximum  
13 speed capability greater than 149 miles per  
14 hour or 240 kilometers per hour.

15           “(2) TIRE FUEL EFFICIENCY MINIMUM PER-  
16 FORMANCE STANDARDS.—

17           “(A) STANDARD BASIS AND TEST PROCE-  
18 DURES.—The minimum performance standards  
19 promulgated under paragraph (1) shall be ex-  
20 pressed in terms of the rolling resistance coeffi-  
21 cient measured using the test procedure speci-  
22 fied in section 575.106 of title 49, Code of Fed-  
23 eral Regulations (as in effect on the date of en-  
24 actment of this Act).

1           “(B) NO DISPARATE EFFECT ON HIGH  
2           PERFORMANCE TIRES.—The Secretary shall en-  
3           sure that the minimum performance standards  
4           promulgated under paragraph (1) will not have  
5           a disproportionate effect on passenger car high  
6           performance tires with a maximum speed capa-  
7           bility greater than 149 miles per hour or 240  
8           kilometers per hour.

9           “(C) APPLICABILITY.—

10           “(i) IN GENERAL.—This subsection  
11           applies to new pneumatic tires for use on  
12           passenger cars.

13           “(ii) EXCEPTIONS.—This subsection  
14           does not apply to light truck tires, deep  
15           tread tires, winter-type snow tires, space-  
16           saver or temporary use spare tires, or tires  
17           with nominal rim diameters of 12 inches or  
18           less.

19           “(c) PROMULGATION OF REGULATIONS FOR TIRE  
20           WET TRACTION MINIMUM PERFORMANCE STANDARDS.—

21           “(1) IN GENERAL.—The Secretary shall pro-  
22           mulgate regulations for tire wet traction minimum  
23           performance standards to ensure that passenger tire  
24           wet traction capability is not reduced to achieve im-  
25           proved tire fuel efficiency.

1           “(2) TIRE WET TRACTION MINIMUM PERFORM-  
2 ANCE STANDARDS.—

3           “(A) BASIS OF STANDARD.—The minimum  
4 performance standards promulgated under  
5 paragraph (1) shall be expressed in terms of  
6 peak coefficient of friction.

7           “(B) TEST PROCEDURES.—Any test proce-  
8 dure promulgated under this subsection shall be  
9 consistent with any test procedure promulgated  
10 under subsection (a).

11           “(C) BENCHMARKING.—The Secretary  
12 shall conduct testing to benchmark the wet  
13 traction performance of tire models available  
14 for sale in the United States as of the date of  
15 enactment of this Act to ensure that the min-  
16 imum performance standards promulgated  
17 under paragraph (1) are tailored to—

18                   “(i) tires sold in the United States;

19                   and

20                   “(ii) the needs of consumers in the  
21 United States.

22           “(D) APPLICABILITY.—

23                   “(i) IN GENERAL.—This subsection  
24 applies to new pneumatic tires for use on  
25 passenger cars.





1 **SEC. 34433. TIRE REGISTRATION BY INDEPENDENT SELL-**  
2 **ERS.**

3 Section 30117(b) is amended by striking paragraph  
4 (3) and inserting the following:

5 “(3) RULEMAKING.—

6 “(A) IN GENERAL.—The Secretary shall  
7 initiate a rulemaking to require a distributor or  
8 dealer of tires that is not owned or controlled  
9 by a manufacturer of tires to maintain records  
10 of—

11 “(i) the name and address of tire pur-  
12 chasers and lessors and information identi-  
13 fying the tire that was purchased or leased;  
14 and

15 “(ii) any additional records the Sec-  
16 retary considers appropriate.

17 “(B) ELECTRONIC TRANSMISSION.—The  
18 rulemaking carried out under subparagraph (A)  
19 shall require a distributor or dealer of tires that  
20 is not owned or controlled by a manufacturer of  
21 tires to electronically transmit the records de-  
22 scribed in clauses (i) and (ii) of subparagraph  
23 (A) to the manufacturer of the tires or the des-  
24 ignee of the manufacturer by secure means at  
25 no cost to tire purchasers or lessors.

1 “(C) SATISFACTION OF REQUIREMENTS.—

2 A regulation promulgated under subparagraph

3 (A) may be considered to satisfy the require-

4 ments of paragraph (2)(B).”.

5 **SEC. 34434. TIRE RECALL DATABASE.**

6 (a) IN GENERAL.—The Secretary shall establish a  
7 publicly available and searchable electronic database of  
8 tire recall information that is reported to the Adminis-  
9 trator of the National Highway Traffic Safety Administra-  
10 tion.

11 (b) TIRE IDENTIFICATION NUMBER.—The database  
12 established under subsection (a) shall be searchable by  
13 Tire Identification Number (TIN) and any other criteria  
14 that assists consumers in determining whether a tire is  
15 subject to a recall.

16 **TITLE XXXV—RAILROAD RE-**  
17 **FORM, ENHANCEMENT, AND**  
18 **EFFICIENCY**

19 **SEC. 35001. SHORT TITLE.**

20 This title may be cited as the “Railroad Reform, En-  
21 hancement, and Efficiency Act”.

22 **SEC. 35002. PASSENGER TRANSPORTATION; DEFINITIONS.**

23 Section 24102 is amended—

24 (1) by redesignating paragraphs (5) through

25 (9) as paragraphs (6) through (10), respectively;

1           (2) by inserting after paragraph (4), the fol-  
2           lowing:

3           “(5) ‘long-distance route’ means a route de-  
4           scribed in paragraph (6)(C).”;

5           (3) by amending paragraph (6)(A), as redesign-  
6           nated, to read as follows:

7           “(A) the Northeast Corridor main line be-  
8           tween Boston, Massachusetts and the Virginia  
9           Avenue interlocking in the District of Columbia,  
10          and the facilities and services used to operate  
11          and maintain that line;”;

12          (4) in paragraph (7), as redesignated, by strik-  
13          ing the period at the end and inserting “, except  
14          that the term ‘Northeast Corridor’ for the purposes  
15          of chapter 243 means the main line between Boston,  
16          Massachusetts and the Virginia Avenue interlocking  
17          in the District of Columbia, and the facilities and  
18          services used to operate and maintain that line.”;

19          and

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

21          “(11) ‘state-of-good-repair’ means a condition  
22          in which physical assets, both individually and as a  
23          system, are—

24                 “(A) performing at a level at least equal to  
25                 that called for in their as-built or as-modified

1 design specification during any period when the  
2 life cycle cost of maintaining the assets is lower  
3 than the cost of replacing them; and

4 “(B) sustained through regular mainte-  
5 nance and replacement programs.

6 “(12) ‘State-supported route’ means a route de-  
7 scribed in paragraph (6)(B) or paragraph (6)(D), or  
8 in section 24702(a).”.

9 **Subtitle A—Authorization of**  
10 **Appropriations**

11 **SEC. 35101. AUTHORIZATION OF GRANTS TO AMTRAK.**

12 (a) IN GENERAL.—There are authorized to be appro-  
13 priated to the Secretary for the use of Amtrak for deposit  
14 into the accounts established under section 24319(a) of  
15 title 49, United States Code, the following amounts:

16 (1) For fiscal year 2016, \$1,450,000,000.

17 (2) For fiscal year 2017, \$1,550,000,000.

18 (3) For fiscal year 2018, \$1,700,000,000.

19 (4) For fiscal year 2019, \$1,900,000,000.

20 (b) PROJECT MANAGEMENT OVERSIGHT.—The Sec-  
21 retary may withhold up to one half of 1 percent of the  
22 amount appropriated under subsection (a) for the costs  
23 of management oversight of Amtrak.

24 (c) COMPETITION.—In administering grants to Am-  
25 trak under section 24318 of title 49, United States Code,

1 the Secretary may withhold, from amounts that would oth-  
2 erwise be made available to Amtrak, such sums as are nec-  
3 essary from the amount appropriated under subsection (a)  
4 of this section to cover the operating subsidy described in  
5 section 24711(b)(1)(E)(ii) of title 49, United States Code.

6 (d) STATE-SUPPORTED ROUTE COMMITTEE.—The  
7 Secretary may withhold up to \$2,000,000 from the  
8 amount appropriated in each fiscal year under subsection  
9 (a) of this section for the use of the State-Supported  
10 Route Committee established under section 24712 of title  
11 49, United States Code.

12 (e) NORTHEAST CORRIDOR COMMISSION.—The Sec-  
13 retary may withhold up to \$5,000,000 from the amount  
14 appropriated in each fiscal year under subsection (a) of  
15 this section for the use of the Northeast Corridor Commis-  
16 sion established under section 24905 of title 49, United  
17 States Code.

18 **SEC. 35102. NATIONAL INFRASTRUCTURE AND SAFETY IN-**  
19 **VESTMENTS.**

20 (a) IN GENERAL.—There are authorized to be appro-  
21 priated to the Secretary for grants under chapter 244 of  
22 title 49, United States Code, the following amounts:

- 23 (1) For fiscal year 2016, \$350,000,000.  
24 (2) For fiscal year 2017, \$430,000,000.  
25 (3) For fiscal year 2018, \$600,000,000.

1 (4) For fiscal year 2019, \$900,000,000.

2 (b) PROJECT MANAGEMENT OVERSIGHT.—The Sec-  
3 retary may withhold up to 1 percent from the amount ap-  
4 propriated under subsection (a) of this section for the  
5 costs of project management oversight of grants carried  
6 out under chapter 244 of title 49, United States Code.

7 **SEC. 35103. AUTHORIZATION OF APPROPRIATIONS FOR NA-**  
8 **TIONAL TRANSPORTATION SAFETY BOARD**  
9 **RAIL INVESTIGATIONS.**

10 (a) IN GENERAL.—Notwithstanding any other provi-  
11 sion of law, there are authorized to be appropriated to the  
12 National Transportation Safety Board to carry out rail-  
13 road accident investigations under section 1131(a)(1)(C)  
14 of title 49, United States Code, the following amounts:

15 (1) For fiscal year 2016, \$6,300,000.

16 (2) For fiscal year 2017, \$6,400,000.

17 (3) For fiscal year 2018, \$6,500,000.

18 (4) For fiscal year 2019, \$6,600,000.

19 (b) INVESTIGATION PERSONNEL.—Amounts appro-  
20 priated under subsection (a) of this section shall be avail-  
21 able to the National Transportation Safety Board for per-  
22 sonnel, in regional offices and in Washington, DC, whose  
23 duties involve railroad accident investigations.

1 **SEC. 35104. AUTHORIZATION OF APPROPRIATIONS FOR AM-**  
2 **TRAK OFFICE OF INSPECTOR GENERAL.**

3 There are authorized to be appropriated to the Office  
4 of Inspector General of Amtrak the following amounts:

5 (1) For fiscal year 2016, \$20,000,000.

6 (2) For fiscal year 2017, \$20,500,000.

7 (3) For fiscal year 2018, \$21,000,000.

8 (4) For fiscal year 2019, \$21,500,000.

9 **SEC. 35105. NATIONAL COOPERATIVE RAIL RESEARCH PRO-**  
10 **GRAM.**

11 (a) IN GENERAL.—Section 24910 is amended—

12 (1) in subsection (b)—

13 (A) in paragraph (12), by striking “and”;

14 (B) in paragraph (13), by striking the pe-  
15 riod at the end and inserting “; and”; and

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

17 “(14) to improve the overall safety of intercity  
18 passenger and freight rail operations.”; and

19 (2) by amending subsection (e) to read as fol-  
20 lows:

21 “(e) ALLOCATION.—At least \$5,000,000 of the  
22 amounts appropriated to the Secretary for a fiscal year  
23 to carry out railroad research and development programs  
24 shall be available to carry out this section.”.

## 1           **Subtitle B—Amtrak Reform**

### 2   **SEC. 35201. AMTRAK GRANT PROCESS.**

3           (a) REQUIREMENTS AND PROCEDURES.—Chapter  
4 243 is amended by adding at the end the following:

#### 5   **“§ 24317. Costs and revenues**

6           “(a) ALLOCATION.—Not later than 180 days after  
7 the date of enactment of the Railroad Reform, Enhance-  
8 ment, and Efficiency Act, Amtrak shall establish and  
9 maintain internal controls to ensure Amtrak’s costs, reve-  
10 nues, and other compensation are appropriately and pro-  
11 portionally allocated to its Northeast Corridor train serv-  
12 ices or infrastructure, its State-supported routes, its long-  
13 distance routes, and its other national network activities.

14           “(b) RULE OF CONSTRUCTION.—Nothing in this sec-  
15 tion shall be construed to limit the ability of Amtrak to  
16 enter into an agreement with 1 or more States to allocate  
17 operating and capital costs under section 209 of the Pas-  
18 senger Rail Investment and Improvement Act of 2008 (49  
19 U.S.C. 24101 note).

#### 20   **“§ 24318. Grant process**

21           “(a) PROCEDURES FOR GRANT REQUESTS.—Not  
22 later than 90 days after the date of enactment of the Rail-  
23 road Reform, Enhancement, and Efficiency Act, the Sec-  
24 retary of Transportation shall establish and transmit to  
25 the Committee on Commerce, Science, and Transportation



1 and the Committee on Appropriations of the Senate and  
2 the Committee on Transportation and Infrastructure and  
3 the Committee on Appropriations of the House of Rep-  
4 resentatives substantive and procedural requirements, in-  
5 cluding schedules, for grant requests under this section.

6 “(b) GRANT REQUESTS.—Amtrak shall transmit  
7 grant requests for Federal funds appropriated to the Sec-  
8 retary of Transportation for the use of Amtrak to—

9 “(1) the Secretary; and

10 “(2) the Committee on Commerce, Science, and  
11 Transportation, the Committee on Appropriations,  
12 and the Committee on the Budget of the Senate and  
13 the Committee on Transportation and Infrastruc-  
14 ture, the Committee on Appropriations, and the  
15 Committee on the Budget of the House of Rep-  
16 resentatives.

17 “(c) CONTENTS.—A grant request under subsection  
18 (b) shall—

19 “(1) describe projected operating and capital  
20 costs for the upcoming fiscal year for Northeast Cor-  
21 ridor train services and infrastructure, Amtrak’s  
22 State-supported routes, and Amtrak’s long-distance  
23 routes, and Amtrak’s other national network activi-  
24 ties, as applicable, in comparison to prior fiscal year  
25 actual financial performance;

1           “(2) describe the capital projects to be funded,  
2           with cost estimates and an estimated timetable for  
3           completion of the projects covered by the request;

4           “(3) assess Amtrak’s financial condition;

5           “(4) be displayed on Amtrak’s Web site within  
6           a reasonable timeframe following its transmission  
7           under subsection (b); and

8           “(5) describe how the funding requested in a  
9           grant will be allocated to the accounts established  
10          under section 24319(a), considering the projected  
11          operating losses or capital costs for services and ac-  
12          tivities associated with such accounts over the time  
13          period intended to be covered by the grants.

14          “(d) REVIEW AND APPROVAL.—

15                 “(1) THIRTY-DAY APPROVAL PROCESS.—

16                         “(A) IN GENERAL.—Not later than 30  
17                         days after the date that Amtrak submits a  
18                         grant request under this section, the Secretary  
19                         of Transportation shall complete a review of the  
20                         request and provide notice to Amtrak that—

21                                 “(i) the request is approved; or

22                                 “(ii) the request is disapproved, in-  
23                                 cluding the reason for the disapproval and  
24                                 an explanation of any incomplete or defi-  
25                                 cient items.

1           “(B) GRANT AGREEMENT.—If a grant re-  
2           quest is approved, the Secretary shall enter into  
3           a grant agreement with Amtrak that allocates  
4           the grant funding to 1 of the 4 accounts estab-  
5           lished under section 24319(a).

6           “(2) FIFTEEN-DAY MODIFICATION PERIOD.—  
7           Not later than 15 days after the date of the notice  
8           under paragraph (1)(A)(ii), Amtrak shall submit a  
9           modified request for the Secretary’s review.

10          “(3) MODIFIED REQUESTS.—Not later than 15  
11          days after the date that Amtrak submits a modified  
12          request under paragraph (2), the Secretary shall ei-  
13          ther approve the modified request, or, if the Sec-  
14          retary finds that the request is still incomplete or  
15          deficient, the Secretary shall identify in writing to  
16          the Committee on Commerce, Science, and Trans-  
17          portation, the Committee on Appropriations, and the  
18          Committee on the Budget of the Senate and the  
19          Committee on Transportation and Infrastructure,  
20          the Committee on Appropriations, and the Com-  
21          mittee on the Budget of the House of Representa-  
22          tives the remaining deficiencies and recommend a  
23          process for resolving the outstanding portions of the  
24          request.

25          “(e) PAYMENTS TO AMTRAK.—

1           “(1) IN GENERAL.—A grant agreement entered  
2 into under subsection (d) shall specify the oper-  
3 ations, services, and other activities to be funded by  
4 the grant. The grant agreement shall include provi-  
5 sions, consistent with the requirements of this chap-  
6 ter, to measure Amtrak’s performance and ensure  
7 accountability in delivering the operations, services,  
8 or activities to be funded by the grant.

9           “(2) SCHEDULE.—Except as provided in para-  
10 graph (3), in each fiscal year for which amounts are  
11 appropriated to the Secretary for the use of Amtrak,  
12 and for which the Secretary and Amtrak have en-  
13 tered into a grant agreement under subsection (d),  
14 the Secretary shall disburse grant funds to Amtrak  
15 on the following schedule:

16                   “(A) 50 percent on October 1.

17                   “(B) 25 percent on January 1.

18                   “(C) 25 percent on April 1.

19           “(3) EXCEPTIONS.—The Secretary may make a  
20 payment to Amtrak of appropriated funds—

21                   “(A) more frequently than the schedule  
22 under paragraph (2) if Amtrak, for good cause,  
23 requests more frequent payment before the end  
24 of a payment period; or

1           “(B) with a different frequency or in dif-  
2           ferent percentage allocations in the event of a  
3           continuing resolution or in the absence of an  
4           appropriations Act for the duration of a fiscal  
5           year.

6           “(f) AVAILABILITY OF AMOUNTS AND EARLY APPRO-  
7           PRIATIONS.—Amounts appropriated to the Secretary for  
8           the use of Amtrak shall remain available until expended.  
9           Amounts for capital acquisitions and improvements may  
10          be appropriated for a fiscal year before the fiscal year in  
11          which the amounts will be obligated.

12          “(g) LIMITATIONS ON USE.—Amounts appropriated  
13          to the Secretary for the use of Amtrak may not be used  
14          to cross-subsidize operating losses or capital costs of com-  
15          muter rail passenger or freight rail transportation.

16          “**§ 24319. Accounts**

17          “(a) ESTABLISHMENT OF ACCOUNTS.—Beginning  
18          not later than October 1, 2016, Amtrak, in consultation  
19          with the Secretary of Transportation, shall define and es-  
20          tablish—

21                  “(1) a Northeast Corridor investment account,  
22                  including subaccounts for Amtrak train services and  
23                  infrastructure;

24                  “(2) a State-supported account;

25                  “(3) a long-distance account; and

1           “(4) an other national network activities ac-  
2           count.

3           “(b) NORTHEAST CORRIDOR INVESTMENT AC-  
4           COUNT.—

5           “(1) DEPOSITS.—Amtrak shall deposit in the  
6           Northeast Corridor investment account established  
7           under subsection (a)(1)—

8                   “(A) a portion of the grant funds appro-  
9                   priated under the authorization in section  
10                   35101(a) of the Railroad Reform, Enhance-  
11                   ment, and Efficiency Act, or any subsequent  
12                   Act appropriating funds for the use of Amtrak,  
13                   as specified in a grant agreement entered into  
14                   under section 24318;

15                   “(B) any compensation received from com-  
16                   muter rail passenger transportation providers  
17                   for such providers’ share of capital costs on the  
18                   Northeast Corridor provided to Amtrak under  
19                   section 24905(c);

20                   “(C) any operating surplus of the North-  
21                   east Corridor train services or infrastructure, as  
22                   allocated under section 24317; and

23                   “(D) any other net revenue received in as-  
24                   sociation with the Northeast Corridor, including

1 freight access fees, electric propulsion, and com-  
2 mercial development.

3 “(2) USE OF NORTHEAST CORRIDOR INVEST-  
4 MENT ACCOUNT.—Except as provided in subsection  
5 (f), amounts deposited in the Northeast Corridor in-  
6 vestment account shall be made available for the use  
7 of Amtrak for its share of—

8 “(A) capital projects described in section  
9 24904(a)(2)(E)(i), and developed under the  
10 planning process established under that section,  
11 to bring Northeast Corridor infrastructure to a  
12 state-of-good-repair;

13 “(B) capital projects described in clauses  
14 (ii) and (iv) of section 24904(a)(2)(E) that are  
15 developed under the planning process estab-  
16 lished under that section intended to increase  
17 corridor capacity, improve service reliability,  
18 and reduce travel time on the Northeast Cor-  
19 ridor;

20 “(C) capital projects to improve safety and  
21 security;

22 “(D) capital projects to improve customer  
23 service and amenities;

24 “(E) acquiring, rehabilitating, manufac-  
25 turing, remanufacturing, overhauling, or im-

1           proving equipment and associated facilities used  
2           for intercity rail passenger transportation by  
3           Northeast Corridor train services;

4           “(F) retirement of principal and payment  
5           of interest on loans for capital projects de-  
6           scribed in this paragraph or for capital leases  
7           for equipment and related to the Northeast  
8           Corridor;

9           “(G) participation in public-private part-  
10          nerships, joint ventures, and other mechanisms  
11          or arrangements that result in the completion  
12          of capital projects described in this paragraph;  
13          and

14          “(H) indirect, common, corporate, or other  
15          costs directly incurred by or allocated to the  
16          Northeast Corridor.

17       “(c) STATE-SUPPORTED ACCOUNT.—

18           “(1) DEPOSITS.—Amtrak shall deposit in the  
19          State-supported account established under sub-  
20          section (a)(2)—

21           “(A) a portion of the grant funds appro-  
22          priated under the authorization in section  
23          35101(a) of the Railroad Reform, Enhance-  
24          ment, and Efficiency Act, or any subsequent  
25          Act appropriating funds for the use of Amtrak,



1 as specified in a grant agreement entered into  
2 under section 24318;

3 “(B) any compensation received from  
4 States provided to Amtrak under section 209 of  
5 the Passenger Rail Investment and Improve-  
6 ment Act of 2008 (42 U.S.C. 24101 note); and

7 “(C) any operating surplus from its State-  
8 supported routes, as allocated under section  
9 24317.

10 “(2) USE OF STATE-SUPPORTED ACCOUNT.—

11 Except as provided in subsection (f), amounts depos-  
12 ited in the State-supported account shall be made  
13 available for the use of Amtrak for capital expenses  
14 and operating costs, including indirect, common, cor-  
15 porate, or other costs directly incurred by or allo-  
16 cated to State-supported routes, of its State-sup-  
17 ported routes and retirement of principal and pay-  
18 ment of interest on loans or capital leases attrib-  
19 utable to its State-supported routes.

20 “(d) LONG-DISTANCE ACCOUNT.—

21 “(1) DEPOSITS.—Amtrak shall deposit in the  
22 long-distance account established under subsection  
23 (a)(3)—

24 “(A) a portion of the grant funds appro-  
25 priated under the authorization in section

1           35101(a) of the Railroad Reform, Enhance-  
2           ment, and Efficiency Act, or any subsequent  
3           Act appropriating funds for the use of Amtrak,  
4           as specified in a grant agreement entered into  
5           under section 24318;

6           “(B) any compensation received from  
7           States provided to Amtrak for costs associated  
8           with its long-distance routes; and

9           “(C) any operating surplus from its long-  
10          distance routes, as allocated under section  
11          24317.

12          “(2) USE OF LONG-DISTANCE ACCOUNT.—Ex-  
13          cept as provided in subsection (f), amounts deposited  
14          in the long-distance account shall be made available  
15          for the use of Amtrak for capital expenses and oper-  
16          ating costs, including indirect, common, corporate,  
17          or other costs directly incurred by or allocated to  
18          long-distance routes, of its long-distance routes and  
19          retirement of principal and payment of interest on  
20          loans or capital leases attributable to the long-dis-  
21          tance routes.

22          “(e) OTHER NATIONAL NETWORK ACTIVITIES AC-  
23          COUNT.—

1           “(1) DEPOSITS.—Amtrak shall deposit in the  
2 other national network activities account established  
3 under subsection (a)(4)—

4           “(A) a portion of the grant funds appro-  
5 priated under the authorization in section  
6 35101(a) of the Railroad Reform, Enhance-  
7 ment, and Efficiency Act, or any subsequent  
8 Act appropriating funds for the use of Amtrak,  
9 as specified in a grant agreement entered into  
10 under section 24318;

11           “(B) any compensation received from  
12 States provided to Amtrak for costs associated  
13 with its other national network activities; and

14           “(C) any operating surplus from its other  
15 national network activities.

16           “(2) USE OF OTHER NATIONAL NETWORK AC-  
17 TIVITIES ACCOUNT.—Except as provided in sub-  
18 section (f), amounts deposited into the other na-  
19 tional network activities account shall be made avail-  
20 able for the use of Amtrak for capital and operating  
21 costs not allocated to the Northeast Corridor invest-  
22 ment account, State-supported account, or long-dis-  
23 tance account, and retirement of principal and pay-  
24 ment of interest on loans or capital leases attrib-  
25 utable to other national network activities.

1 “(f) TRANSFER AUTHORITY.—

2 “(1) AUTHORITY.—Amtrak may transfer any  
3 funds appropriated under the authorization in sec-  
4 tion 35101(a) of the Railroad Reform, Enhance-  
5 ment, and Efficiency Act, or any subsequent Act ap-  
6 propriating funds for the use of Amtrak for deposit  
7 into the accounts described in that section, or any  
8 surplus generated by operations, between the North-  
9 east Corridor, State-supported, long-distance, and  
10 other national network activities accounts—

11 “(A) upon the expiration of 10 days after  
12 the date that Amtrak notifies the Amtrak  
13 Board of Directors, including the Secretary, of  
14 the planned transfer; and

15 “(B) with the approval of the Secretary.

16 “(2) REPORT.—Not later than 5 days after the  
17 date that Amtrak notifies the Amtrak Board of Di-  
18 rectors of a planned transfer under paragraph (1),  
19 Amtrak shall transmit to the Committee on Com-  
20 merce, Science, and Transportation and the Com-  
21 mittee on Appropriations of the Senate and the  
22 Committee on Transportation and Infrastructure  
23 and the Committee on Appropriations of the House  
24 of Representatives a report that includes—

25 “(A) the amount of the transfer; and

1           “(B) a detailed explanation of the reason  
2 for the transfer, including—

3           “(i) the effects on Amtrak services  
4 funded by the account from which the  
5 transfer is drawn, in comparison to a sce-  
6 nario in which no transfer was made; and

7           “(ii) the effects on Amtrak services  
8 funded by the account receiving the trans-  
9 fer, in comparison to a scenario in which  
10 no transfer was made.

11           “(3) NOTIFICATIONS.—

12           “(A) STATE-SUPPORTED ACCOUNT.—Not  
13 later than 5 days after the date that Amtrak  
14 notifies the Amtrak Board of Directors of a  
15 planned transfer under paragraph (1) of funds  
16 to or from the State-supported account, Amtrak  
17 shall transmit to each State that sponsors a  
18 State-supported route a letter that includes the  
19 information described under subparagraphs (A)  
20 and (B) of paragraph (2).

21           “(B) NORTHEAST CORRIDOR ACCOUNT.—  
22 Not later than 5 days after the date that Am-  
23 trak notifies the Amtrak Board of Directors of  
24 a planned transfer under paragraph (1) of  
25 funds to or from the Northeast Corridor ac-

1 count, Amtrak shall transmit to the Northeast  
2 Corridor Commission a letter that includes the  
3 information described under subparagraphs (A)  
4 and (B) of paragraph (2).

5 “(g) ENFORCEMENT.—The Secretary shall enforce  
6 the provisions of each grant agreement under section  
7 24318(d), including any deposit into an account under  
8 this section.

9 “(h) LETTERS OF INTENT.—

10 “(1) REQUIREMENT.—The Secretary may issue  
11 a letter of intent to Amtrak announcing an intention  
12 to obligate, for a major capital project described in  
13 clauses (ii) and (iv) of section 24904(a)(2)(E), an  
14 amount from future available budget authority speci-  
15 fied in law that is not more than the amount stipu-  
16 lated as the financial participation of the Secretary  
17 in the project.

18 “(2) NOTICE TO CONGRESS.—At least 30 days  
19 before issuing a letter under paragraph (1), the Sec-  
20 retary shall notify in writing the Committee on Com-  
21 merce, Science, and Transportation and the Com-  
22 mittee on Appropriations of the Senate and the  
23 Committee on Transportation and Infrastructure  
24 and the Committee on Appropriations of the House  
25 of Representatives of the proposed letter. The Sec-

1       retary shall include with the notice a copy of the  
2       proposed letter, the criteria used for selecting the  
3       project for a grant award, and a description of how  
4       the project meets the criteria under this section.

5           “(3) CONTINGENT NATURE OF OBLIGATION OR  
6       COMMITMENT.—An obligation or administrative  
7       commitment may be made only when amounts are  
8       appropriated. The letter of intent shall state that the  
9       contingent commitment is not an obligation of the  
10      Federal Government, and is subject to the avail-  
11      ability of appropriations under Federal law and to  
12      Federal laws in force or enacted after the date of  
13      the contingent commitment.”.

14      (b) CONFORMING AMENDMENTS.—The table of con-  
15      tents for chapter 243 is amended by adding at the end  
16      the following:

“24317. Costs and revenues.

“24318. Grant process.

“24319. Accounts.”.

17      (c) REPEALS.—

18           (1) ESTABLISHMENT OF GRANT PROCESS.—  
19      Section 206 of the Passenger Rail Investment and  
20      Improvement Act of 2008 (49 U.S.C. 24101 note)  
21      and the item relating to that section in the table of  
22      contents of that Act are repealed.

1           (2) AUTHORIZATION OF APPROPRIATIONS.—

2           Section 24104 and the item relating to that section

3           in the table of contents of chapter 241 are repealed.

4   **SEC. 35202. 5-YEAR BUSINESS LINE AND ASSETS PLANS.**

5           (a) AMTRAK 5-YEAR BUSINESS LINE AND ASSET

6   PLANS.—Chapter 243, as amended by section 35201 of

7   this Act, is further amended by inserting after section

8   24319 the following:

9   **“§ 24320. Amtrak 5-year business line and asset plans**

10       “(a) IN GENERAL.—

11           “(1) FINAL PLANS.—Not later than February

12       15 of each year, Amtrak shall submit to Congress

13       and the Secretary final 5-year business line plans

14       and 5-year asset plans prepared in accordance with

15       this section. These final plans shall form the basis

16       for Amtrak’s general and legislative annual report to

17       the President and Congress required by section

18       24315(b).

19           “(2) FISCAL CONSTRAINT.—Each plan prepared

20       under this section shall be based on funding levels

21       authorized or otherwise available to Amtrak in a fis-

22       cal year. In the absence of an authorization or ap-

23       propriation of funds for a fiscal year, the plans shall

24       be based on the amount of funding available in the

25       previous fiscal year, plus inflation. Amtrak may in-



1 include an appendix to the asset plan required in sub-  
2 section (c) that describes any capital funding re-  
3 quirements in excess of amounts authorized or oth-  
4 erwise available to Amtrak in a fiscal year for cap-  
5 ital investment.

6 “(b) AMTRAK 5-YEAR BUSINESS LINE PLANS.—

7 “(1) AMTRAK BUSINESS LINES.—Amtrak shall  
8 prepare a 5-year business line plan for each of the  
9 following business lines and services:

10 “(A) Northeast Corridor train services.

11 “(B) State-supported routes operated by  
12 Amtrak.

13 “(C) Long-distance routes operated by  
14 Amtrak.

15 “(D) Ancillary services operated by Am-  
16 trak, including commuter operations and other  
17 revenue generating activities as determined by  
18 the Secretary in consultation with Amtrak.

19 “(2) CONTENTS OF 5-YEAR BUSINESS LINE  
20 PLANS.—The 5-year business line plan for each busi-  
21 ness line shall include, at a minimum—

22 “(A) a statement of Amtrak’s vision, goals,  
23 and service plan for the business line, coordi-  
24 nated with any entities that are contributing  
25 capital or operating funding to support pas-

1           senger rail services within those business lines,  
2           and aligned with Amtrak’s Strategic Plan and  
3           5-year asset plans under subsection (c);

4           “(B) all projected revenues and expendi-  
5           tures for the business line, including identifica-  
6           tion of revenues and expenditures incurred by—

7                   “(i) passenger operations;

8                   “(ii) non-passenger operations that  
9                   are directly related to the business line;  
10                  and

11                  “(iii) governmental funding sources,  
12                  including revenues and other funding re-  
13                  ceived from States;

14           “(C) projected ridership levels for all pas-  
15           senger operations;

16           “(D) estimates of long-term and short-  
17           term debt and associated principal and interest  
18           payments (both current and forecasts);

19           “(E) annual profit and loss statements and  
20           forecasts and balance sheets;

21           “(F) annual cash flow forecasts;

22           “(G) a statement describing the meth-  
23           odologies and significant assumptions under-  
24           lying estimates and forecasts;

1           “(H) specific performance measures that  
2 demonstrate year over year changes in the re-  
3 sults of Amtrak’s operations;

4           “(I) financial performance for each route  
5 within each business line, including descriptions  
6 of the cash operating loss or contribution and  
7 labor productivity for each route;

8           “(J) specific costs and savings estimates  
9 resulting from reform initiatives;

10           “(K) prior fiscal year and projected equip-  
11 ment reliability statistics; and

12           “(L) an identification and explanation of  
13 any major adjustments made from previously-  
14 approved plans.

15           “(3) 5-YEAR BUSINESS LINE PLANS PROCESS.—

16 In meeting the requirements of this section, Amtrak  
17 shall—

18           “(A) coordinate the development of the  
19 business line plans with the Secretary;

20           “(B) for the Northeast Corridor business  
21 line plan, coordinate with the Northeast Cor-  
22 ridor Commission and transmit to the Commis-  
23 sion the final plan under subsection (a)(1), and  
24 consult with other entities, as appropriate;

1           “(C) for the State-supported route busi-  
2           ness line plan, coordinate with the State-Sup-  
3           ported Route Committee established under sec-  
4           tion 24712;

5           “(D) for the long-distance route business  
6           line plan, coordinate with any States or Inter-  
7           state Compacts that provide funding for such  
8           routes, as appropriate;

9           “(E) ensure that Amtrak’s annual budget  
10          request to Congress is consistent with the infor-  
11          mation in the 5-year business line plans; and

12          “(F) identify the appropriate Amtrak offi-  
13          cials that are responsible for each business line.

14          “(4) STANDARDS TO PROMOTE FINANCIAL STA-  
15          BILITY.—In meeting the requirements under this  
16          subsection, Amtrak shall use the categories specified  
17          in the financial accounting and reporting system de-  
18          veloped under section 203 of the Passenger Rail In-  
19          vestment and Improvement Act of 2008 (49 U.S.C.  
20          24101 note) when preparing its 5-year business line  
21          plans.

22          “(c) AMTRAK 5-YEAR ASSET PLANS.—

23                 “(1) ASSET CATEGORIES.—Amtrak shall pre-  
24                 pare a 5-year asset plan for each of the following  
25                 asset categories:

1           “(A) Infrastructure, including all Amtrak-  
2           controlled Northeast Corridor assets and other  
3           Amtrak-owned infrastructure, and the associ-  
4           ated facilities that support the operation, main-  
5           tenance, and improvement of those assets.

6           “(B) Passenger rail equipment, including  
7           all Amtrak-controlled rolling stock, locomotives,  
8           and mechanical shop facilities that are used to  
9           overhaul equipment.

10          “(C) Stations, including all Amtrak-con-  
11          trolled passenger rail stations and elements of  
12          other stations for which Amtrak has legal re-  
13          sponsibility or intends to make capital invest-  
14          ments.

15          “(D) National assets, including national  
16          reservations, security, training and training  
17          centers, and other assets associated with Am-  
18          trak’s national passenger rail transportation  
19          system.

20          “(2) CONTENTS OF 5-YEAR ASSET PLANS.—

21          Each asset plan shall include, at a minimum—

22                 “(A) a summary of Amtrak’s 5-year stra-  
23                 tegic plan for each asset category, including  
24                 goals, objectives, any relevant performance

1 metrics, and statutory or regulatory actions af-  
2 fecting the assets;

3 “(B) an inventory of existing Amtrak cap-  
4 ital assets, to the extent practicable, including  
5 information regarding shared use or ownership,  
6 if applicable;

7 “(C) a prioritized list of proposed capital  
8 investments that—

9 “(i) categorizes each capital project as  
10 being primarily associated with—

11 “(I) normalized capital replace-  
12 ment;

13 “(II) backlog capital replace-  
14 ment;

15 “(III) improvements to support  
16 service enhancements or growth;

17 “(IV) strategic initiatives that  
18 will improve overall operational per-  
19 formance, lower costs, or otherwise  
20 improve Amtrak’s corporate efficiency;  
21 or

22 “(V) statutory, regulatory, or  
23 other legal mandates;

1                   “(ii) identifies each project or pro-  
2                   gram that is associated with more than 1  
3                   category described in clause (i); and

4                   “(iii) describes the anticipated busi-  
5                   ness outcome of each project or program  
6                   identified under this subparagraph, includ-  
7                   ing an assessment of—

8                                 “(I) the potential effect on pas-  
9                                 senger operations, safety, reliability,  
10                                and resilience;

11                               “(II) the potential effect on Am-  
12                               trak’s ability to meet regulatory re-  
13                               quirements if the project or program  
14                               is not funded; and

15                               “(III) the benefits and costs; and

16                               “(D) annual profit and loss statements  
17                               and forecasts and balance sheets for each asset  
18                               category.

19                   “(3) 5-YEAR ASSET PLAN PROCESS.—In meet-  
20                   ing the requirements of this subsection, Amtrak  
21                   shall—

22                               “(A) coordinate with each business line de-  
23                               scribed in subsection (b)(1) in the preparation  
24                               of each 5-year asset plan and ensure integration

1 of each 5-year asset plan with the 5-year busi-  
2 ness line plans;

3 “(B) as applicable, coordinate with the  
4 Northeast Corridor Commission, the State-Sup-  
5 ported Route Committee, and owners of assets  
6 affected by 5-year asset plans; and

7 “(C) identify the appropriate Amtrak offi-  
8 cials that are responsible for each asset cat-  
9 egory.

10 “(4) EVALUATION OF NATIONAL ASSETS  
11 COSTS.—The Secretary shall—

12 “(A) evaluate the costs and scope of all na-  
13 tional assets; and

14 “(B) determine the activities and costs  
15 that are—

16 “(i) required in order to ensure the ef-  
17 ficient operations of a national passenger  
18 rail system;

19 “(ii) appropriate for allocation to 1 of  
20 the other Amtrak business lines; and

21 “(iii) extraneous to providing an effi-  
22 cient national passenger rail system or are  
23 too costly relative to the benefits or per-  
24 formance outcomes they provide.



1           “(5) DEFINITION OF NATIONAL ASSETS.—In  
2           this section, the term ‘national assets’ means the  
3           Nation’s core rail assets shared among Amtrak serv-  
4           ices, including national reservations, security, train-  
5           ing and training centers, and other assets associated  
6           with Amtrak’s national passenger rail transportation  
7           system.

8           “(6) RESTRUCTURING OF NATIONAL ASSETS.—  
9           Not later than 1 year after the date of completion  
10          of the evaluation under paragraph (4), the Adminis-  
11          trator of the Federal Railroad Administration, in  
12          consultation with the Amtrak Board of Directors,  
13          the governors of each relevant State, and the Mayor  
14          of the District of Columbia, or their designees, shall  
15          restructure or reallocate, or both, the national assets  
16          costs in accordance with the determination under  
17          that section, including making appropriate updates  
18          to Amtrak’s cost accounting methodology and sys-  
19          tem.”.

20          (b) EFFECTIVE DATE.—The requirements for Am-  
21          trak to submit final 5-year business line plans and 5-year  
22          asset plans under section 24320 of title 49, United States  
23          Code, shall take effect 1 year after the date of enactment  
24          of this Act.

1           (c) CONFORMING AMENDMENTS.—The table of con-  
2 tents for chapter 243, as amended by section 35201 of  
3 this Act, is further amended by adding at the end the fol-  
4 lowing:

“24320. Amtrak 5-year business line and asset plans.”.

5           (d) REPEAL OF 5-YEAR FINANCIAL PLAN.—Section  
6 204 of the Passenger Rail Investment and Improvement  
7 Act of 2008 (49 U.S.C. 24101 note), and the item relating  
8 to that section in the table of contents of that Act, are  
9 repealed.

10          (e) IDENTIFICATION OF DUPLICATIVE REPORTING  
11 REQUIREMENTS.—Not later than 1 year after the date of  
12 enactment of this Act, the Secretary shall—

13           (1) review existing Amtrak reporting require-  
14 ments and identify where the existing requirements  
15 are duplicative with the business line and capital  
16 plans required by section 24320 of title 49, United  
17 States Code;

18           (2) if the duplicative reporting requirements are  
19 administrative, the Secretary shall eliminate the du-  
20 plicative requirements; and

21           (3) submit to Congress a report with any rec-  
22 ommendations for repealing any other duplicative  
23 Amtrak reporting requirements.

1 **SEC. 35203. STATE-SUPPORTED ROUTE COMMITTEE.**

2 (a) AMENDMENT.—Chapter 247 is amended by add-  
3 ing at the end the following:

4 **“§ 24712. State-supported routes operated by Amtrak**

5 “(a) STATE-SUPPORTED ROUTE COMMITTEE.—

6 “(1) ESTABLISHMENT.—Not later than 180  
7 days after the date of enactment of the Railroad Re-  
8 form, Enhancement, and Efficiency Act, the Sec-  
9 retary of Transportation shall establish the State-  
10 Supported Route Committee (referred to in this sec-  
11 tion as the ‘Committee’) to promote mutual coopera-  
12 tion and planning pertaining to the rail operations  
13 of Amtrak and related activities of trains operated  
14 by Amtrak on State-supported routes and to further  
15 implement section 209 of the Passenger Rail Invest-  
16 ment and Improvement Act of 2008 (49 U.S.C.  
17 24101 note).

18 “(2) MEMBERSHIP.—

19 “(A) IN GENERAL.—The Committee shall  
20 consist of—

21 “(i) members representing Amtrak;

22 “(ii) members representing the De-  
23 partment of Transportation, including the  
24 Federal Railroad Administration; and

25 “(iii) members representing States.

1           “(B) NON-VOTING MEMBERS.—The Com-  
2           mittee may invite and accept other non-voting  
3           members to participate in Committee activities,  
4           as appropriate.

5           “(3) DECISIONMAKING.—The Committee shall  
6           establish a bloc voting system under which, at a  
7           minimum—

8           “(A) there are 3 separate voting blocs to  
9           represent the Committee’s voting members, in-  
10          cluding—

11           “(i) 1 voting bloc to represent the  
12          members described in paragraph (2)(A)(i);

13           “(ii) 1 voting bloc to represent the  
14          members described in paragraph (2)(A)(ii);  
15          and

16           “(iii) 1 voting bloc to represent the  
17          members described in paragraph  
18          (2)(A)(iii);

19           “(B) each voting bloc has 1 vote;

20           “(C) the vote of the voting bloc rep-  
21          resenting the members described in paragraph  
22          (2)(A)(iii) requires the support of at least two-  
23          thirds of that voting bloc’s members; and

24           “(D) the Committee makes decisions by  
25          unanimous consent of the 3 voting blocs.



1           mented under paragraph (4) shall include pro-  
2           cedures for changing the cost allocation meth-  
3           odology.

4           “(C) REQUIREMENTS.—The cost allocation  
5           methodology shall—

6                   “(i) ensure equal treatment in the  
7                   provision of like services of all States and  
8                   groups of States; and

9                   “(ii) allocate to each route the costs  
10                  incurred only for the benefit of that route  
11                  and a proportionate share, based upon fac-  
12                  tors that reasonably reflect relative use, of  
13                  costs incurred for the common benefit of  
14                  more than 1 route.

15          “(b) INVOICES AND REPORTS.—Not later than Feb-  
16          ruary 15, 2016, and monthly thereafter, Amtrak shall pro-  
17          vide to each State that sponsors a State-supported route  
18          a monthly invoice of the cost of operating such route, in-  
19          cluding fixed costs and third-party costs. The Committee  
20          shall determine the frequency and contents of the financial  
21          and performance reports that Amtrak shall provide to the  
22          States, as well as the planning and demand reports that  
23          the States shall provide to Amtrak.

24          “(c) DISPUTE RESOLUTION.—

1           “(1) REQUEST FOR DISPUTE RESOLUTION.—If  
2 a dispute arises with respect to the rules and proce-  
3 dures implemented under subsection (a)(4), an in-  
4 voice or a report provided under subsection (b), im-  
5 plementation or compliance with the cost allocation  
6 methodology developed under section 209 of the Pas-  
7 senger Rail Investment and Improvement Act of  
8 2008 (49 U.S.C. 24101 note) or amended under  
9 subsection (a)(6) of this section, either Amtrak or  
10 the State may request that the Surface Transpor-  
11 tation Board conduct dispute resolution under this  
12 subsection.

13           “(2) PROCEDURES.—The Surface Transpor-  
14 tation Board shall establish procedures for resolu-  
15 tion of disputes brought before it under this sub-  
16 section, which may include provision of professional  
17 mediation services.

18           “(3) BINDING EFFECT.—A decision of the Sur-  
19 face Transportation Board under this subsection  
20 shall be binding on the parties to the dispute.

21           “(4) OBLIGATION.—Nothing in this subsection  
22 shall affect the obligation of a State to pay an  
23 amount not in dispute.

24           “(d) ASSISTANCE.—

1           “(1) IN GENERAL.—The Secretary may provide  
2 assistance to the parties in the course of negotia-  
3 tions for a contract for operation of a State-sup-  
4 ported route.

5           “(2) FINANCIAL ASSISTANCE.—From among  
6 available funds, the Secretary shall—

7           “(A) provide financial assistance to Am-  
8 trak or 1 or more States to perform requested  
9 independent technical analysis of issues before  
10 the Committee; and

11           “(B) reimburse Members for travel ex-  
12 penses, including per diem in lieu of subsist-  
13 ence, in accordance with section 5703 of title 5.

14           “(e) PERFORMANCE METRICS.—In negotiating a con-  
15 tract for operation of a State-supported route, Amtrak  
16 and the State or States that sponsor the route shall con-  
17 sider including provisions that provide penalties and incen-  
18 tives for performance.

19           “(f) STATEMENT OF GOALS AND OBJECTIVES.—

20           “(1) IN GENERAL.—The Committee shall de-  
21 velop a statement of goals, objectives, and associated  
22 recommendations concerning the future of State-  
23 supported routes operated by Amtrak. The state-  
24 ment shall identify the roles and responsibilities of  
25 Committee members and any other relevant entities,



1 such as host railroads, in meeting the identified  
2 goals and objectives, or carrying out the rec-  
3 ommendations. The Committee may consult with  
4 such relevant entities, as the Committee considers  
5 appropriate, when developing the statement.

6 “(2) TRANSMISSION OF STATEMENT OF GOALS  
7 AND OBJECTIVES.—Not later than 2 years after the  
8 date of enactment of the Railroad Reform, Enhance-  
9 ment, and Efficiency Act the Committee shall trans-  
10 mit the statement developed under paragraph (1) to  
11 the Committee on Commerce, Science, and Trans-  
12 portation of the Senate and the Committee on  
13 Transportation and Infrastructure of the House of  
14 Representatives.

15 “(g) RULE OF CONSTRUCTION.—The decisions of the  
16 Committee—

17 “(1) shall pertain to the rail operations of Am-  
18 trak and related activities of trains operated by Am-  
19 trak on State-sponsored routes; and

20 “(2) shall not pertain to the rail operations or  
21 related activities of services operated by other rail  
22 passenger carriers on State-supported routes.

23 “(h) FEDERAL ADVISORY COMMITTEE ACT.—The  
24 Federal Advisory Committee Act (5 U.S.C. App.) shall not  
25 apply to the Committee.

1           “(i) DEFINITION OF STATE.—In this section, the  
2 term ‘State’ means any of the 50 States, the District of  
3 Columbia, or a public entity that sponsor the operation  
4 of trains by Amtrak on a State-supported route.”.

5           (b) TECHNICAL AND CONFORMING AMENDMENTS.—  
6 The table of contents for chapter 247 is amended by add-  
7 ing at the end the following:

“24712. State-supported routes operated by Amtrak.”.

8 **SEC. 35204. ROUTE AND SERVICE PLANNING DECISIONS.**

9           Section 208 of the Passenger Rail Investment and  
10 Improvement Act of 2008 (49 U.S.C. 24101 note) is  
11 amended to read as follows:

12 **“SEC. 208. METHODOLOGIES FOR AMTRAK ROUTE AND**  
13 **SERVICE PLANNING DECISIONS.**

14           “(a) METHODOLOGY DEVELOPMENT.—Not later  
15 than 180 days after the date of enactment of the Railroad  
16 Reform, Enhancement, and Efficiency Act, as a condition  
17 of receiving a grant under section 101 of that Act, Amtrak  
18 shall obtain the services of an independent entity to de-  
19 velop and recommend objective methodologies for Amtrak  
20 to use in determining what intercity rail passenger trans-  
21 portation routes and services it should provide, including  
22 the establishment of new routes, the elimination of exist-  
23 ing routes, and the contraction or expansion of services  
24 or frequencies over such routes.

1           “(b) CONSIDERATIONS.—Amtrak shall require the  
2 independent entity, in developing the methodologies de-  
3 scribed in subsection (a), to consider—

4           “(1) the current and expected performance and  
5 service quality of intercity rail passenger transpor-  
6 tation operations, including cost recovery, on-time  
7 performance, ridership, on-board services, stations,  
8 facilities, equipment, and other services;

9           “(2) the connectivity of a route with other  
10 routes;

11           “(3) the transportation needs of communities  
12 and populations that are not well served by intercity  
13 rail passenger transportation service or by other  
14 forms of intercity transportation;

15           “(4) the methodologies of Amtrak and major  
16 intercity rail passenger transportation service pro-  
17 viders in other countries for determining intercity  
18 passenger rail routes and services;

19           “(5) the financial and operational effects on the  
20 overall network, including the effects on indirect  
21 costs;

22           “(6) the views of States and the recommenda-  
23 tions described in State rail plans, rail carriers that  
24 own infrastructure over which Amtrak operates,  
25 Interstate Compacts established by Congress and

1 States, Amtrak employee representatives, stake-  
2 holder organizations, and other interested parties;  
3 and

4 “(7) the funding levels that will be available  
5 under authorization levels that have been enacted  
6 into law.

7 “(c) RECOMMENDATIONS.—Not later than 1 year  
8 after the date of enactment of the Railroad Reform, En-  
9 hancement, and Efficiency Act, Amtrak shall transmit to  
10 the Committee on Commerce, Science, and Transportation  
11 of the Senate and the Committee on Transportation and  
12 Infrastructure of the House of Representatives rec-  
13 ommendations developed by the independent entity under  
14 subsection (a).

15 “(d) CONSIDERATION OF RECOMMENDATIONS.—Not  
16 later than 90 days after the date the recommendations are  
17 transmitted under subsection (c), Amtrak shall consider  
18 the adoption of each recommendation and transmit to the  
19 Committee on Commerce, Science, and Transportation of  
20 the Senate and the Committee on Transportation and In-  
21 frastructure of the House of Representatives a report ex-  
22 plaining the reasons for adopting or not adopting each rec-  
23 ommendation.”.

1 **SEC. 35205. COMPETITION.**

2 (a) ALTERNATE PASSENGER RAIL SERVICE PILOT  
3 PROGRAM.—Section 24711 is amended to read as follows:

4 **“§ 24711. Alternate passenger rail service pilot pro-**  
5 **gram**

6 “(a) IN GENERAL.—Not later than 18 months after  
7 the date of enactment of the Railroad Reform, Enhance-  
8 ment, and Efficiency Act, the Secretary of Transportation  
9 shall promulgate a rule to implement a pilot program for  
10 competitive selection of rail carriers for long-distance  
11 routes (as defined in section 24102).

12 “(b) PILOT PROGRAM REQUIREMENTS.—

13 “(1) IN GENERAL.—The pilot program shall—

14 “(A) allow a party described in paragraph  
15 (2) to petition the Secretary to provide intercity  
16 rail passenger transportation over a long-dis-  
17 tance route in lieu of Amtrak for an operations  
18 period of 4 years from the date of commence-  
19 ment of service by the winning bidder and, at  
20 the option of the Secretary, consistent with the  
21 rule promulgated under subsection (a), allow  
22 the contract to be renewed for an additional op-  
23 erations period of 4 years, but not to exceed a  
24 total of 3 operations periods;

25 “(B) require the Secretary to—

1           “(i) notify the petitioner and Amtrak  
2           of receipt of the petition under subpara-  
3           graph (A) and to publish in the Federal  
4           Register a notice of receipt not later than  
5           30 days after the date of receipt; and

6           “(ii) establish a deadline, of not more  
7           than 120 days after the notice of receipt is  
8           published in the Federal Register under  
9           clause (i), by which both the petitioner and  
10          Amtrak, if Amtrak chooses to do so, would  
11          be required to submit a complete bid to  
12          provide intercity rail passenger transpor-  
13          tation over the applicable route;

14          “(C) require that each bid—

15                 “(i) describe the capital needs, finan-  
16                 cial projections, and operational plans, in-  
17                 cluding staffing plans, for the service, and  
18                 such other factors as the Secretary con-  
19                 siders appropriate; and

20                 “(ii) be made available by the winning  
21                 bidder to the public after the bid award;

22          “(D) for a route that receives funding  
23          from a State or States, require that for each  
24          bid received from a party described in para-  
25          graph (2), other than a State, the Secretary

1           have the concurrence of the State or States that  
2           provide funding for that route;

3           “(E) for a winning bidder that is not or  
4           does not include Amtrak, require the Secretary  
5           to execute a contract not later than 270 days  
6           after the deadline established under subpara-  
7           graph (B)(ii) and award to the winning bid-  
8           der—

9           “(i) subject to paragraphs (3) and  
10          (4), the right and obligation to provide  
11          intercity rail passenger transportation over  
12          that route subject to such performance  
13          standards as the Secretary may require;  
14          and

15          “(ii) an operating subsidy, as deter-  
16          mined by the Secretary, for—

17                  “(I) the first year at a level that  
18                  does not exceed 90 percent of the level  
19                  in effect for that specific route during  
20                  the fiscal year preceding the fiscal  
21                  year in which the petition was re-  
22                  ceived, adjusted for inflation; and

23                  “(II) any subsequent years at the  
24                  level calculated under subclause (I),  
25                  adjusted for inflation; and

1           “(F) for a winning bidder that is or in-  
2           cludes Amtrak, award to that bidder an oper-  
3           ating subsidy, as determined by the Secretary,  
4           over the applicable route that will not change  
5           during the fiscal year in which the bid was sub-  
6           mitted solely as a result of the winning bid.

7           “(2) ELIGIBLE PETITIONERS.—The following  
8           parties are eligible to submit petitions under para-  
9           graph (1):

10           “(A) A rail carrier or rail carriers that own  
11           the infrastructure over which Amtrak operates  
12           a long-distance route.

13           “(B) A rail passenger carrier with a writ-  
14           ten agreement with the rail carrier or rail car-  
15           riers that own the infrastructure over which  
16           Amtrak operates a long-distance route and that  
17           host or would host the intercity rail passenger  
18           transportation.

19           “(C) A State, group of States, or State-  
20           supported joint powers authority or other sub-  
21           State governance entity responsible for provi-  
22           sion of intercity rail passenger transportation  
23           with a written agreement with the rail carrier  
24           or rail carriers that own the infrastructure over  
25           which Amtrak operates a long-distance route



1           and that host or would host the intercity rail  
2           passenger transportation.

3           “(D) A State, group of States, or State-  
4           supported joint powers authority or other sub-  
5           State governance entity responsible for provi-  
6           sion of intercity rail passenger transportation  
7           and a rail passenger carrier with a written  
8           agreement with the rail carrier or rail carriers  
9           that own the infrastructure over which Amtrak  
10          operates a long-distance route and that host or  
11          would host the intercity rail passenger transpor-  
12          tation.

13          “(3) PERFORMANCE STANDARDS.—If the win-  
14          ning bidder under paragraph (1)(E)(i) is not or does  
15          not include Amtrak, the performance standards shall  
16          be consistent with the performance required of or  
17          achieved by Amtrak on the applicable route during  
18          the last fiscal year.

19          “(4) AGREEMENT GOVERNING ACCESS  
20          ISSUES.—Unless the winning bidder already has ap-  
21          plicable access agreements in place or includes a rail  
22          carrier that owns the infrastructure used in the op-  
23          eration of the route, the winning bidder under para-  
24          graph (1)(E)(i) shall enter into a written agreement  
25          governing access issues between the winning bidder

1 and the rail carrier or rail carriers that own the in-  
2 frastructure over which the winning bidder would  
3 operate and that host or would host the intercity rail  
4 passenger transportation.

5 “(c) ACCESS TO FACILITIES; EMPLOYEES.—If the  
6 Secretary awards the right and obligation to provide rail  
7 passenger transportation over a route under this section  
8 to an entity in lieu of Amtrak—

9 “(1) the Secretary shall require Amtrak to pro-  
10 vide access to the Amtrak-owned reservation system,  
11 stations, and facilities directly related to operations  
12 of the awarded routes to the rail passenger carrier  
13 awarded a contract under this section, in accordance  
14 with subsection (g), as necessary to carry out the  
15 purposes of this section;

16 “(2) an employee of any person, except for a  
17 freight railroad or a person employed or contracted  
18 by a freight railroad, used by such rail passenger  
19 carrier in the operation of a route under this section  
20 shall be considered an employee of that rail pas-  
21 senger carrier and subject to the applicable Federal  
22 laws and regulations governing similar crafts or  
23 classes of employees of Amtrak; and

24 “(3) the winning bidder shall provide hiring  
25 preference to qualified Amtrak employees displaced

1 by the award of the bid, consistent with the staffing  
2 plan submitted by the bidder, and shall be subject  
3 to the grant conditions under section 24405.

4 “(d) CESSATION OF SERVICE.—If a rail passenger  
5 carrier awarded a route under this section ceases to oper-  
6 ate the service or fails to fulfill an obligation under the  
7 contract required under subsection (b)(1)(E), the Sec-  
8 retary shall take any necessary action consistent with this  
9 title to enforce the contract and ensure the continued pro-  
10 vision of service, including—

11 “(1) the installment of an interim rail pas-  
12 senger carrier;

13 “(2) providing to the interim rail passenger car-  
14 rier under paragraph (1) an operating subsidy nec-  
15 essary to provide service; and

16 “(3) rebidding the contract to operate the rail  
17 passenger transportation.

18 “(e) BUDGET AUTHORITY.—

19 “(1) IN GENERAL.—The Secretary shall provide  
20 to a winning bidder that is not or does not include  
21 Amtrak and that is selected under this section any  
22 appropriations withheld under section 35101(c) of  
23 the Railroad Reform, Enhancement, and Efficiency  
24 Act, or any subsequent appropriation for the same

1       purpose, necessary to cover the operating subsidy  
2       described in subsection (b)(1)(E)(ii).

3           “(2) AMTRAK.—If the Secretary selects a win-  
4       ning bidder that is not or does not include Amtrak,  
5       the Secretary may provide to Amtrak an appropriate  
6       portion of the appropriations under section 35101(a)  
7       of the Railroad Reform, Enhancement, and Effi-  
8       ciency Act, or any subsequent appropriation for the  
9       same purpose, to cover any cost directly attributable  
10      to the termination of Amtrak service on the route  
11      and any indirect costs to Amtrak imposed on other  
12      Amtrak routes as a result of losing service on the  
13      route operated by the winning bidder. Any amount  
14      provided by the Secretary to Amtrak under this  
15      paragraph shall not be deducted from or have any  
16      effect on the operating subsidy described in sub-  
17      section (b)(1)(E)(ii).

18          “(f) DEADLINE.—If the Secretary does not promul-  
19      gate the final rule and implement the program before the  
20      deadline under subsection (a), the Secretary shall submit  
21      to the Committee on Commerce, Science, and Transpor-  
22      tation of the Senate and the Committee on Transportation  
23      and Infrastructure of the House of Representatives a let-  
24      ter, signed by the Secretary and Administrator of the Fed-

1 eral Railroad Administration, each month until the rule  
2 is complete, including—

3           “(1) the reasons why the rule has not been  
4 issued;

5           “(2) an updated staffing plan for completing  
6 the rule as soon as feasible;

7           “(3) the contact information of the official that  
8 will be overseeing the execution of the staffing plan;  
9 and

10           “(4) the estimated date of completion of the  
11 rule.

12           “(g) DISPUTES.—If Amtrak and the rail passenger  
13 carrier awarded a route under this section cannot agree  
14 upon terms to carry out subsection (c)(1), and the Surface  
15 Transportation Board finds that access to Amtrak’s facili-  
16 ties or equipment, or the provision of services by Amtrak,  
17 is necessary under subsection (c)(1) and that the oper-  
18 ation of Amtrak’s other services will not be impaired  
19 thereby, the Surface Transportation Board shall issue an  
20 order that the facilities and equipment be made available,  
21 and that services be provided, by Amtrak, and shall deter-  
22 mine reasonable compensation, liability, and other terms  
23 for use of the facilities and equipment and provision of  
24 the services.

1           “(h) LIMITATION.—Not more than 3 long-distance  
2 routes may be selected under this section for operation by  
3 a winning bidder that is not or does not include Amtrak.

4           “(i) PRESERVATION OF RIGHT TO COMPETITION ON  
5 STATE-SUPPORTED ROUTES.—Nothing in this section  
6 shall be construed as prohibiting a State from introducing  
7 competition for intercity rail passenger transportation or  
8 services on its State-supported route or routes.”.

9           (b) REPORT.—Not later than 4 years after the date  
10 of implementation of the pilot program under section  
11 24711 of title 49, United States Code, and quadrennially  
12 thereafter until the pilot program is discontinued, the Sec-  
13 retary shall submit to the Committee on Commerce,  
14 Science, and Transportation of the Senate and the Com-  
15 mittee on Transportation and Infrastructure of the House  
16 of Representatives a report on the results on the pilot pro-  
17 gram to date and any recommendations for further action.

18 **SEC. 35206. ROLLING STOCK PURCHASES.**

19           (a) IN GENERAL.—Prior to entering into any con-  
20 tract in excess of \$100,000,000 for rolling stock and loco-  
21 motive procurements Amtrak shall submit a business case  
22 analysis to the Secretary, the Committee on Commerce,  
23 Science, and Transportation and the Committee on Appro-  
24 priations of the Senate and the Committee on Transpor-  
25 tation and Infrastructure and the Committee on Appro-

1 priations of the House of Representatives, on the utility  
2 of such procurements.

3 (b) CONTENTS.—The business case analysis shall—

4 (1) include a cost and benefit comparison that  
5 describes the total lifecycle costs and the anticipated  
6 benefits related to revenue, operational efficiency, re-  
7 liability, and other factors;

8 (2) set forth the total payments by fiscal year;

9 (3) identify the specific source and amounts of  
10 funding for each payment, including Federal funds,  
11 State funds, Amtrak profits, Federal, State, or pri-  
12 vate loans or loan guarantees, and other funding;

13 (4) include an explanation of whether any pay-  
14 ment under the contract will increase Amtrak's  
15 grant request, as required under section 24318 of  
16 title 49, United States Code, in that particular fiscal  
17 year; and

18 (5) describe how Amtrak will adjust the pro-  
19 curement if future funding is not available.

20 (c) RULE OF CONSTRUCTION.—Nothing in this sec-  
21 tion shall be construed as requiring Amtrak to disclose  
22 confidential information regarding a potential vendor's  
23 proposed pricing or other sensitive business information  
24 prior to contract execution.

1 **SEC. 35207. FOOD AND BEVERAGE POLICY.**

2 (a) IN GENERAL.—Chapter 243, as amended in sec-  
3 tion 35202 of this Act, is further amended by adding after  
4 section 24320 the following:

5 **“§ 24321. Food and beverage reform**

6 “(a) PLAN.—Not later than 90 days after the date  
7 of enactment of the Railroad Reform, Enhancement, and  
8 Efficiency Act, Amtrak shall develop and begin imple-  
9 menting a plan to eliminate, not later than 4 years after  
10 the date of enactment of that Act, the operating loss asso-  
11 ciated with providing food and beverage service on board  
12 Amtrak trains.

13 “(b) CONSIDERATIONS.—In developing and imple-  
14 menting the plan under subsection (a), Amtrak shall con-  
15 sider a combination of cost management and revenue gen-  
16 eration initiatives, including—

17 “(1) scheduling optimization;

18 “(2) onboard logistics;

19 “(3) product development and supply chain effi-  
20 ciency;

21 “(4) training, awards, and accountability;

22 “(5) technology enhancements and process im-  
23 provements; and

24 “(6) ticket revenue allocation.

25 “(c) SAVINGS CLAUSE.—Amtrak shall ensure that no  
26 Amtrak employee holding a position as of the date of en-



1 actment of the Railroad Reform, Enhancement, and Effi-  
2 ciency Act is involuntarily separated because of—

3 “(1) the development and implementation of the  
4 plan required under subsection (a); or

5 “(2) any other action taken by Amtrak to im-  
6 plement this section.

7 “(d) NO FEDERAL FUNDING FOR OPERATING  
8 LOSSES.—Beginning on the date that is 4 years after the  
9 date of enactment of the Railroad Reform, Enhancement,  
10 and Efficiency Act, no Federal funds may be used to cover  
11 any operating loss associated with providing food and bev-  
12 erage service on a route operated by Amtrak or an alter-  
13 native passenger rail service provider that operates a route  
14 in lieu of Amtrak under section 24711.

15 “(e) REPORT.—Not later than 120 days after the  
16 date of enactment of the Railroad Reform, Enhancement,  
17 and Efficiency Act, and annually thereafter for a period  
18 of 4 years, Amtrak shall transmit to the Committee on  
19 Commerce, Science, and Transportation of the Senate and  
20 the Committee on Transportation and Infrastructure of  
21 the House of Representatives a report on the plan devel-  
22 oped under subsection (a) and a description of progress  
23 in the implementation of the plan.”.

1 (b) CONFORMING AMENDMENT.—The table of con-  
2 tents for chapter 243, as amended in section 35202 of  
3 this Act, is amended by adding at the end the following:  
“24321. Food and beverage reform.”.

4 **SEC. 35208. LOCAL PRODUCTS AND PROMOTIONAL EVENTS.**

5 (a) IN GENERAL.—Not later than 6 months after the  
6 date of enactment of this Act, Amtrak shall establish a  
7 pilot program for a State or States that sponsor a State-  
8 supported route operated by Amtrak to facilitate—

9 (1) onboard purchase and sale of local food and  
10 beverage products; and

11 (2) partnerships with local entities to hold pro-  
12 motional events on trains or in stations.

13 (b) PROGRAM DESIGN.—The pilot program under  
14 paragraph (1) shall allow a State or States—

15 (1) to nominate and select a local food and bev-  
16 erage products supplier or suppliers or local pro-  
17 motional event partner;

18 (2) to charge a reasonable price or fee for local  
19 food and beverage products or promotional events  
20 and related activities to help defray the costs of pro-  
21 gram administration and State-supported routes;  
22 and

23 (3) a mechanism to ensure that State products  
24 can effectively be handled and integrated into exist-  
25 ing food and beverage services, including compliance

1 with all applicable regulations and standards gov-  
2 erning such services.

3 (c) PROGRAM ADMINISTRATION.—The pilot program  
4 shall—

5 (1) for local food and beverage products, ensure  
6 the products are integrated into existing food and  
7 beverage services, including compliance with all ap-  
8 plicable regulations and standards;

9 (2) for promotional events, ensure the events  
10 are held in compliance with all applicable regulations  
11 and standards, including terms to address insurance  
12 requirements; and

13 (3) require an annual report that documents  
14 revenues and costs and indicates whether the prod-  
15 ucts or events resulted in a reduction in the financial  
16 contribution of a State or States to the applicable  
17 State-supported route.

18 (d) REPORT.—Not later than 4 years after the date  
19 of establishment of the pilot programs under this section,  
20 Amtrak shall report to the Committee on Commerce,  
21 Science, and Transportation of the Senate and the Com-  
22 mittee on Transportation and Infrastructure of the House  
23 of Representatives on which States have participated in  
24 the pilot programs under this section. The report shall

1 summarize the financial and operational outcomes of the  
2 pilot programs.

3 (e) **RULE OF CONSTRUCTION.**—Nothing in this sub-  
4 section shall be construed as limiting Amtrak’s ability to  
5 operate special trains in accordance with section 216 of  
6 the Passenger Rail Investment and Improvement Act of  
7 2008 (49 U.S.C. 24308 note).

8 **SEC. 35209. RIGHT-OF-WAY LEVERAGING.**

9 (a) **REQUEST FOR PROPOSALS.**—

10 (1) **IN GENERAL.**—Not later than 1 year after  
11 the date of enactment of this Act, Amtrak shall  
12 issue a Request for Proposals seeking qualified per-  
13 sons or entities to utilize right-of-way and real estate  
14 owned, controlled, or managed by Amtrak for tele-  
15 communications systems, energy distribution sys-  
16 tems, and other activities considered appropriate by  
17 Amtrak.

18 (2) **CONTENTS.**—The Request for Proposals  
19 shall provide sufficient information on the right-of-  
20 way and real estate assets to enable respondents to  
21 propose an arrangement that will monetize or gen-  
22 erate additional revenue from such assets through  
23 revenue sharing or leasing agreements with Amtrak,  
24 to the extent possible.

1           (b) CONSIDERATION OF PROPOSALS.—Not later than  
2 180 days following the deadline for the receipt of pro-  
3 posals under subsection (a), Amtrak shall review and con-  
4 sider each qualified proposal. Amtrak may enter into such  
5 agreements as are necessary to implement any qualified  
6 proposal.

7           (c) REPORT.—Not later than 270 days following the  
8 deadline for the receipt of proposals under subsection (a),  
9 Amtrak shall transmit to the Committee on Commerce,  
10 Science, and Transportation of the Senate and the Com-  
11 mittee on Transportation and Infrastructure of the House  
12 of Representatives a report on the Request for Proposals  
13 required by this section, including summary information  
14 of any proposals submitted to Amtrak and any proposals  
15 accepted by Amtrak.

16           (d) SAVINGS CLAUSE.—Nothing in this section shall  
17 be construed to limit Amtrak’s ability to utilize right-of-  
18 way or real estate assets that it currently owns, controls,  
19 or manages or constrain Amtrak’s ability to enter into  
20 agreements with other parties to utilize such assets.

21 **SEC. 35210. STATION DEVELOPMENT.**

22           (a) REPORT ON DEVELOPMENT OPTIONS.—Not later  
23 than 1 year after the date of the enactment of this Act,  
24 Amtrak shall submit a report to the Committee on Com-  
25 merce, Science, and Transportation of the Senate and the

1 Committee on Transportation and Infrastructure of the  
2 House of Representatives that describes—

3 (1) options to enhance economic development  
4 and accessibility of and around Amtrak stations and  
5 terminals, for the purposes of—

6 (A) improving station condition,  
7 functionality, capacity, and customer amenities;

8 (B) generating additional investment cap-  
9 ital and development-related revenue streams;

10 (C) increasing ridership and revenue;

11 (D) complying with the applicable sections  
12 of the Americans with Disabilities Act of 1990  
13 (42 U.S.C. 12101 et seq.) and the Rehabilita-  
14 tion Act of 1973 (29 U.S.C. 701 et seq.); and

15 (E) strengthening multimodal connections,  
16 including transit, intercity buses, roll-on and  
17 roll-off bicycles, and airports, as appropriate;  
18 and

19 (2) options for additional Amtrak stops that  
20 would have a positive incremental financial impact to  
21 Amtrak, based on Amtrak feasibility studies that  
22 demonstrate a financial benefit to Amtrak by gener-  
23 ating additional revenue that exceeds any incre-  
24 mental costs.

1           (b) REQUEST FOR INFORMATION.—Not later than 90  
2 days after the date the report is transmitted under sub-  
3 section (a), Amtrak shall issue a Request of Information  
4 for 1 or more owners of stations served by Amtrak to for-  
5 mally express an interest in completing the requirements  
6 of this section.

7           (c) PROPOSALS.—

8           (1) REQUEST FOR PROPOSALS.—Not later than  
9 180 days after the date the Request for Information  
10 is issued under subsection (a), Amtrak shall issue a  
11 Request for Proposals from qualified persons, in-  
12 cluding small business concerns owned and con-  
13 trolled by socially and economically disadvantaged  
14 individuals and veteran-owned small businesses, to  
15 lead, participate, or partner with Amtrak, a station  
16 owner that responded under subsection (b), and  
17 other entities in enhancing development in and  
18 around such stations and terminals using applicable  
19 options identified under subsection (a) at facilities  
20 selected by Amtrak.

21           (2) CONSIDERATION OF PROPOSALS.—Not later  
22 than 1 year after the date the Request for Proposals  
23 are issued under paragraph (1), Amtrak shall review  
24 and consider qualified proposals submitted under  
25 paragraph (1). Amtrak or a station owner that re-

1           sponded under subsection (b) may enter into such  
2           agreements as are necessary to implement any quali-  
3           fied proposal.

4           (d) REPORT.—Not later than 3 years after the date  
5 of enactment of this Act, Amtrak shall transmit to the  
6 Committee on Commerce, Science, and Transportation of  
7 the Senate and the Committee on Transportation and In-  
8 frastructure of the House of Representatives a report on  
9 the Request for Proposals process required under this sec-  
10 tion, including summary information of any qualified pro-  
11 posals submitted to Amtrak and any proposals acted upon  
12 by Amtrak or a station owner that responded under sub-  
13 section (b).

14           (e) DEFINITIONS.—In this section, the terms “small  
15 business concern”, “socially and economically disadvan-  
16 taged individual”, and “veteran-owned small business”  
17 have the meanings given the terms in section 304(c) of  
18 this Act.

19           (f) SAVINGS CLAUSE.—Nothing in this section shall  
20 be construed to limit Amtrak’s ability to develop its sta-  
21 tions, terminals, or other assets, to constrain Amtrak’s  
22 ability to enter into and carry out agreements with other  
23 parties to enhance development at or around Amtrak sta-  
24 tions or terminals, or to affect any station development  
25 initiatives ongoing as of the date of enactment of this Act.



1 **SEC. 35211. AMTRAK DEBT.**

2 Section 205 of the Passenger Rail Investment and  
3 Improvement Act of 2008 (49 U.S.C. 24101 note) is  
4 amended—

5 (1) by striking “as of the date of enactment of  
6 this Act” each place it appears;

7 (2) in subsection (a)—

8 (A) by inserting “, to the extent provided  
9 in advance in appropriations Acts” after “Am-  
10 trak’s indebtedness”; and

11 (B) by striking the second sentence;

12 (3) in subsection (b), by striking “The Sec-  
13 retary of the Treasury, in consultation” and insert-  
14 ing “To the extent amounts are provided in advance  
15 in appropriations Acts, the Secretary of the Treas-  
16 ury, in consultation”;

17 (4) in subsection (d), by inserting “, to the ex-  
18 tent provided in advance in appropriations Acts”  
19 after “as appropriate”;

20 (5) in subsection (e)—

21 (A) in paragraph (1), by striking “by sec-  
22 tion 102 of this division”; and

23 (B) in paragraph (2), by striking “by sec-  
24 tion 102” and inserting “for Amtrak”;

25 (6) in subsection (g), by inserting “, unless that  
26 debt receives credit assistance, including direct loans

1 and loan guarantees, under chapter 6 of title 23,  
2 United States Code or title V of the Railroad Revi-  
3 talization and Regulatory Act of 1976 (45 U.S.C.  
4 821 et seq.)” after “Secretary”; and  
5 (7) by striking subsection (h).

6 **SEC. 35212. AMTRAK PILOT PROGRAM FOR PASSENGERS**  
7 **TRANSPORTING DOMESTICATED CATS AND**  
8 **DOGS.**

9 (a) IN GENERAL.—Not later than 1 year after the  
10 date of enactment of this Act, Amtrak shall develop a pilot  
11 program that allows passengers to transport domesticated  
12 cats or dogs on certain trains operated by Amtrak.

13 (b) PET POLICY.—In developing the pilot program  
14 required under subsection (a), Amtrak shall—

15 (1) in the case of a passenger train that is com-  
16 prised of more than 1 car, designate, where feasible,  
17 at least 1 car in which a ticketed passenger may  
18 transport a domesticated cat or dog in the same  
19 manner as carry-on baggage if—

20 (A) the cat or dog is contained in a pet  
21 kennel;

22 (B) the pet kennel complies with Amtrak  
23 size requirements for carriage of carry-on bag-  
24 gage;

1 (C) the passenger is traveling on a train  
2 operating on a route described in subparagraph  
3 (A), (B), or (D) of section 24102(6) of title 49,  
4 United States Code; and

5 (D) the passenger pays a fee described in  
6 paragraph (3);

7 (2) allow a ticketed passenger to transport a  
8 domesticated cat or dog on a train in the same man-  
9 ner as cargo if—

10 (A) the cat or dog is contained in a pet  
11 kennel;

12 (B) the pet kennel is stowed in accordance  
13 with Amtrak requirements for cargo stowage;

14 (C) the passenger is traveling on a train  
15 operating on a route described in subparagraph  
16 (A), (B), or (D) of section 24102(6) of title 49,  
17 United States Code;

18 (D) the cargo area is temperature con-  
19 trolled in a manner protective of cat and dog  
20 safety and health; and

21 (E) the passenger pays a fee described in  
22 paragraph (3); and

23 (3) collect fees for each cat or dog transported  
24 by a ticketed passenger in an amount that, in the

1 aggregate and at a minimum, covers the full costs  
2 of the pilot program.

3 (c) REPORT.—Not later than 1 year after the pilot  
4 program required under subsection (a) is first imple-  
5 mented, Amtrak shall transmit to the Committee on Com-  
6 merce, Science, and Transportation of the Senate and the  
7 Committee on Transportation and Infrastructure of the  
8 House of Representatives a report containing an evalua-  
9 tion of the pilot program.

10 (d) LIMITATION ON STATUTORY CONSTRUCTION.—

11 (1) SERVICE ANIMALS.—The pilot program  
12 under subsection (a) shall be separate from and in  
13 addition to the policy governing Amtrak passengers  
14 traveling with service animals. Nothing in this sec-  
15 tion may be interpreted to limit or waive the rights  
16 of passengers to transport service animals.

17 (2) ADDITIONAL TRAIN CARS.—Nothing in this  
18 section may be interpreted to require Amtrak to add  
19 additional train cars or modify existing train cars.

20 (3) FEDERAL FUNDS.—No Federal funds may  
21 be used to implement the pilot program required  
22 under this section.

23 **SEC. 35213. AMTRAK BOARD OF DIRECTORS.**

24 (a) IN GENERAL.—Section 24302(a) is amended to  
25 read as follows:

1       “(a) COMPOSITION AND TERMS.—

2               “(1) IN GENERAL.—The Amtrak Board of Di-  
3       rectors (referred to in this section as the ‘Board’) is  
4       composed of the following 9 directors, each of whom  
5       must be a citizen of the United States:

6                       “(A) The Secretary of Transportation.

7                       “(B) The President of Amtrak.

8                       “(C) 7 individuals appointed by the Presi-  
9       dent of the United States, by and with the ad-  
10      vice and consent of the Senate, with general  
11      business and financial experience, experience or  
12      qualifications in transportation, freight and  
13      passenger rail transportation, travel, hospi-  
14      tality, or passenger air transportation busi-  
15      nesses, or representatives of employees or users  
16      of passenger rail transportation or a State gov-  
17      ernment.

18               “(2) SELECTION.—In selecting individuals de-  
19      scribed in paragraph (1)(C) for nominations for ap-  
20      pointments to the Board, the President shall consult  
21      with the Speaker of the House of Representatives,  
22      the minority leader of the House of Representatives,  
23      the majority leader of the Senate, and the minority  
24      leader of the Senate. The individuals appointed to

1 the Board under paragraph (1)(C) shall be com-  
2 posed of the following;

3 “(A) 2 individuals from the Northeast Cor-  
4 ridor.

5 “(B) 4 individuals from regions of the  
6 country outside of the Northeast Corridor and  
7 geographically distributed with—

8 “(i) 2 individuals from States with  
9 long-distance routes operated by Amtrak;  
10 and

11 “(ii) 2 individuals from States with  
12 State-supported routes operated by Am-  
13 trak.

14 “(C) 1 individual from the Northeast Cor-  
15 ridor or a State with long-distance or State-  
16 supported routes.

17 “(3) TERM.—An individual appointed under  
18 paragraph (1)(C) shall be appointed for a term of 5  
19 years. The term may be extended until the individ-  
20 ual’s successor is appointed and qualified. Not more  
21 than 4 individuals appointed under paragraph (1)(C)  
22 may be members of the same political party.

23 “(4) CHAIRPERSON AND VICE CHAIRPERSON.—  
24 The Board shall elect a chairperson and vice chair-  
25 person, other than the President of Amtrak, from

1       among its membership. The vice chairperson shall  
2       serve as chairperson in the absence of the chair-  
3       person.

4               “(5) SECRETARY’S DESIGNEE.—The Secretary  
5       may be represented at Board meetings by the Sec-  
6       retary’s designee.”.

7       (b) RULE OF CONSTRUCTION.—Nothing in this sec-  
8       tion shall be construed as affecting the term of any direc-  
9       tor serving on the Amtrak Board of Directors under sec-  
10      tion 24302(a)(1)(C) of title 49, United States Code, on  
11      the day preceding the date of enactment of this Act.

12      **SEC. 35214. AMTRAK BOARDING PROCEDURES.**

13      (a) REPORT.—Not later than 6 months after the date  
14      of enactment of this Act, the Amtrak Office of Inspector  
15      General shall submit a report to the Committee on Com-  
16      merce, Science, and Transportation of the Senate and the  
17      Committee on Transportation and Infrastructure of the  
18      House of Representatives that—

19              (1) evaluates Amtrak’s boarding procedures for  
20      passengers, including passengers using or trans-  
21      porting nonmotorized transportation, such as wheel-  
22      chairs and bicycles, at its 15 stations through which  
23      the most people pass;

24              (2) compares Amtrak’s boarding procedures  
25      to—

1 (A) commuter railroad boarding proce-  
2 dures at stations shared with Amtrak;

3 (B) international intercity passenger rail  
4 boarding procedures; and

5 (C) fixed guideway transit boarding proce-  
6 dures; and

7 (3) makes recommendations, as appropriate, in  
8 consultation with the Transportation Security Ad-  
9 ministration, to improve Amtrak's boarding proce-  
10 dures, including recommendations regarding the  
11 queuing of passengers and free-flow of all station  
12 users and facility improvements needed to achieve  
13 the recommendations.

14 (b) CONSIDERATION OF RECOMMENDATIONS.—Not  
15 later than 6 months after the report is submitted under  
16 subsection (a), Amtrak shall consider each recommenda-  
17 tion provided under subsection (a)(3) for implementation  
18 at appropriate locations across the Amtrak system.

19 **Subtitle C—Intercity Passenger**  
20 **Rail Policy**

21 **SEC. 35301. COMPETITIVE OPERATING GRANTS.**

22 (a) IN GENERAL.—Chapter 244 is amended—

23 (1) by striking section 24406; and

24 (2) by inserting after section 24405 the fol-  
25 lowing:



1 **“§ 24406. Competitive operating grants**

2 “(a) APPLICANT DEFINED.—In this section, the term

3 ‘applicant’ means—

4 “(1) a State;

5 “(2) a group of States;

6 “(3) an Interstate Compact;

7 “(4) a public agency or publicly chartered au-  
8 thority established by 1 or more States and having  
9 responsibility for providing intercity rail passenger  
10 transportation or commuter rail passenger transpor-  
11 tation;

12 “(5) a political subdivision of a State;

13 “(6) Amtrak or another rail passenger carrier  
14 that provides intercity rail passenger transportation;

15 “(7) Any rail carrier in partnership with at  
16 least 1 of the entities described in paragraphs (1)  
17 through (5); and

18 “(8) any combination of the entities described  
19 in paragraphs (1) through (7).

20 “(b) GRANTS AUTHORIZED.—The Secretary of  
21 Transportation shall develop and implement a program for  
22 issuing 3-year operating assistance grants to applicants,  
23 on a competitive basis, for the purpose of initiating, re-  
24 storing, or enhancing intercity rail passenger service.

25 “(c) APPLICATION.—An applicant for a grant under  
26 this section shall submit to the Secretary—

1 “(1) a capital and mobilization plan that—

2 “(A) describes any capital investments,  
3 service planning actions (such as environmental  
4 reviews), and mobilization actions (such as  
5 qualification of train crews) required for initi-  
6 ation of service; and

7 “(B) includes the timeline for undertaking  
8 and completing each of the investments and ac-  
9 tions referred to in subparagraph (A);

10 “(2) an operating plan that describes the  
11 planned operation of the service, including—

12 “(A) the identity and qualifications of the  
13 train operator;

14 “(B) the identity and qualifications of any  
15 other service providers;

16 “(C) service frequency;

17 “(D) the planned routes and schedules;

18 “(E) the station facilities that will be uti-  
19 lized;

20 “(F) projected ridership, revenues, and  
21 costs;

22 “(G) descriptions of how the projections  
23 under subparagraph (F) were developed;

24 “(H) the equipment that will be utilized,  
25 how such equipment will be acquired or refur-

1 bished, and where such equipment will be main-  
2 tained; and

3 “(I) a plan for ensuring safe operations  
4 and compliance with applicable safety regula-  
5 tions;

6 “(3) a funding plan that—

7 “(A) describes the funding of initial capital  
8 costs and operating costs for the first 3 years  
9 of operation;

10 “(B) includes a commitment by the appli-  
11 cant to provide the funds described in subpara-  
12 graph (A) to the extent not covered by Federal  
13 grants and revenues; and

14 “(C) describes the funding of operating  
15 costs and capital costs, to the extent necessary,  
16 after the first 3 years of operation; and

17 “(4) a description of the status of negotiations  
18 and agreements with—

19 “(A) each of the railroads or regional  
20 transportation authorities whose tracks or fa-  
21 cilities would be utilized by the service;

22 “(B) the anticipated rail passenger carrier,  
23 if such entity is not part of the applicant group;  
24 and

1           “(C) any other service providers or entities  
2           expected to provide services or facilities that  
3           will be used by the service, including any re-  
4           quired access to Amtrak systems, stations, and  
5           facilities if Amtrak is not part of the applicant  
6           group.

7           “(d) PRIORITIES.—In awarding grants under this  
8 section, the Secretary shall give priority to applications—

9           “(1) for which planning, design, any environ-  
10          mental reviews, negotiation of agreements, acquisi-  
11          tion of equipment, construction, and other actions  
12          necessary for initiation of service have been com-  
13          pleted or nearly completed;

14          “(2) that would restore service over routes for-  
15          merly operated by Amtrak, including routes with  
16          international connections;

17          “(3) that would provide daily or daytime service  
18          over routes where such service did not previously  
19          exist;

20          “(4) that include private funding (including  
21          funding from railroads), and funding or other sig-  
22          nificant participation by State, local, and regional  
23          governmental and private entities;

24          “(5) that include a funding plan that dem-  
25          onstrates the intercity rail passenger service will be

1 financially sustainable beyond the 3-year grant pe-  
2 riod;

3 “(6) that would provide service to regions and  
4 communities that are underserved or not served by  
5 other intercity public transportation;

6 “(7) that would foster economic development,  
7 particularly in rural communities and for disadvan-  
8 taged populations;

9 “(8) that would provide other non-transpor-  
10 tation benefits; and

11 “(9) that would enhance connectivity and geo-  
12 graphic coverage of the existing national network of  
13 intercity passenger rail service.

14 “(e) LIMITATIONS.—

15 “(1) DURATION.—Federal operating assistance  
16 grants authorized under this section for any indi-  
17 vidual intercity rail passenger transportation route  
18 may not provide funding for more than 3 years and  
19 may not be renewed.

20 “(2) LIMITATION.—Not more than 6 of the op-  
21 erating assistance grants awarded pursuant to sub-  
22 section (b) may be simultaneously active.

23 “(3) MAXIMUM FUNDING.—Grants described in  
24 paragraph (1) may not exceed—

1           “(A) 80 percent of the projected net oper-  
2           ating costs for the first year of service;

3           “(B) 60 percent of the projected net oper-  
4           ating costs for the second year of service; and

5           “(C) 40 percent of the projected net oper-  
6           ating costs for the third year of service.

7           “(f) USE WITH CAPITAL GRANTS AND OTHER FED-  
8           ERAL FUNDING.—A recipient of an operating assistance  
9           grant under subsection (b) may use that grant in combina-  
10          tion with other grants awarded under this chapter or any  
11          other Federal funding that would benefit the applicable  
12          service.

13          “(g) AVAILABILITY.—Amounts appropriated for car-  
14          rying out this section shall remain available until ex-  
15          pended.

16          “(h) COORDINATION WITH AMTRAK.—If the Sec-  
17          retary awards a grant under this section to a rail pas-  
18          senger carrier other than Amtrak, Amtrak may be re-  
19          quired under section 24711(c)(1) of this title to provide  
20          access to its reservation system, stations, and facilities  
21          that are directly related to operations to such carrier, to  
22          the extent necessary to carry out the purposes of this sec-  
23          tion. The Secretary may award an appropriate portion of  
24          the grant to Amtrak as compensation for this access.

25          “(i) CONDITIONS.—

1           “(1) GRANT AGREEMENT.—The Secretary shall  
2           require grant recipients under this section to enter  
3           into a grant agreement that requires them to pro-  
4           vide similar information regarding the route per-  
5           formance, financial, and ridership projections, and  
6           capital and business plans that Amtrak is required  
7           to provide, and such other data and information as  
8           the Secretary deems necessary.

9           “(2) INSTALLMENTS; TERMINATION.—The Sec-  
10          retary may—

11                   “(A) award grants under this section in in-  
12                   stallments, as the Secretary considers appro-  
13                   priate; and

14                   “(B) terminate any grant agreement  
15                   upon—

16                           “(i) the cessation of service; or

17                           “(ii) the violation of any other term of  
18                   the grant agreement.

19           “(3) GRANT CONDITIONS.—Except as specifi-  
20           cally provided in this section, the use of any  
21           amounts appropriated for grants under this section  
22           shall be subject to the requirements under this chap-  
23           ter.

24           “(j) REPORT.—Not later than 4 years after the date  
25           of enactment of the Railroad Reform, Enhancement, and

1 Efficiency Act, the Secretary, after consultation with  
2 grant recipients under this section, shall submit a report  
3 to Congress that describes—

4 “(1) the implementation of this section;

5 “(2) the status of the investments and oper-  
6 ations funded by such grants;

7 “(3) the performance of the routes funded by  
8 such grants;

9 “(4) the plans of grant recipients for continued  
10 operation and funding of such routes; and

11 “(5) any legislative recommendations.”.

12 (b) CONFORMING AMENDMENTS.—Chapter 244 is  
13 amended—

14 (1) in the table of contents, by inserting after  
15 the item relating to section 24405 the following:

“24406. Competitive operating grants.”;

16 (2) in the chapter title, by striking “**INTER-**  
17 **CITY PASSENGER RAIL SERVICE COR-**  
18 **RIDOR CAPITAL**” and inserting “**RAIL CAP-**  
19 **ITAL AND OPERATING**”;

20 (3) in section 24401, by striking paragraph (1);

21 (4) in section 24402, by striking subsection (j)  
22 and inserting the following:

23 “(j) APPLICANT DEFINED.—In this section, the term  
24 ‘applicant’ means a State (including the District of Co-  
25 lumbia), a group of States, an Interstate Compact, a pub-



1 lie agency or publicly chartered authority established by  
2 1 or more States and having responsibility for providing  
3 intercity rail passenger transportation, or a political sub-  
4 division of a State.”; and

5 (5) in section 24405—

6 (A) in subsection (b)—

7 (i) by inserting “, or for which an op-  
8 erating grant is issued under section  
9 24406,” after “chapter”; and

10 (ii) in paragraph (2), by striking  
11 “(43” and inserting “(45”;

12 (B) in subsection (d)(1), in the matter pre-  
13 ceding subparagraph (A), by inserting “or un-  
14 less Amtrak ceased providing intercity pas-  
15 senger railroad transportation over the affected  
16 route more than 3 years before the commence-  
17 ment of new service” after “unless such service  
18 was provided solely by Amtrak to another enti-  
19 ty”;

20 (C) in subsection (f), by striking “under  
21 this chapter for commuter rail passenger trans-  
22 portation, as defined in section 24012(4) of this  
23 title.” and inserting “under this chapter for  
24 commuter rail passenger transportation (as de-  
25 fined in section 24102(3)).”; and

1 (D) by adding at the end the following:

2 “(g) SPECIAL TRANSPORTATION CIRCUMSTANCES.—

3 In carrying out this chapter, the Secretary shall allocate

4 an appropriate portion of the amounts available under this

5 chapter to provide grants to States—

6 “(1) in which there is no intercity passenger

7 rail service, for the purpose of funding freight rail

8 capital projects that are on a State rail plan devel-

9 oped under chapter 227 that provide public benefits

10 (as defined in chapter 227), as determined by the

11 Secretary; or

12 “(2) in which the rail transportation system is

13 not physically connected to rail systems in the conti-

14 nental United States or may not otherwise qualify

15 for a grant under this section due to the unique

16 characteristics of the geography of that State or

17 other relevant considerations, for the purpose of

18 funding transportation-related capital projects.”.

19 **SEC. 35302. FEDERAL-STATE PARTNERSHIP FOR STATE OF**

20 **GOOD REPAIR.**

21 (a) AMENDMENT.—Chapter 244 is amended by in-

22 serting after section 24406, as added by section 5301 of

23 this Act, the following:

1 **“§ 24407. Federal-State partnership for state of good**  
2 **repair**

3 “(a) DEFINITIONS.—In this section:

4 “(1) APPLICANT.—The term ‘applicant’  
5 means—

6 “(A) a State (including the District of Co-  
7 lumbia);

8 “(B) a group of States;

9 “(C) an Interstate Compact;

10 “(D) a public agency or publicly chartered  
11 authority established by 1 or more States that  
12 has responsibility for providing intercity rail  
13 passenger transportation or commuter rail pas-  
14 senger transportation;

15 “(E) a political subdivision of a State;

16 “(F) Amtrak, acting on its own behalf or  
17 under a cooperative agreement with 1 or more  
18 States; or

19 “(G) any combination of the entities de-  
20 scribed in subparagraphs (A) through (F).

21 “(2) CAPITAL PROJECT.—The term ‘capital  
22 project’ means—

23 “(A) a project primarily intended to re-  
24 place, rehabilitate, or repair major infrastruc-  
25 ture assets utilized for providing intercity pas-  
26 senger rail service, including tunnels, bridges,

1 stations, and other assets, as determined by the  
2 Secretary; or

3 “(B) a project primarily intended to im-  
4 prove intercity passenger rail performance, in-  
5 cluding reduced trip times, increased train fre-  
6 quencies, higher operating speeds, and other  
7 improvements, as determined by the Secretary.

8 “(3) NORTHEAST CORRIDOR.—The term  
9 ‘Northeast Corridor’ means—

10 “(A) the main rail line between Boston,  
11 Massachusetts and the Virginia Avenue inter-  
12 locking in the District of Columbia; and

13 “(B) the branch rail lines connecting to  
14 Harrisburg, Pennsylvania, Springfield, Massa-  
15 chusetts, and Spuyten Duyvil, New York.

16 “(4) QUALIFIED RAILROAD ASSET.—The term  
17 ‘qualified railroad asset’ means infrastructure,  
18 equipment, or a facility that—

19 “(A) is owned or controlled by an eligible  
20 applicant; and

21 “(B) was not in a state of good repair on  
22 the date of enactment of the Railroad Reform,  
23 Enhancement, and Efficiency Act.

24 “(b) GRANT PROGRAM AUTHORIZED.—The Secretary  
25 of Transportation shall develop and implement a program

1 for issuing grants to applicants, on a competitive basis,  
2 to fund capital projects that reduce the state of good re-  
3 pair backlog on qualified railroad assets.

4 “(c) ELIGIBLE PROJECTS.—Projects eligible for  
5 grants under this section include capital projects to re-  
6 place or rehabilitate qualified railroad assets, including—

7 “(1) capital projects to replace existing assets  
8 in-kind;

9 “(2) capital projects to replace existing assets  
10 with assets that increase capacity or provide a high-  
11 er level of service; and

12 “(3) capital projects to ensure that service can  
13 be maintained while existing assets are brought to a  
14 state of good repair.

15 “(d) PROJECT SELECTION CRITERIA.—In selecting  
16 an applicant for a grant under this section, the Secretary  
17 shall—

18 “(1) give preference to eligible projects—

19 “(A) that are consistent with the goals, ob-  
20 jectives, and policies defined in any regional rail  
21 planning document that is applicable to a  
22 project proposal; and

23 “(B) for which the proposed Federal share  
24 of total project costs does not exceed 50 per-  
25 cent; and

1 “(2) take into account—

2 “(A) the cost-benefit analysis of the pro-  
3 posed project, including anticipated private and  
4 public benefits relative to the costs of the pro-  
5 posed project, including—

6 “(i) effects on system and service per-  
7 formance;

8 “(ii) effects on safety, competitive-  
9 ness, reliability, trip or transit time, and  
10 resilience;

11 “(iii) efficiencies from improved inte-  
12 gration with other modes; and

13 “(iv) ability to meet existing or antici-  
14 pated demand;

15 “(B) the degree to which the proposed  
16 project’s business plan considers potential pri-  
17 vate sector participation in the financing, con-  
18 struction, or operation of the proposed project;

19 “(C) the applicant’s past performance in  
20 developing and delivering similar projects, and  
21 previous financial contributions;

22 “(D) whether the applicant has, or will  
23 have—

24 “(i) the legal, financial, and technical  
25 capacity to carry out the project;

1                   “(ii) satisfactory continuing control  
2                   over the use of the equipment or facilities;  
3                   and

4                   “(iii) the capability and willingness to  
5                   maintain the equipment or facilities;

6                   “(E) if applicable, the consistency of the  
7                   project with planning guidance and documents  
8                   set forth by the Secretary or required by law;  
9                   and

10                  “(F) any other relevant factors, as deter-  
11                  mined by the Secretary.

12                  “(e) PLANNING REQUIREMENTS.—A project is not el-  
13                  igible for a grant under this section unless the project is  
14                  specifically identified—

15                  “(1) on a State rail plan prepared in accord-  
16                  ance with chapter 227; or

17                  “(2) if the project is located on the Northeast  
18                  Corridor, on the Northeast Corridor Capital Invest-  
19                  ment Plan developed pursuant to section 24904(a).

20                  “(f) NORTHEAST CORRIDOR PROJECTS.—

21                  “(1) COMPLIANCE WITH USAGE AGREE-  
22                  MENTS.—Grant funds may not be provided under  
23                  this section to an eligible recipient for an eligible  
24                  project located on the Northeast Corridor unless  
25                  Amtrak and the public authorities providing com-

1 muter rail passenger transportation on the North-  
2 east Corridor are in compliance with section  
3 24905(c)(2).

4 “(2) CAPITAL INVESTMENT PLAN.—When se-  
5 lecting projects located on the Northeast Corridor,  
6 the Secretary shall consider the appropriate se-  
7 quence and phasing of projects as contained in the  
8 Northeast Corridor Capital Investment Plan devel-  
9 oped pursuant to section 24904(a).

10 “(g) FEDERAL SHARE OF TOTAL PROJECT COSTS.—

11 “(1) TOTAL PROJECT COST.—The Secretary  
12 shall estimate the total cost of a project under this  
13 section based on the best available information, in-  
14 cluding engineering studies, studies of economic fea-  
15 sibility, environmental analyses, and information on  
16 the expected use of equipment or facilities.

17 “(2) FEDERAL SHARE.—The Federal share of  
18 total costs for a project under this subsection shall  
19 not exceed 80 percent.

20 “(3) TREATMENT OF AMTRAK REVENUE.—If  
21 Amtrak or another rail passenger carrier is an appli-  
22 cant under this section, Amtrak or the other rail  
23 passenger carrier, as applicable, may use ticket and  
24 other revenues generated from its operations and



1 other sources to satisfy the non-Federal share re-  
2 quirements.

3 “(h) LETTERS OF INTENT.—

4 “(1) IN GENERAL.—The Secretary may issue a  
5 letter of intent to a grantee under this section  
6 that—

7 “(A) announces an intention to obligate,  
8 for a major capital project under this section,  
9 an amount from future available budget author-  
10 ity specified in law that is not more than the  
11 amount stipulated as the financial participation  
12 of the Secretary in the project; and

13 “(B) states that the contingent commit-  
14 ment—

15 “(i) is not an obligation of the Fed-  
16 eral Government; and

17 “(ii) is subject to the availability of  
18 appropriations under Federal law and to  
19 Federal laws in force or enacted after the  
20 date of the contingent commitment.

21 “(2) CONGRESSIONAL NOTIFICATION.—

22 “(A) IN GENERAL.—Not later than 30  
23 days before issuing a letter under paragraph  
24 (1), the Secretary shall submit written notifica-  
25 tion to—

1                   “(i) the Committee on Commerce,  
2                   Science, and Transportation of the Senate;

3                   “(ii) the Committee on Appropriations  
4                   of the Senate;

5                   “(iii) the Committee on Transpor-  
6                   tation and Infrastructure of the House of  
7                   Representatives; and

8                   “(iv) the Committee on Appropria-  
9                   tions of the House of Representatives.

10                  “(B) CONTENTS.—The notification sub-  
11                  mitted pursuant to subparagraph (A) shall in-  
12                  clude—

13                         “(i) a copy of the proposed letter or  
14                         agreement;

15                         “(ii) the criteria used under sub-  
16                         section (d) for selecting the project for a  
17                         grant award; and

18                         “(iii) a description of how the project  
19                         meets such criteria.

20                  “(3) APPROPRIATIONS REQUIRED.—An obliga-  
21                  tion or administrative commitment may be made  
22                  under this section only when amounts are appro-  
23                  priated for such purpose.

1       “(i) AVAILABILITY.—Amounts appropriated for car-  
2 rying out this section shall remain available until ex-  
3 pended.

4       “(j) GRANT CONDITIONS.—Except as specifically  
5 provided in this section, the use of any amounts appro-  
6 priated for grants under this section shall be subject to  
7 the requirements under this chapter.”.

8       (b) CONFORMING AMENDMENT.—The table of con-  
9 tents for chapter 244 is amended by inserting after the  
10 item relating to section 24406 the following:

“24407. Federal-State partnership for state of good repair.”.

11 **SEC. 35303. LARGE CAPITAL PROJECT REQUIREMENTS.**

12       Section 24402 is amended by adding at the end the  
13 following:

14       “(m) LARGE CAPITAL PROJECT REQUIREMENTS.—

15               “(1) IN GENERAL.—For a grant awarded under  
16 this chapter for an amount in excess of  
17 \$1,000,000,000, the following conditions shall apply:

18                       “(A) The Secretary of Transportation may  
19 not obligate any funding unless the applicant  
20 demonstrates, to the satisfaction of the Sec-  
21 retary, that the applicant has committed, and  
22 will be able to fulfill, the non-Federal share re-  
23 quired for the grant within the applicant’s pro-  
24 posed project completion timetable.

1           “(B) The Secretary may not obligate any  
2 funding for work activities that occur after the  
3 completion of final design unless—

4                   “(i) the applicant submits a financial  
5 plan to the Secretary that generally identi-  
6 fies the sources of the non-Federal funding  
7 required for any subsequent segments or  
8 phases of the corridor service development  
9 program covering the project for which the  
10 grant is awarded;

11                   “(ii) the grant will result in a useable  
12 segment, a transportation facility, or  
13 equipment, that has operational independ-  
14 ence or is financially sustainable; and

15                   “(iii) the intercity passenger rail bene-  
16 fits anticipated to result from the grant,  
17 such as increased speed, improved on-time  
18 performance, reduced trip time, increased  
19 frequencies, new service, safety improve-  
20 ments, improved accessibility, or other sig-  
21 nificant enhancements, are detailed by the  
22 grantee and approved by the Secretary.

23           “(C)(i) The Secretary shall ensure that the  
24 project is maintained to the level of utility that  
25 is necessary to support the benefits approved

1 under subparagraph (B)(iii) for a period of 20  
2 years from the date on which the useable seg-  
3 ment, transportation facility, or equipment de-  
4 scribed in subparagraph (B)(ii) is placed in  
5 service.

6 “(ii) If the project property is not main-  
7 tained as required under clause (i) for a 12-  
8 month period, the grant recipient shall refund  
9 a pro-rata share of the Federal contribution,  
10 based upon the percentage remaining of the 20-  
11 year period that commenced when the project  
12 property was placed in service.

13 “(2) EARLY WORK.—The Secretary may allow a  
14 grantee subject to this subsection to engage in at-  
15 risk work activities subsequent to the conclusion of  
16 final design if the Secretary determines that such  
17 work activities are reasonable and necessary.”.

18 **SEC. 35304. SMALL BUSINESS PARTICIPATION STUDY.**

19 (a) STUDY.—The Secretary shall conduct a nation-  
20 wide disparity and availability study on the availability  
21 and use of small business concerns owned and controlled  
22 by socially and economically disadvantaged individuals and  
23 veteran-owned small businesses in publicly funded inter-  
24 city passenger rail service projects.

1 (b) REPORT.—Not later than 4 years after the date  
2 of enactment of this Act, the Secretary shall submit a re-  
3 port containing the results of the study conducted under  
4 subsection (a) to the Committee on Commerce, Science,  
5 and Transportation of the Senate and the Committee on  
6 Transportation and Infrastructure of the House of Rep-  
7 resentatives.

8 (c) DEFINITIONS.—In this section:

9 (1) SMALL BUSINESS CONCERN.—The term  
10 “small business concern” has the meaning given  
11 such term in section 3 of the Small Business Act  
12 (15 U.S.C. 632), except that the term does not in-  
13 clude any concern or group of concerns controlled by  
14 the same socially and economically disadvantaged in-  
15 dividual or individuals that have average annual  
16 gross receipts during the preceding 3 fiscal years in  
17 excess of \$22,410,000, as adjusted annually by the  
18 Secretary for inflation.

19 (2) SOCIALLY AND ECONOMICALLY DISADVAN-  
20 TAGED INDIVIDUAL.—The term “socially and eco-  
21 nomically disadvantaged individual” has the mean-  
22 ing given such term in section 8(d) of the Small  
23 Business Act (15 U.S.C. 637(d)) and relevant sub-  
24 contracting regulations issued pursuant to such Act,  
25 except that women shall be presumed to be socially

1 and economically disadvantaged individuals for pur-  
2 poses of this section.

3 (3) VETERAN-OWNED SMALL BUSINESS.—The  
4 term “veteran-owned small business” has the mean-  
5 ing given the term “small business concern owned  
6 and controlled by veterans” in section 3(q)(3) of the  
7 Small Business Act (15 U.S.C. 632(q)(3)), except  
8 that the term does not include any concern or group  
9 of concerns controlled by the same veterans that  
10 have average annual gross receipts during the pre-  
11 ceding 3 fiscal years in excess of \$22,410,000, as  
12 adjusted annually by the Secretary for inflation.

13 **SEC. 35305. GULF COAST RAIL SERVICE WORKING GROUP.**

14 (a) IN GENERAL.—Not later than 90 days after the  
15 date of enactment of this Act, the Secretary shall convene  
16 a working group to evaluate the restoration of intercity  
17 rail passenger service in the Gulf Coast region between  
18 New Orleans, Louisiana, and Orlando, Florida.

19 (b) MEMBERSHIP.—The working group convened  
20 pursuant to subsection (a) shall consist of representatives  
21 of—

22 (1) the Federal Railroad Administration, which  
23 shall serve as chair of the working group;

24 (2) Amtrak;

1           (3) the States along the proposed route or  
2 routes;

3           (4) regional transportation planning organiza-  
4 tions and metropolitan planning organizations, mu-  
5 nicipalities, and communities along the proposed  
6 route or routes, which shall be selected by the Ad-  
7 ministrator;

8           (5) the Southern Rail Commission;

9           (6) freight railroad carriers whose tracks may  
10 be used for such service; and

11           (7) other entities determined appropriate by the  
12 Secretary, which may include independent passenger  
13 rail operators that express an interest in Gulf Coast  
14 service.

15 (c) RESPONSIBILITIES.—The working group shall—

16           (1) evaluate all options for restoring intercity  
17 rail passenger service in the Gulf Coast region, in-  
18 cluding options outlined in the report transmitted to  
19 Congress pursuant to section 226 of the Passenger  
20 Rail Investment and Improvement Act of 2008 (divi-  
21 sion B of Public Law 110–432);

22           (2) select a preferred option for restoring such  
23 service;

24           (3) develop a prioritized inventory of capital  
25 projects and other actions required to restore such



1 service and cost estimates for such projects or ac-  
2 tions; and

3 (4) identify Federal and non-Federal funding  
4 sources required to restore such service, including  
5 options for entering into public-private partnerships  
6 to restore such service.

7 (d) REPORT.—Not later than 9 months after the date  
8 of enactment of this Act, the working group shall submit  
9 a report to the Committee on Commerce, Science, and  
10 Transportation of the Senate and the Committee on  
11 Transportation and Infrastructure of the House of Rep-  
12 resentatives that includes—

13 (1) the preferred option selected under sub-  
14 section (c)(2) and the reasons for selecting such op-  
15 tion;

16 (2) the information described in subsection  
17 (c)(3);

18 (3) the funding sources identified under sub-  
19 section (c)(4);

20 (4) the costs and benefits of restoring intercity  
21 rail passenger transportation in the region; and

22 (5) any other information the working group  
23 determines appropriate.

1 **SEC. 35306. INTEGRATED PASSENGER RAIL WORKING**  
2 **GROUP.**

3 (a) IN GENERAL.—Not later than 180 days after the  
4 date of enactment of this Act, the Secretary shall convene  
5 a working group to review issues relating to—

6 (1) the potential operation of State-supported  
7 routes by rail passenger carriers other than Amtrak;  
8 and

9 (2) their role in establishing an integrated  
10 intercity passenger rail network in the United  
11 States.

12 (b) MEMBERSHIP.—The working group shall consist  
13 of a balanced representation of—

14 (1) the Federal Railroad Administration, who  
15 shall chair the Working Group;

16 (2) States that fund State-sponsored routes;

17 (3) independent passenger rail operators, in-  
18 cluding those that carry at least 5,000,000 pas-  
19 sengers annually in United States or international  
20 rail service;

21 (4) Amtrak;

22 (5) railroads that host intercity State-supported  
23 routes;

24 (6) employee representatives from railroad  
25 unions and building trade unions with substantial

1 engagement in railroad rights of way construction  
2 and maintenance; and

3 (7) other entities determined appropriate by the  
4 Secretary.

5 (c) RESPONSIBILITIES.—The working group shall  
6 evaluate options for improving State-supported routes and  
7 may make recommendations, as appropriate, regarding—

8 (1) best practices for State or State authority  
9 governance of State-supported routes;

10 (2) future sources of Federal and non-Federal  
11 funding sources for State-supported routes;

12 (3) best practices in obtaining passenger rail  
13 operations and services on a competitive basis with  
14 the objective of creating the highest quality service  
15 at the lowest cost to the taxpayer;

16 (4) ensuring potential interoperability of State-  
17 supported routes as a part of a national network  
18 with multiple providers providing integrated services  
19 including ticketing, scheduling, and route planning;  
20 and

21 (5) the interface between State-supported  
22 routes and connecting commuter rail operations, in-  
23 cluding maximized intra-modal and intermodal con-  
24 nections and common sources of funding for capital  
25 projects.

1 (d) MEETINGS.—Not later than 60 days after the es-  
2 tablishment of the working group by the Secretary under  
3 subsection (a), the working group shall convene an organi-  
4 zational meeting outside of the District of Columbia and  
5 shall define the rules and procedures governing the pro-  
6 ceedings of the working group. The working group shall  
7 hold at least 3 meetings per year in States that fund  
8 State-supported routes.

9 (e) REPORTS.—

10 (1) PRELIMINARY REPORT.—Not later than 1  
11 year after the date the working group is established,  
12 the working group shall submit a preliminary report  
13 to the Secretary, the Governors of States funding  
14 State-supported routes, the Committee on Com-  
15 merce, Science, and Transportation of the Senate,  
16 and the Committee on Transportation and Infra-  
17 structure of the House of Representatives that in-  
18 cludes—

19 (A) administrative recommendations that  
20 can be implemented by a State and State au-  
21 thority or by the Secretary; and

22 (B) preliminary legislative recommenda-  
23 tions.

24 (2) FINAL LEGISLATIVE RECOMMENDATIONS.—  
25 Not later than 2 years after the date the working

1 group is established, the working group shall submit  
2 a report to the Committee on Commerce, Science,  
3 and Transportation of the Senate and the Com-  
4 mittee on Transportation and Infrastructure of the  
5 House of Representatives that includes final legisla-  
6 tive recommendations.

7 **SEC. 35307. SHARED-USE STUDY.**

8 (a) IN GENERAL.—Not later than 3 years after the  
9 date of enactment of this Act, the Secretary, in consulta-  
10 tion with Amtrak, commuter rail authorities, and other  
11 passenger rail operators, railroad carriers that own rail  
12 infrastructure over which both passenger and freight  
13 trains operate, States, the Surface Transportation Board,  
14 the Northeast Corridor Commission established under sec-  
15 tion 24905, the State-Supported Route Committee estab-  
16 lished under section 24712, and groups representing rail  
17 passengers and customers, as appropriate, shall complete  
18 a study that evaluates—

19 (1) the shared use of right-of-way by passenger  
20 and freight rail systems; and

21 (2) the operational, institutional, and legal  
22 structures that would best support improvements to  
23 the systems referred to in paragraph (1).

24 (b) AREAS OF STUDY.—In conducting the study  
25 under subsection (a), the Secretary shall evaluate—

1           (1) the access and use of railroad right-of-way  
2           by a rail carrier that does not own the right-of-way,  
3           such as passenger rail services that operate over pri-  
4           vately-owned right-of-way, including an analysis of—

5                   (A) access agreements;

6                   (B) costs of access; and

7                   (C) the resolution of disputes relating to  
8           such access or costs;

9           (2) the effectiveness of existing contractual,  
10          statutory, and regulatory mechanisms for estab-  
11          lishing, measuring, and enforcing train performance  
12          standards, including—

13                   (A) the manner in which passenger train  
14          delays are recorded;

15                   (B) the assignment of responsibility for  
16          such delays; and

17                   (C) the use of incentives and penalties for  
18          performance;

19          (3) strengths and weaknesses in the existing  
20          mechanisms described in paragraph (2) and possible  
21          approaches to address the weaknesses;

22          (4) mechanisms for measuring and maintaining  
23          public benefits resulting from publicly funded freight  
24          or passenger rail improvements, including improve-

1           ments directed towards shared-use right-of-way by  
2           passenger and freight rail;

3           (5) approaches to operations, capacity, and cost  
4           estimation modeling that—

5                   (A) allows for transparent decisionmaking;  
6           and

7                   (B) protects the proprietary interests of all  
8           parties;

9           (6) liability requirements and arrangements, in-  
10          cluding—

11                   (A) whether to expand statutory liability  
12          limits to additional parties;

13                   (B) whether to revise the current statutory  
14          liability limits;

15                   (C) whether current insurance levels of  
16          passenger rail operators are adequate and  
17          whether to establish minimum insurance re-  
18          quirements for such passenger rail operators;  
19          and

20                   (D) whether to establish a liability regime  
21          modeled after section 170 of the Atomic Energy  
22          Act of 1954 (42 U.S.C. 2210);

23           (7) the effect on rail passenger services, oper-  
24          ations, liability limits and insurance levels of the as-  
25          sertion of sovereign immunity by a State; and

1 (8) other issues identified by the Secretary.

2 (c) REPORT.—Not later than 60 days after the study  
3 under subsection (a) is complete, the Secretary shall sub-  
4 mit to the Committee on Commerce, Science, and Trans-  
5 portation of the Senate and the Committee on Transpor-  
6 tation and Infrastructure of the House of Representatives  
7 a report that includes—

8 (1) the results of the study; and

9 (2) any recommendations for further action, in-  
10 cluding any legislative proposals consistent with such  
11 recommendations.

12 (d) IMPLEMENTATION.—The Secretary shall inte-  
13 grate the recommendations submitted under subsection (c)  
14 into its financial assistance programs under subtitle V of  
15 title 49, United States Code, and section 502 of the Rail-  
16 road Revitalization and Regulatory Reform Act of 1976  
17 (45 U.S.C. 822), as appropriate.

18 **SEC. 35308. NORTHEAST CORRIDOR COMMISSION.**

19 (a) COMPOSITION.—Section 24905(a) is amended—

20 (1) in paragraph (1)—

21 (A) in the matter preceding subparagraph  
22 (A), by inserting “, infrastructure investments,”  
23 after “rail operations”;

24 (B) by amending subparagraph (B) to read  
25 as follows:



1           “(B) members representing the Department of  
2           Transportation, including the Office of the Sec-  
3           retary, the Federal Railroad Administration, and the  
4           Federal Transit Administration;” and

5                   (C) in subparagraph (D) by inserting “and  
6           commuter” after “freight”; and

7           (2) by amending paragraph (6) to read as fol-  
8           lows:

9           “(6) The members of the Commission shall  
10          elect co-chairs consisting of 1 member described in  
11          paragraph (1)(B) and 1 member described in para-  
12          graph (1)(C).”.

13          (b) STATEMENT OF GOALS AND RECOMMENDA-  
14          TIONS.—Section 24905(b) is amended—

15               (1) in paragraph (1), by inserting “and periodi-  
16               cally update” after “develop”;

17               (2) in paragraph (2)(A), by striking “beyond  
18               those specified in the state of good repair plan under  
19               section 211 of the Passenger Rail Investment and  
20               Improvement Act of 2008”; and

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

22               “(3) SUBMISSION OF STATEMENT OF GOALS,  
23               RECOMMENDATIONS, AND PERFORMANCE RE-  
24               PORTS.—The Commission shall submit to the Com-  
25               mittee on Commerce, Science, and Transportation of

1 the Senate and the Committee on Transportation  
2 and Infrastructure of the House of Representa-  
3 tives—

4 “(A) any updates made to the statement of  
5 goals developed under paragraph (1) not later  
6 than 60 days after such updates are made; and

7 “(B) annual performance reports and rec-  
8 ommendations for improvements, as appro-  
9 priate, issued not later than March 31 of each  
10 year, for the prior fiscal year, which summa-  
11 rize—

12 “(i) the operations and performance  
13 of commuter, intercity, and freight rail  
14 transportation along the Northeast Cor-  
15 ridor; and

16 “(ii) the delivery of the capital plan  
17 described in section 24904.”.

18 (c) COST ALLOCATION POLICY.—Section 24905(c) is  
19 amended—

20 (1) in the subsection heading, by striking “AC-  
21 CESS COSTS” and inserting “ALLOCATION OF  
22 COSTS”;

23 (2) in paragraph (1)—

24 (A) in the paragraph heading, by striking  
25 “FORMULA” and inserting “POLICY”;

1 (B) in the matter preceding subparagraph  
2 (A), by striking “Within 2 years after the date  
3 of enactment of the Passenger Rail Investment  
4 and Improvement Act of 2008, the Commis-  
5 sion” and inserting “The Commission”;

6 (C) in subparagraph (A), by striking “for-  
7 mula” and inserting “policy”; and

8 (D) by striking subparagraph (B) through  
9 (D) and inserting the following:

10 “(B) develop a proposed timetable for im-  
11 plementing the policy;

12 “(C) submit the policy and timetable devel-  
13 oped under subparagraph (B) to the Surface  
14 Transportation Board, the Committee on Com-  
15 merce, Science, and Transportation of the Sen-  
16 ate, and the Committee on Transportation and  
17 Infrastructure of the House of Representatives;

18 “(D) not later than October 1, 2015, adopt  
19 and implement the policy in accordance with  
20 the timetable; and

21 “(E) with the consent of a majority of its  
22 members, the Commission may petition the  
23 Surface Transportation Board to appoint a me-  
24 diator to assist the Commission members

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1 through nonbinding mediation to reach an  
2 agreement under this section.”;

3 (3) in paragraph (2)—

4 (A) by striking “formula proposed in” and  
5 inserting “policy developed under”; and

6 (B) in the second sentence—

7 (i) by striking “the timetable, the  
8 Commission shall petition the Surface  
9 Transportation Board to” and inserting  
10 “paragraph (1)(D) or fail to comply with  
11 the policy thereafter, the Surface Trans-  
12 portation Board shall”; and

13 (ii) by striking “amounts for such  
14 services in accordance with section  
15 24904(c) of this title” and inserting “for  
16 such usage in accordance with the proce-  
17 dures and procedural schedule applicable  
18 to a proceeding under section 24903(e),  
19 after taking into consideration the policy  
20 developed under paragraph (1)(A), as ap-  
21 plicable”;

22 (4) in paragraph (3), by striking “formula” and  
23 inserting “policy”; and

24 (5) by adding at the end the following:

1           “(4) REQUEST FOR DISPUTE RESOLUTION.—If  
2           a dispute arises with the implementation of, or com-  
3           pliance with, the policy developed under paragraph  
4           (1), the Commission, Amtrak, or public authorities  
5           providing commuter rail passenger transportation on  
6           the Northeast Corridor may request that the Surface  
7           Transportation Board conduct dispute resolution.  
8           The Surface Transportation Board shall establish  
9           procedures for resolution of disputes brought before  
10          it under this paragraph, which may include the pro-  
11          vision of professional mediation services.”.

12          (d) CONFORMING AMENDMENTS.—Section 24905 is  
13          amended—

14                 (1) by striking subsection (d);

15                 (2) by redesignating subsections (e) and (f) as  
16          subsections (d) and (e), respectively;

17                 (3) in subsection (d), as redesignated, by strik-  
18          ing “to the Commission such sums as may be nec-  
19          essary for the period encompassing fiscal years 2009  
20          through 2013 to carry out this section” and insert-  
21          ing “to the Secretary for the use of the Commission  
22          and the Northeast Corridor Safety Committee such  
23          sums as may be necessary to carry out this section  
24          during fiscal year 2016 through 2019, in addition to  
25          amounts withheld under section 35101(e) of the

1 Railroad Reform, Enhancement, and Efficiency  
2 Act”; and

3 (4) in subsection (e)(2), as redesignated, by  
4 striking “on the main line.” and inserting “on the  
5 main line and meet annually with the Commission  
6 on the topic of Northeast Corridor safety and secu-  
7 rity.”.

8 (e) NORTHEAST CORRIDOR PLANNING.—

9 (1) AMENDMENT.—Chapter 249 is amended—

10 (A) by redesignating section 24904 as sec-  
11 tion 24903; and

12 (B) by inserting after section 24903, as re-  
13 designated, the following:

14 **“§ 24904. Northeast Corridor planning**

15 “(a) NORTHEAST CORRIDOR CAPITAL INVESTMENT  
16 PLAN.—

17 “(1) REQUIREMENT.—Not later than May 1 of  
18 each year, the Northeast Corridor Commission es-  
19 tablished under section 24905 (referred to in this  
20 section as the ‘Commission’) shall—

21 “(A) develop a capital investment plan for  
22 the Northeast Corridor main line between Bos-  
23 ton, Massachusetts, and the Virginia Avenue  
24 interlocking in the District of Columbia, and  
25 the Northeast Corridor branch lines connecting

1 to Harrisburg, Pennsylvania, Springfield, Mas-  
2 sachusetts, and Spuyten Duyvil, New York, in-  
3 cluding the facilities and services used to oper-  
4 ate and maintain those lines; and

5 “(B) submit the capital investment plan to  
6 the Secretary of Transportation and the Com-  
7 mittee on Commerce, Science, and Transpor-  
8 tation of the Senate and the Committee on  
9 Transportation and Infrastructure of the House  
10 of Representatives.

11 “(2) CONTENTS.—The capital investment plan  
12 shall—

13 “(A) reflect coordination and network opti-  
14 mization across the entire Northeast Corridor;

15 “(B) integrate the individual capital and  
16 service plans developed by each operator using  
17 the methods described in the cost allocation pol-  
18 icy developed under section 24905(c);

19 “(C) cover a period of 5 fiscal years, begin-  
20 ning with the first fiscal year after the date on  
21 which the plan is completed;

22 “(D) notwithstanding section 24902(b),  
23 identify, prioritize, and phase the implementa-  
24 tion of projects and programs to achieve the  
25 service outcomes identified in the Northeast

1 Corridor service development plan and the asset  
2 condition needs identified in the Northeast Cor-  
3 ridor asset management plans, once available,  
4 and consider—

5 “(i) the benefits and costs of capital  
6 investments in the plan;

7 “(ii) project and program readiness;

8 “(iii) the operational impacts; and

9 “(iv) funding availability;

10 “(E) categorize capital projects and pro-  
11 grams as primarily associated with;

12 “(i) normalized capital replacement  
13 and basic infrastructure renewals;

14 “(ii) replacement or rehabilitation of  
15 major Northeast Corridor infrastructure  
16 assets, including tunnels, bridges, stations,  
17 and other assets;

18 “(iii) statutory, regulatory, or other  
19 legal mandates;

20 “(iv) improvements to support service  
21 enhancements or growth; or

22 “(v) strategic initiatives that will im-  
23 prove overall operational performance or  
24 lower costs;



1           “(F) identify capital projects and pro-  
2           grams that are associated with more than 1  
3           category described in subparagraph (E);

4           “(G) describe the anticipated outcomes of  
5           each project or program, including an assess-  
6           ment of—

7                   “(i) the potential effect on passenger  
8                   accessibility, operations, safety, reliability,  
9                   and resiliency;

10                   “(ii) the ability of infrastructure own-  
11                   ers and operators to meet regulatory re-  
12                   quirements if the project or program is not  
13                   funded; and

14                   “(iii) the benefits and costs; and

15           “(H) include a financial plan.

16           “(3) FINANCIAL PLAN.—The financial plan  
17           under paragraph (2)(H) shall—

18                   “(A) identify funding sources and financ-  
19                   ing methods;

20                   “(B) identify the expected allocated shares  
21                   of costs pursuant to the cost allocation policy  
22                   developed under section 24905(c);

23                   “(C) identify the projects and programs  
24                   that the Commission expects will receive Fed-  
25                   eral financial assistance; and

1           “(D) identify the eligible entity or entities  
2           that the Commission expects will receive the  
3           Federal financial assistance described under  
4           subparagraph (C).

5           “(b) FAILURE TO DEVELOP A CAPITAL INVESTMENT  
6 PLAN.—If a capital investment plan has not been devel-  
7 oped by the Commission for a given fiscal year, then the  
8 funds assigned to the account established under section  
9 24319(b) for that fiscal year may be spent only on—

10           “(1) capital projects described in clause (i) or  
11           (iii) of subsection (a)(2)(E) of this section; or

12           “(2) capital projects described in subsection  
13           (a)(2)(E)(iv) of this section that are for the sole  
14           benefit of Amtrak.

15           “(c) NORTHEAST CORRIDOR ASSET MANAGE-  
16 MENT.—

17           “(1) CONTENTS.—With regard to its infrastruc-  
18           ture, Amtrak and each State and public transpor-  
19           tation entity that owns infrastructure that supports  
20           or provides for intercity rail passenger transpor-  
21           tation on the Northeast Corridor shall develop an  
22           asset management system and develop and update,  
23           as necessary, a Northeast Corridor asset manage-  
24           ment plan for each service territory described in sub-  
25           section (a) that—

1           “(A) are consistent with the Federal Tran-  
2           sit Administration process, as authorized under  
3           section 5326, when implemented; and

4           “(B) include, at a minimum—

5                   “(i) an inventory of all capital assets  
6                   owned by the developer of the asset man-  
7                   agement plan;

8                   “(ii) an assessment of asset condition;

9                   “(iii) a description of the resources  
10                  and processes necessary to bring or main-  
11                  tain those assets in a state of good repair,  
12                  including decision-support tools and invest-  
13                  ment prioritization methods; and

14                  “(iv) a description of changes in asset  
15                  condition since the previous version of the  
16                  plan.

17           “(2) TRANSMITTAL.—Each entity described in  
18           paragraph (1) shall transmit to the Commission—

19                   “(A) not later than 2 years after the date  
20                   of enactment of the Railroad Reform, Enhance-  
21                   ment, and Efficiency Act, its Northeast Cor-  
22                   ridor asset management plan developed under  
23                   paragraph (1); and

1           “(B) at least biennial thereafter, an update  
2           to its Northeast Corridor asset management  
3           plan.

4           “(d) NORTHEAST CORRIDOR SERVICE DEVELOP-  
5           MENT PLAN UPDATES.—Not less frequently than once  
6           every 10 years, the Commission shall update the North-  
7           east Corridor service development plan.”.

8           (2) CONFORMING AMENDMENTS.—

9           (A) NOTE AND MORTGAGE.—Section  
10           24907(a) is amended by striking “section  
11           24904 of this title” and inserting “section  
12           24903”.

13           (B) TABLE OF CONTENTS AMENDMENT.—  
14           The table of contents for chapter 249 is amend-  
15           ed—

16           (i) by redesignating the item relating  
17           to section 24904 as relating to section  
18           24903; and

19           (ii) by inserting after the item relating  
20           to section 24903, as redesignated, the fol-  
21           lowing:

“24904. Northeast Corridor planning.”.

22           (3) REPEAL.—Section 211 of the Passenger  
23           Rail Investment and Improvement Act of 2008 (divi-  
24           sion B of Public Law 110–432; 49 U.S.C. 24902  
25           note) is repealed.

1 **SEC. 35309. NORTHEAST CORRIDOR THROUGH-TICKETING**  
2 **AND PROCUREMENT EFFICIENCIES.**

3 (a) THROUGH-TICKETING STUDY.—

4 (1) IN GENERAL.—Not later than 3 years after  
5 the date of enactment of this Act, the Northeast  
6 Corridor Commission established under section  
7 24905(a) of title 49, United States Code (referred to  
8 in this section as the “Commission”), in consultation  
9 with Amtrak and the commuter rail passenger trans-  
10 portation providers along the Northeast Corridor  
11 shall complete a study on the feasibility of and op-  
12 tions for permitting through-ticketing between Am-  
13 trak service and commuter rail services on the  
14 Northeast Corridor.

15 (2) CONTENTS.—In completing the study under  
16 paragraph (1), the Northeast Corridor Commission  
17 shall—

18 (A) examine the current state of intercity  
19 and commuter rail ticketing technologies, poli-  
20 cies, and other relevant aspects on the North-  
21 east Corridor;

22 (B) consider and recommend technology,  
23 process, policy, or other options that would per-  
24 mit through-ticketing to allow intercity and  
25 commuter rail passengers to purchase, in a sin-

1           gle transaction, travel that utilizes Amtrak and  
2           connecting commuter rail services;

3           (C) consider options to expand through-  
4           ticketing to include local transit services;

5           (D) summarize costs, benefits, opportuni-  
6           ties, and impediments to developing such  
7           through-ticketing options; and

8           (E) develop a proposed methodology, in-  
9           cluding cost and schedule estimates, for car-  
10          rying out a pilot program on through-ticketing  
11          on the Northeast Corridor.

12          (3) REPORT.—Not later than 60 days after the  
13          date the study under paragraph (1) is complete, the  
14          Commission shall submit to the Committee on Com-  
15          merce, Science, and Transportation of the Senate  
16          and the Committee on Transportation and Infra-  
17          structure of the House of Representatives a report  
18          that includes—

19                  (A) the results of the study; and

20                  (B) any recommendations for further ac-  
21          tion.

22          (b) JOINT PROCUREMENT STUDY.—

23                  (1) IN GENERAL.—Not later than 3 years after  
24          the date of enactment of this Act, the Secretary, in  
25          cooperation with the Commission, Amtrak, and com-

1 muter rail transportation authorities on the North-  
2 east Corridor shall complete a study of the potential  
3 benefits resulting from Amtrak and such authorities  
4 undertaking select joint procurements for common  
5 materials, assets, and equipment when expending  
6 Federal funds for such purchases.

7 (2) CONTENTS.—In completing the study under  
8 paragraph (1), the Secretary shall consider—

9 (A) the types of materials, assets, and  
10 equipment that are regularly purchased by Am-  
11 trak and such authorities that are similar and  
12 could be jointly procured;

13 (B) the potential benefits of such joint pro-  
14 curements, including lower procurement costs,  
15 better pricing, greater market relevancy, and  
16 other efficiencies;

17 (C) the potential costs of such joint pro-  
18 curements;

19 (D) any significant impediments to under-  
20 taking joint procurements, including any nec-  
21 essary harmonization and reconciliation of Fed-  
22 eral and State procurement or safety regula-  
23 tions or standards and other requirements; and

24 (E) whether to create Federal incentives or  
25 requirements relating to considering or carrying

1 out joint procurements when expending Federal  
2 funds.

3 (3) TRANSMISSION.—Not later than 60 days  
4 after completing the study required under this sub-  
5 section, the Secretary shall submit to the Committee  
6 on Commerce, Science, and Transportation of the  
7 Senate and the Committee on Transportation and  
8 Infrastructure of the House of Representatives a re-  
9 port that includes—

10 (A) the results of the study; and

11 (B) any recommendations for further ac-  
12 tion.

13 (c) NORTHEAST CORRIDOR.—In this section, the  
14 term “Northeast Corridor” means the Northeast Corridor  
15 main line between Boston, Massachusetts, and the Vir-  
16 ginia Avenue interlocking in the District of Columbia, and  
17 the Northeast Corridor branch lines connecting to Harris-  
18 burg, Pennsylvania, Springfield, Massachusetts, and  
19 Spuyten Duyvil, New York, including the facilities and  
20 services used to operate and maintain those lines.

21 **SEC. 35310. DATA AND ANALYSIS.**

22 (a) DATA.—Not later than 3 years after the date of  
23 enactment of this Act, the Secretary, in consultation with  
24 the Surface Transportation Board, Amtrak, freight rail-  
25 roads, State and local governments, and regional business,



1 tourism and economic development agencies shall conduct  
2 a data needs assessment—

3 (1) to support the development of an efficient  
4 and effective intercity passenger rail network;

5 (2) to identify the data needed to conduct cost-  
6 effective modeling and analysis for intercity pas-  
7 senger rail development programs;

8 (3) to determine limitations to the data used  
9 for inputs;

10 (4) to develop a strategy to address such limita-  
11 tions;

12 (5) to identify barriers to accessing existing  
13 data;

14 (6) to develop recommendations regarding  
15 whether the authorization of additional data collec-  
16 tion for intercity passenger rail travel is warranted;  
17 and

18 (7) to determine which entities will be respon-  
19 sible for generating or collecting needed data.

20 (b) BENEFIT-COST ANALYSIS.—Not later than 180  
21 days after the date of enactment of this Act, the Secretary  
22 shall enhance the usefulness of assessments of benefits  
23 and costs, for intercity passenger rail and freight rail  
24 projects—

1           (1) by providing ongoing guidance and training  
2           on developing benefit and cost information for rail  
3           projects;

4           (2) by providing more direct and consistent re-  
5           quirements for assessing benefits and costs across  
6           transportation funding programs, including the ap-  
7           propriate use of discount rates;

8           (3) by requiring applicants to clearly commu-  
9           nicate the methodology used to calculate the project  
10          benefits and costs, including non-proprietary infor-  
11          mation on—

12                   (A) assumptions underlying calculations;

13                   (B) strengths and limitations of data used;

14                   and

15                   (C) the level of uncertainty in estimates of  
16                   project benefits and costs; and

17          (4) by ensuring that applicants receive clear  
18          and consistent guidance on values to apply for key  
19          assumptions used to estimate potential project bene-  
20          fits and costs.

21          (c) CONFIDENTIAL DATA.—The Secretary shall pro-  
22          tect sensitive or confidential to the greatest extent per-  
23          mitted by law. Nothing in this section shall require any  
24          entity to provide information to the Secretary in the ab-  
25          sence of a voluntary agreement.

1 **SEC. 35311. PERFORMANCE-BASED PROPOSALS.**

2 (a) SOLICITATION OF PROPOSALS.—

3 (1) IN GENERAL.—Not later than 30 days after  
4 the date of enactment of this Act, the Secretary  
5 shall issue a request for proposals for projects for  
6 the financing, design, construction, operation, and  
7 maintenance of an intercity passenger rail system,  
8 including—

9 (A) the Northeast Corridor;

10 (B) the California Corridor;

11 (C) the Empire Corridor;

12 (D) the Pacific Northwest Corridor;

13 (E) the South Central Corridor;

14 (F) the Gulf Coast Corridor;

15 (G) the Chicago Hub Network;

16 (H) the Florida Corridor;

17 (I) the Keystone Corridor;

18 (J) the Northern New England Corridor;

19 and

20 (K) the Southeast Corridor.

21 (2) SUBMISSION.—Proposals shall be submitted  
22 to the Secretary not later than 180 days after the  
23 publication of such request for proposals under para-  
24 graph (1).

25 (3) PERFORMANCE STANDARD.—Proposals sub-  
26 mitted under paragraph (2) shall meet any stand-

1       ards established by the Secretary. For corridors with  
2       existing intercity passenger rail service, proposals  
3       shall also be designed to achieve a reduction of exist-  
4       ing minimum intercity rail service trip times between  
5       the main corridor city pairs by a minimum of 25  
6       percent. In the case of a proposal submitted with re-  
7       spect to paragraph (1)(A), the proposal shall be de-  
8       signed to achieve a 2-hour or less express service be-  
9       tween Washington, District of Columbia, and New  
10      York City, New York.

11           (4) CONTENTS.—A proposal submitted under  
12      this subsection shall include—

13           (A) the names and qualifications of the  
14           persons submitting the proposal and the entities  
15           proposed to finance, design, construct, operate,  
16           and maintain the railroad, railroad equipment,  
17           and related facilities, stations, and infrastruc-  
18           ture;

19           (B) a detailed description of the proposed  
20           rail service, including possible routes, required  
21           infrastructure investments and improvements,  
22           equipment needs and type, train frequencies,  
23           peak and average operating speeds, and trip  
24           times;

1 (C) a description of how the project would  
2 comply with all applicable Federal rail safety  
3 and security laws, orders, and regulations;

4 (D) the locations of proposed stations,  
5 which maximize the usage of existing infra-  
6 structure to the extent possible, and the popu-  
7 lations such stations are intended to serve;

8 (E) the type of equipment to be used, in-  
9 cluding any technologies, to achieve trip time  
10 goals;

11 (F) a description of any proposed legisla-  
12 tion needed to facilitate all aspects of the  
13 project;

14 (G) a financing plan identifying—

15 (i) projected revenue, and sources  
16 thereof;

17 (ii) the amount of any requested pub-  
18 lic contribution toward the project, and  
19 proposed sources;

20 (iii) projected annual ridership projec-  
21 tions for the first 10 years of operations;

22 (iv) annual operations and capital  
23 costs;

24 (v) the projected levels of capital in-  
25 vestments required both initially and in

1           subsequent years to maintain a state-of-  
2           good-repair necessary to provide the ini-  
3           tially proposed level of service or higher  
4           levels of service;

5                   (vi) projected levels of private invest-  
6                   ment and sources thereof, including the  
7                   identity of any person or entity that has  
8                   made or is expected to make a commit-  
9                   ment to provide or secure funding and the  
10                  amount of such commitment; and

11                   (vii) projected funding for the full fair  
12                   market compensation for any asset, prop-  
13                   erty right or interest, or service acquired  
14                   from, owned, or held by a private person or  
15                   Federal entity that would be acquired, im-  
16                   paired, or diminished in value as a result  
17                   of a project, except as otherwise agreed to  
18                   by the private person or entity;

19                   (H) a description of how the project would  
20                  contribute to the development of the intercity  
21                  passenger rail system and an intermodal plan  
22                  describing how the system will facilitate conven-  
23                  ient travel connections with other transpor-  
24                  tation services;

1 (I) a description of how the project will en-  
2 sure compliance with Federal laws governing  
3 the rights and status of employees associated  
4 with the route and service, including those spec-  
5 ified in section 24405 of title 49, United States  
6 Code;

7 (J) a description of how the design, con-  
8 struction, implementation, and operation of the  
9 project will accommodate and allow for future  
10 growth of existing and projected intercity, com-  
11 muter, and freight rail service;

12 (K) a description of how the project would  
13 comply with Federal and State environmental  
14 laws and regulations, of what environmental im-  
15 pacts would result from the project, and of how  
16 any adverse impacts would be mitigated; and

17 (L) a description of the project's impacts  
18 on highway and aviation congestion, energy  
19 consumption, land use, and economic develop-  
20 ment in the service area.

21 (b) DETERMINATION AND ESTABLISHMENT OF COM-  
22 MISSIONS.—Not later than 90 days after receipt of the  
23 proposals under subsection (a), the Secretary shall—

24 (1) make a determination as to whether any  
25 such proposals—

1           (A) contain the information required under  
2 paragraphs (3) and (4) of subsection (a);

3           (B) are sufficiently credible to warrant fur-  
4 ther consideration;

5           (C) are likely to result in a positive impact  
6 on the Nation's transportation system; and

7           (D) are cost-effective and in the public in-  
8 terest;

9           (2) establish a commission under subsection (c)  
10 for each corridor with 1 or more proposals that the  
11 Secretary determines satisfy the requirements of  
12 paragraph (1); and

13           (3) forward to each commission established  
14 under paragraph (2) the applicable proposals for re-  
15 view and consideration.

16 (c) COMMISSIONS.—

17           (1) MEMBERS.—Each commission established  
18 under subsection (b)(2) shall include—

19           (A) the governors of the affected States, or  
20 their respective designees;

21           (B) mayors of appropriate municipalities  
22 with stops along the proposed corridor, or their  
23 respective designees;



1           (C) a representative from each freight rail-  
2           road carrier using the relevant corridor, if ap-  
3           plicable;

4           (D) a representative from each transit au-  
5           thority using the relevant corridor, if applicable;

6           (E) representatives of nonprofit employee  
7           labor organizations representing affected rail-  
8           road employees; and

9           (F) the President of Amtrak or his or her  
10          designee.

11          (2) APPOINTMENT AND SELECTION.—The Sec-  
12          retary shall appoint the members under paragraph  
13          (1). In selecting each commission’s members to ful-  
14          fill the requirements under subparagraphs (B) and  
15          (E) of paragraph (1), the Secretary shall consult  
16          with the Chairperson and Ranking Member of the  
17          Committee on Commerce, Science, and Transpor-  
18          tation of the Senate and of the Committee on Trans-  
19          portation and Infrastructure of the House of Rep-  
20          resentatives.

21          (3) CHAIRPERSON AND VICE-CHAIRPERSON SE-  
22          LECTION.—The Chairperson and Vice-Chairperson  
23          shall be elected from among members of each com-  
24          mission.

25          (4) QUORUM AND VACANCY.—

1 (A) QUORUM.—A majority of the members  
2 of each commission shall constitute a quorum.

3 (B) VACANCY.—Any vacancy in each com-  
4 mission shall not affect its powers and shall be  
5 filled in the same manner in which the original  
6 appointment was made.

7 (5) APPLICATION OF LAW.—Except where oth-  
8 erwise provided by this section, the Federal Advisory  
9 Committee Act (5 U.S.C. App.) shall apply to each  
10 commission created under this section.

11 (d) COMMISSION CONSIDERATION.—

12 (1) IN GENERAL.—Each commission established  
13 under subsection (b)(2) shall be responsible for re-  
14 viewing the proposal or proposals forwarded to it  
15 under that subsection and not later than 90 days  
16 after the establishment of the commission, shall  
17 transmit to the Secretary a report, including—

18 (A) a summary of each proposal received;

19 (B) services to be provided under each pro-  
20 posal, including projected ridership, revenues,  
21 and costs;

22 (C) proposed public and private contribu-  
23 tions for each proposal;

24 (D) the advantages offered by the proposal  
25 over existing intercity passenger rail services;

1           (E) public operating subsidies or assets  
2 needed for the proposed project;

3           (F) possible risks to the public associated  
4 with the proposal, including risks associated  
5 with project financing, implementation, comple-  
6 tion, safety, and security;

7           (G) a ranked list of the proposals rec-  
8 ommended for further consideration under sub-  
9 section (e) in accordance with each proposal's  
10 projected positive impact on the Nation's trans-  
11 portation system;

12           (H) an identification of any proposed Fed-  
13 eral legislation that would facilitate implemen-  
14 tation of the projects and Federal legislation  
15 that would be required to implement the  
16 projects; and

17           (I) any other recommendations by the com-  
18 mission concerning the proposed projects.

19           (2) VERBAL PRESENTATION.—Proposers shall  
20 be given an opportunity to make a verbal presen-  
21 tation to the commission to explain their proposals.

22           (3) AUTHORIZATION OF APPROPRIATIONS.—  
23 There is authorized to be appropriated to the Sec-  
24 retary for the use of each commission established

1 under subsection (b)(2) such sums as are necessary  
2 to carry out this section.

3 (e) SELECTION BY SECRETARY.—

4 (1) IN GENERAL.—Not later than 60 days after  
5 receiving the recommended proposals of the commis-  
6 sions established under subsection (b)(2), the Sec-  
7 retary shall—

8 (A) review such proposals and select any  
9 proposal that provides substantial benefits to  
10 the public and the national transportation sys-  
11 tem, is cost-effective, offers significant advan-  
12 tages over existing services, and meets other  
13 relevant factors determined appropriate by the  
14 Secretary; and

15 (B) submit to the Committee on Com-  
16 merce, Science, and Transportation of the Sen-  
17 ate and the Committee on Transportation and  
18 Infrastructure of the House of Representatives  
19 a report containing any proposal with respect to  
20 subsection (a)(1)(A) that is selected by the Sec-  
21 retary under subparagraph (A) of this para-  
22 graph, all the information regarding the pro-  
23 posal provided to the Secretary under sub-  
24 section (d), and any other information the Sec-  
25 retary considers relevant.

1           (2) SUBSEQUENT REPORT.—Following the sub-  
2           mission of the report under paragraph (1)(B), the  
3           Secretary shall submit to the Committee on Com-  
4           merce, Science, and Transportation of the Senate  
5           and the Committee on Transportation and Infra-  
6           structure of the House of Representatives a report  
7           containing any proposal with respect to subpara-  
8           graphs (B) through (K) of subsection (a)(1) that are  
9           selected by the Secretary under paragraph (1) of  
10          this subsection, all the information regarding the  
11          proposal provided to the Secretary under subsection  
12          (d), and any other information the Secretary con-  
13          siders relevant.

14          (3) LIMITATION ON REPORT SUBMISSION.—The  
15          report required under paragraph (2) shall not be  
16          submitted by the Secretary until the report sub-  
17          mitted under paragraph (1)(B) has been considered  
18          through a hearing by the Committee on Commerce,  
19          Science, and Transportation of the Senate and the  
20          Committee on Transportation and Infrastructure of  
21          the House of Representatives on the report sub-  
22          mitted under paragraph (1)(B).

23          (f) NO ACTIONS WITHOUT ADDITIONAL AUTHOR-  
24          ITY.—No Federal agency may take any action to imple-  
25          ment, establish, facilitate, or otherwise act upon any pro-

1 posal submitted under this section, other than those ac-  
2 tions specifically authorized by this section, without ex-  
3 plicit statutory authority enacted after the date of enact-  
4 ment of this Act.

5 (g) DEFINITIONS.—In this section:

6 (1) INTERCITY PASSENGER RAIL.—The term  
7 “intercity passenger rail” means intercity rail pas-  
8 senger transportation as defined in section 24102 of  
9 title 49, United States Code.

10 (2) STATE.—The term “State” means any of  
11 the 50 States or the District of Columbia.

12 **SEC. 35312. AMTRAK INSPECTOR GENERAL.**

13 (a) AUTHORITY.—

14 (1) IN GENERAL.—The Inspector General of  
15 Amtrak shall have the authority available to other  
16 Inspectors General, as necessary in carrying out the  
17 duties specified in the Inspector General Act of 1978  
18 (5 U.S.C. App.), to investigate any alleged violation  
19 of sections 286, 287, 371, 641, 1001, 1002 and  
20 1516 of title 18, United States Code.

21 (2) AGENCY.—For purposes of sections 286,  
22 287, 371, 641, 1001, 1002, and 1516 of title 18,  
23 United States Code, Amtrak and the Amtrak Office  
24 of Inspector General, shall be considered a corpora-

1           tion in which the United States has a proprietary in-  
2           terest as set forth in section 6 of that title.

3           (b) ASSESSMENT.—The Inspector General of Amtrak  
4 shall—

5           (1) not later than 60 days after the date of en-  
6           actment of this Act, initiate an assessment to deter-  
7           mine whether current expenditures or procurements  
8           involving Amtrak’s fulfillment of the Americans with  
9           Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)  
10          utilize competitive, market-driven provisions that are  
11          applicable throughout the entire term of such related  
12          expenditures or procurements; and

13          (2) not later than 6 months after the date of  
14          enactment of this Act, transmit to the Committee on  
15          Commerce, Science, and Transportation of the Sen-  
16          ate and the Committee on Transportation and Infra-  
17          structure of the House of Representatives the as-  
18          sessment under paragraph (1).

19          (c) LIMITATION.—The authority provided by sub-  
20 sections (a) and (b) shall be effective only with respect  
21 to a fiscal year for which Amtrak receives a Federal sub-  
22 sidy.

23 **SEC. 35313. MISCELLANEOUS PROVISIONS.**

24          (a) TITLE 49 AMENDMENTS.—

1           (1) CONTINGENT INTEREST RECOVERIES.—Sec-  
2           tion 22106(b) is amended by striking “interest  
3           thereof” and inserting “interest thereon”.

4           (2) AUTHORITY.—Section 22702(b)(4) is  
5           amended by striking “5 years for reapproval by the  
6           Secretary” and inserting “4 years for acceptance by  
7           the Secretary”.

8           (3) CONTENTS OF STATE RAIL PLANS.—Section  
9           22705(a) is amended by striking paragraph (12).

10          (4) MISSION.—Section 24101(b) is amended by  
11          striking “of subsection (d)” and inserting “set forth  
12          in subsection (c)”.

13          (5) TABLE OF CONTENTS AMENDMENT.—The  
14          table of contents for chapter 243 is amended by  
15          striking the item relating to section 24316 and in-  
16          serting the following:

“24316. Plans to address the needs of families of passengers involved in rail  
passenger accidents.”.

17          (6) UPDATE.—Section 24305(f)(3) is amended  
18          by striking “\$1,000,000” and inserting  
19          “\$5,000,000”.

20          (7) AMTRAK.—Chapter 247 is amended—

21                (A) in section 24702(a), by striking “not  
22                included in the national rail passenger transpor-  
23                tation system”;

24                (B) in section 24706—



1 (i) in subsection (a)—

2 (I) in paragraph (1), by striking  
3 “a discontinuance under section  
4 24704 or or”; and

5 (II) in paragraph (2), by striking  
6 “section 24704 or”; and

7 (ii) in subsection (b), by striking “sec-  
8 tion 24704 or”; and

9 (C) in section 24709, by striking “The  
10 Secretary of the Treasury and the Attorney  
11 General,” and inserting “The Secretary of  
12 Homeland Security,”.

13 (b) PASSENGER RAIL INVESTMENT AND IMPROVE-  
14 MENT ACT AMENDMENTS.—Section 305(a) of the Pas-  
15 senger Rail Investment and Improvement Act of 2008 (49  
16 U.S.C. 24101 note) is amended by inserting “nonprofit  
17 organizations representing employees who perform over-  
18 haul and maintenance of passenger railroad equipment,”  
19 after “equipment manufacturers,”.

## 20 **Subtitle D—Rail Safety**

### 21 **PART I—SAFETY IMPROVEMENT**

#### 22 **SEC. 35401. HIGHWAY-RAIL GRADE CROSSING SAFETY.**

23 (a) MODEL STATE HIGHWAY-RAIL GRADE CROSSING  
24 ACTION PLAN.—



1 (iii) enforcement, including the  
2 strengths and weaknesses associated with  
3 different enforcement methods;

4 (C) for each State, a customized list and  
5 data set of the highway-rail grade crossing acci-  
6 dents or incidents in that State over the past 3  
7 years, including the location, number of deaths,  
8 and number of injuries for each accident or in-  
9 cident; and

10 (D) contact information of a Department  
11 of Transportation safety official available to as-  
12 sist the State in adapting the model plan to sat-  
13 isfy the requirements under subsection (b).

14 (b) STATE HIGHWAY-RAIL GRADE CROSSING ACTION  
15 PLANS.—

16 (1) REQUIREMENTS.—Not later than 18  
17 months after the Secretary develops and distributes  
18 the model plan under subsection (a), the Secretary  
19 shall promulgate a rule that requires—

20 (A) each State, except the 10 States iden-  
21 tified under section 202 of the Rail Safety Im-  
22 provement Act of 2008 (49 U.S.C. 22501 note),  
23 to develop and implement a State highway-rail  
24 grade crossing action plan; and

1 (B) each State that was identified under  
2 section 202 of the Rail Safety Improvement Act  
3 of 2008 (49 U.S.C. 22501 note), to update its  
4 State action plan under that section and submit  
5 to the Secretary the updated State action plan  
6 and a report describing what the State did to  
7 implement its previous State action plan under  
8 that section and how it will continue to reduce  
9 highway-rail grade crossing safety risks.

10 (2) CONTENTS.—Each State plan required  
11 under this subsection shall—

12 (A) identify highway-rail grade crossings  
13 that have experienced recent highway-rail grade  
14 crossing accidents or incidents, or are at high-  
15 risk for accidents or incidents;

16 (B) identify specific strategies for improv-  
17 ing safety at highway-rail grade crossings, in-  
18 cluding highway-rail grade crossing closures or  
19 grade separations; and

20 (C) designate a State official responsible  
21 for managing implementation of the State plan  
22 under subparagraph (A) or (B) of paragraph  
23 (1), as applicable.

24 (3) ASSISTANCE.—The Secretary shall provide  
25 assistance to each State in developing and carrying

1 out, as appropriate, the State plan under this sub-  
2 section.

3 (4) PUBLIC AVAILABILITY.—Each State shall  
4 submit its final State plan under this subsection to  
5 the Secretary for publication. The Secretary shall  
6 make each approved State plan publicly available on  
7 an official Internet Web site.

8 (5) CONDITIONS.—The Secretary may condition  
9 the awarding of a grant to a State under chapter  
10 244 of title 49, United States Code, on that State  
11 submitting an acceptable State plan under this sub-  
12 section.

13 (6) REVIEW OF ACTION PLANS.—Not later than  
14 60 days after the date of receipt of a State plan  
15 under this subsection, the Secretary shall—

16 (A) if the State plan is approved, notify  
17 the State and publish the State plan under  
18 paragraph (4); and

19 (B) if the State plan is incomplete or defi-  
20 cient, notify the State of the specific areas in  
21 which the plan is deficient and allow the State  
22 to complete the plan or correct the deficiencies  
23 and resubmit the plan under paragraph (1).

24 (7) DEADLINE.—Not later than 60 days after  
25 the date of a notice under paragraph (6)(B), a State

1 shall complete the plan or correct the deficiencies  
2 and resubmit the plan.

3 (8) FAILURE TO COMPLETE OR CORRECT  
4 PLAN.—If a State fails to meet the deadline under  
5 paragraph (7), the Secretary shall post on the Web  
6 site under paragraph (4) a notice that the State has  
7 an incomplete or deficient highway-rail grade cross-  
8 ing action plan.

9 (c) RAILWAY-HIGHWAY CROSSINGS FUNDS.—The  
10 Secretary may use funds made available to carry out sec-  
11 tion 130 of title 23, United States Code, to provide States  
12 with funds to develop a State highway-rail grade crossing  
13 action plan under subsection (b)(1)(A) of this section or  
14 to update a State action plan under subsection (b)(1)(B)  
15 of this section.

16 (d) DEFINITIONS.—In this section:

17 (1) HIGHWAY-RAIL GRADE CROSSING.—The  
18 term “highway-rail grade crossing” means a location  
19 within a State, other than a location where 1 or  
20 more railroad tracks cross 1 or more railroad tracks  
21 at grade, where—

22 (A) a public highway, road, or street, or a  
23 private roadway, including associated sidewalks  
24 and pathways, crosses 1 or more railroad tracks  
25 either at grade or grade-separated; or

1 (B) a pathway explicitly authorized by a  
2 public authority or a railroad carrier that is  
3 dedicated for the use of non-vehicular traffic,  
4 including pedestrians, bicyclists, and others,  
5 that is not associated with a public highway,  
6 road, or street, or a private roadway, crosses 1  
7 or more railroad tracks either at grade or  
8 grade-separated.

9 (2) STATE.—The term “State” means a State  
10 of the United States or the District of Columbia.

11 **SEC. 35402. SPEED LIMIT ACTION PLANS.**

12 (a) IN GENERAL.—Not later than 90 days after the  
13 date of enactment of this Act, each railroad carrier pro-  
14 viding intercity rail passenger transportation or commuter  
15 rail passenger transportation, in consultation with any ap-  
16 plicable host railroad carrier, shall survey its entire system  
17 and identify each main track location where there is a re-  
18 duction of more than 20 miles per hour from the approach  
19 speed to a curve or bridge and the maximum authorized  
20 operating speed for passenger trains at that curve or  
21 bridge.

22 (b) ACTION PLANS.—Not later than 120 days after  
23 the date that the survey under subsection (a) is complete,  
24 a rail passenger carrier shall submit to the Secretary an  
25 action plan that—

1           (1) identifies each main track location where  
2           there is a reduction of more than 20 miles per hour  
3           from the approach speed to a curve or bridge and  
4           the maximum authorized operating speed for pas-  
5           senger trains at that curve or bridge;

6           (2) describes appropriate actions, including  
7           modification to automatic train control systems, if  
8           applicable, other signal systems, increased crew size,  
9           improved signage, or other practices, including in-  
10          creased crew communication, to enable warning and  
11          enforcement of the maximum authorized speed for  
12          passenger trains at each location identified under  
13          paragraph (1);

14          (3) contains milestones and target dates for im-  
15          plementing each appropriate action described under  
16          paragraph (2); and

17          (4) ensures compliance with the maximum au-  
18          thorized speed at each location identified under  
19          paragraph (1).

20          (c) APPROVAL.—Not later than 90 days after the  
21          date an action plan is submitted under subsection (a), the  
22          Secretary shall approve, approve with conditions, or dis-  
23          approve the action plan.

24          (d) ALTERNATIVE SAFETY MEASURES.—The Sec-  
25          retary may exempt from the requirements of this section



1 each segment of track for which operations are governed  
2 by a positive train control system certified under section  
3 20157 of title 49, United States Code, or any other safety  
4 technology or practice that would achieve an equivalent  
5 or greater level of safety in reducing derailment risk.

6 (e) REPORT.—Not later than 6 months after the date  
7 of the enactment of this Act, the Secretary shall submit  
8 a report to the Committee on Commerce, Science, and  
9 Transportation of the Senate and the Committee on  
10 Transportation and Infrastructure of the House of Rep-  
11 resentatives that describes—

12 (1) the actions the railroad carriers have taken  
13 in response to Safety Advisory 2013–08, entitled  
14 “Operational Tests and Inspections for Compliance  
15 With Maximum Authorized Train Speeds and Other  
16 Speed Restrictions”;

17 (2) the actions the railroad carriers have taken  
18 in response to Safety Advisory 2015–03, entitled  
19 “Operational and Signal Modifications for Compli-  
20 ance with Maximum Authorized Passenger Train  
21 Speeds and Other Speed Restrictions”; and

22 (3) the actions the Federal Railroad Adminis-  
23 tration has taken to evaluate or incorporate the in-  
24 formation and findings arising from the safety  
25 advisories referred to in paragraphs (1) and (2) into

1 the development of regulatory action and oversight  
2 activities.

3 (f) SAVINGS CLAUSE.—Nothing in this section shall  
4 prohibit the Secretary from applying the requirements of  
5 this section to other segments of track at high risk of over-  
6 speed derailment.

7 **SEC. 35403. SIGNAGE.**

8 (a) IN GENERAL.—The Secretary shall promulgate  
9 such regulations as the Secretary considers necessary to  
10 require each railroad carrier providing intercity rail pas-  
11 senger transportation or commuter rail passenger trans-  
12 portation, in consultation with any applicable host railroad  
13 carrier, to install signs to warn train crews before the  
14 train approaches a location that the Secretary identifies  
15 as having high risk of overspeed derailment.

16 (b) ALTERNATIVE SAFETY MEASURES.—The Sec-  
17 retary may exempt from the requirements of this section  
18 each segment of track for which operations are governed  
19 by a positive train control system certified under section  
20 20157 of title 49, United States Code, or any other safety  
21 technology or practice that would achieve an equivalent  
22 or greater level of safety in reducing derailment risk.

23 **SEC. 35404. ALERTERS.**

24 (a) IN GENERAL.—The Secretary shall promulgate a  
25 rule to require a working alerter in the controlling loco-

1 motive of each passenger train in intercity rail passenger  
2 transportation (as defined in section 24102 of title 49,  
3 United States Code) or commuter rail passenger transpor-  
4 tation (as defined in section 24102 of title 49, United  
5 States Code).

6 (b) RULEMAKING.—

7 (1) IN GENERAL.—The Secretary may promul-  
8 gate a rule to specify the essential functionalities of  
9 a working alerter, including the manner in which the  
10 alerter can be reset.

11 (2) ALTERNATE PRACTICE OR TECHNOLOGY.—

12 The Secretary may require or allow a technology or  
13 practice in lieu of a working alerter if the Secretary  
14 determines that the technology or practice would  
15 achieve an equivalent or greater level of safety in en-  
16 hancing or ensuring appropriate locomotive control.

17 **SEC. 35405. SIGNAL PROTECTION.**

18 (a) IN GENERAL.—The Secretary shall promulgate  
19 regulations to require, not later than 18 months after the  
20 date of the enactment of this Act, that on-track safety  
21 regulations, whenever practicable and consistent with  
22 other safety requirements and operational considerations,  
23 include requiring implementation of redundant signal pro-  
24 tection, such as shunting or other practices and tech-  
25 nologies that achieve an equivalent or greater level of safe-

1 ty, for maintenance-of-way work crews who depend on a  
2 train dispatcher to provide signal protection.

3 (b) ALTERNATIVE SAFETY MEASURES.—The Sec-  
4 retary may exempt from the requirements of this section  
5 each segment of track for which operations are governed  
6 by a positive train control system certified under section  
7 20157 of title 49, United States Code, or any other safety  
8 technology or practice that would achieve an equivalent  
9 or greater level of safety in providing additional signal pro-  
10 tection.

11 **SEC. 35406. TECHNOLOGY IMPLEMENTATION PLANS.**

12 Section 20156(e) is amended—

13 (1) in paragraph (4)—

14 (A) in subparagraph (A), by striking  
15 “and” at the end; and

16 (B) in subparagraph (B), by striking the  
17 period at the end and inserting “; and”; and

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

19 “(C) each railroad carrier required to sub-  
20 mit such a plan, until the implementation of a  
21 positive train control system by the railroad  
22 carrier, shall analyze and, as appropriate,  
23 prioritize technologies and practices to mitigate  
24 the risk of overspeed derailments.”.

1 **SEC. 35407. COMMUTER RAIL TRACK INSPECTIONS.**

2 (a) IN GENERAL.—The Secretary shall evaluate track  
3 inspection regulations to determine if a railroad carrier  
4 providing commuter rail passenger transportation on high  
5 density commuter railroad lines should be required to in-  
6 spect the lines in the same manner as currently required  
7 for other commuter railroad lines.

8 (b) RULEMAKING.—Considering safety, including  
9 railroad carrier employee and contractor safety, and sys-  
10 tem capacity, the Secretary may promulgate a rule for  
11 high density commuter railroad lines. If, after the evalua-  
12 tion under subsection (a), the Secretary determines that  
13 it is necessary to promulgate a rule, the Secretary shall  
14 specifically consider the following regulatory requirements  
15 for high density commuter railroad lines:

16 (1) At least once every 2 weeks—

17 (A) traverse each main line by vehicle; or

18 (B) inspect each main line on foot.

19 (2) At least once each month, traverse and in-  
20 spect each siding by vehicle or by foot.

21 (c) REPORT.—If, after the evaluation under sub-  
22 section (a), the Secretary determines it is not necessary  
23 to revise the regulations under this section, the Secretary,  
24 not later than 18 months after the date of enactment of  
25 this Act, shall transmit a report to the Committee on  
26 Commerce, Science, and Transportation of the Senate and

1 the Committee on Transportation and Infrastructure of  
2 the House of Representatives explaining the reasons for  
3 not revising the regulations.

4 (d) CONSTRUCTION.—Nothing in this section may be  
5 construed to limit the authority of the Secretary to pro-  
6 mulgate regulations or issue orders under any other law.

7 **SEC. 35408. EMERGENCY RESPONSE.**

8 (a) IN GENERAL.—The Secretary, in consultation  
9 with railroad carriers, shall conduct a study to determine  
10 whether limitations or weaknesses exist in the emergency  
11 response information carried by train crews transporting  
12 hazardous materials.

13 (b) CONTENTS.—In conducting the study under sub-  
14 section (a), the Secretary shall evaluate the differences be-  
15 tween the emergency response information carried by train  
16 crews transporting hazardous materials and the emer-  
17 gency response guidance provided in the Emergency Re-  
18 sponse Guidebook issued by the Department of Transpor-  
19 tation.

20 (c) REPORT.—Not later than 1 year after the date  
21 of enactment of this Act, the Secretary shall transmit to  
22 the Committee on Commerce, Science, and Transportation  
23 of the Senate and the Committee on Transportation and  
24 Infrastructure of the House of Representatives a report

1 of the findings of the study under subsection (a) and any  
2 recommendations for legislative action.

3 **SEC. 35409. PRIVATE HIGHWAY-RAIL GRADE CROSSINGS.**

4 (a) IN GENERAL.—The Secretary, in consultation  
5 with railroad carriers, shall conduct a study—

6 (1) to determine whether limitations or weak-  
7 nesses exist regarding the availability and usefulness  
8 for safety purposes of data on private highway-rail  
9 grade crossings; and

10 (2) to evaluate existing engineering practices on  
11 private highway-rail grade crossings.

12 (b) CONTENTS.—In conducting the study under sub-  
13 section (a), the Secretary shall make recommendations as  
14 necessary to improve—

15 (1) the utility of the data on private highway-  
16 rail grade crossings; and

17 (2) the implementation of private highway-rail  
18 crossing safety measures, including signage and  
19 warning systems.

20 (c) REPORT.—Not later than 1 year after the date  
21 of enactment of this Act, the Secretary shall transmit to  
22 the Committee on Commerce, Science, and Transportation  
23 of the Senate and the Committee on Transportation and  
24 Infrastructure of the House of Representatives a report

1 of the findings of the study and any recommendations for  
2 further action.

3 **SEC. 35410. REPAIR AND REPLACEMENT OF DAMAGED**  
4 **TRACK INSPECTION EQUIPMENT.**

5 (a) IN GENERAL.—Subchapter I of chapter 201 is  
6 amended by inserting after section 20120 the following:

7 **“§ 20121. Repair and replacement of damaged track**  
8 **inspection equipment**

9 “The Secretary of Transportation may receive and  
10 expend cash, or receive and utilize spare parts and similar  
11 items, from non-United States Government sources to re-  
12 pair damages to or replace United States Government  
13 owned automated track inspection cars and equipment as  
14 a result of third-party liability for such damages, and any  
15 amounts collected under this section shall be credited di-  
16 rectly to the Railroad Safety and Operations account of  
17 the Federal Railroad Administration, and shall remain  
18 available until expended for the repair, operation, and  
19 maintenance of automated track inspection cars and  
20 equipment in connection with the automated track inspec-  
21 tion program.”.

22 (b) CONFORMING AMENDMENT.—The table of con-  
23 tents for subchapter I of chapter 201 is amended by add-  
24 ing after section 21020 the following:

“20121. Repair and replacement of damaged track inspection equipment.”.



1 **SEC. 35411. RAIL POLICE OFFICERS.**

2 (a) IN GENERAL.—Section 28101 is amended—

3 (1) by striking “employed by” each place it ap-  
4 pears and inserting “directly employed by or con-  
5 tracted by”;

6 (2) in subsection (b), by inserting “or agent, as  
7 applicable,” after “an employee”; and

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

9 “(c) TRANSFERS.—

10 “(1) IN GENERAL.—If a railroad police officer  
11 directly employed by or contracted by a rail carrier  
12 and certified or commissioned as a police officer  
13 under the laws of a State transfers primary employ-  
14 ment or residence from the certifying or commis-  
15 sioning State to another State or jurisdiction, the  
16 railroad police officer, not later than 1 year after the  
17 date of transfer, shall apply to be certified or com-  
18 missioned as a police office under the laws of the  
19 State of new primary employment or residence.

20 “(2) INTERIM PERIOD.—During the period be-  
21 ginning on the date of transfer and ending 1 year  
22 after the date of transfer, a railroad police officer di-  
23 rectly employed by or contracted by a rail carrier  
24 and certified or commissioned as a police officer  
25 under the laws of a State may enforce the laws of  
26 the new jurisdiction in which the railroad police offi-

1 cer resides, to the same extent as provided in sub-  
2 section (a).

3 “(d) TRAINING.—

4 “(1) IN GENERAL.—A State shall recognize as  
5 meeting that State’s basic police officer certification  
6 or commissioning requirements for qualification as a  
7 rail police officer under this section any individual  
8 who successfully completes a program at a State-rec-  
9 ognized police training academy in another State or  
10 at a Federal law enforcement training center and  
11 who is certified or commissioned as a police officer  
12 by that other State.

13 “(2) RULE OF CONSTRUCTION.—Nothing in  
14 this subsection shall be construed as superseding or  
15 affecting any unique State training requirements re-  
16 lated to criminal law, criminal procedure, motor ve-  
17 hicle code, or State-mandated comparative or annual  
18 in-service training academy or Federal law enforce-  
19 ment training center.”.

20 (b) REGULATIONS.—Not later than 1 year after the  
21 date of enactment of this Act, the Secretary shall revise  
22 the regulations in part 207 of title 49, Code of Federal  
23 Regulations (relating to railroad police officers), to permit  
24 a railroad to designate an individual, who is commissioned  
25 in the individual’s State of legal residence or State of pri-

1 mary employment and directly employed by or contracted  
2 by a railroad to enforce State laws for the protection of  
3 railroad property, personnel, passengers, and cargo, to  
4 serve in the States in which the railroad owns property.

5 (e) CONFORMING AMENDMENTS.—

6 (1) AMTRAK RAIL POLICE.—Section 24305(e) is  
7 amended—

8 (A) by striking “may employ” and insert-  
9 ing “may directly employ or contract with”;

10 (B) by striking “employed by” and insert-  
11 ing “directly employed by or contracted by”;  
12 and

13 (C) by striking “employed without” and in-  
14 serting “directly employed or contracted with-  
15 out”.

16 (2) SECURE GUN STORAGE OR SAFETY DEVICE;  
17 EXCEPTIONS.—Section 922(z)(2)(B) of title 18 is  
18 amended by striking “employed by” and inserting  
19 “directly employed by or contracted by”.

20 **SEC. 35412. OPERATION DEEP DIVE; REPORT.**

21 (a) PROGRESS REPORTS.—Not later than 60 days  
22 after the date of the enactment of this Act, and quarterly  
23 thereafter until the completion date, the Administrator of  
24 the Federal Railroad Administration shall submit a report  
25 to the Committee on Commerce, Science, and Transpor-

1 tation of the Senate and the Committee on Transportation  
2 and Infrastructure of the House of Representatives that  
3 describes the progress of Metro-North Commuter Railroad  
4 in implementing the directives and recommendations  
5 issued by the Federal Railroad Administration in its  
6 March 2014 report to Congress titled “Operation Deep  
7 Dive Metro-North Commuter Railroad Safety Assess-  
8 ment”.

9 (b) FINAL REPORT.—Not later than 30 days after  
10 the completion date, the Administrator of the Federal  
11 Railroad Administration shall submit a final report on the  
12 directives and recommendations to Congress.

13 (c) DEFINED TERM.—In this section, the term “com-  
14 pletion date” means the date on which Metro-North Com-  
15 muter Railroad has completed all of the directives and rec-  
16 ommendations referred to in subsection (a).

17 **SEC. 35413. POST-ACCIDENT ASSESSMENT.**

18 (a) IN GENERAL.—The Secretary of Transportation,  
19 in cooperation with the National Transportation Safety  
20 Board and the National Railroad Passenger Corporation  
21 (referred to in this section as “Amtrak”), shall conduct  
22 a post-accident assessment of the Amtrak Northeast Re-  
23 gional Train #188 crash on May 12, 2015.

24 (b) ELEMENTS.—The assessment conducted pursu-  
25 ant to subsection (a) shall include—

1           (1) a review of Amtrak's compliance with the  
2           plan for addressing the needs of the families of pas-  
3           sengers involved in any rail passenger accident,  
4           which was submitted pursuant to section 24316 of  
5           title 49, United States Code;

6           (2) a review of Amtrak's compliance with the  
7           emergency preparedness plan required under section  
8           239.101(a) of title 49, Code of Federal Regulations;

9           (3) a determination of any additional action  
10          items that should be included in the plans referred  
11          to in paragraphs (1) and (2) to meet the needs of  
12          the passengers involved in the crash and their fami-  
13          lies, including—

14                 (A) notification of emergency contacts;

15                 (B) dedicated and trained staff to manage  
16          family assistance;

17                 (C) the establishment of a family assist-  
18          ance center at the accident locale or other ap-  
19          propriate location;

20                 (D) a system for identifying and recovering  
21          items belonging to passengers that were lost in  
22          the crash; and

23                 (E) the establishment of a single customer  
24          service entity within Amtrak to coordinate the

1           response to the needs of the passengers involved  
2           in the crash and their families;

3           (4) recommendations for any additional train-  
4           ing needed by Amtrak staff to better implement the  
5           plans referred to in paragraphs (1) and (2), includ-  
6           ing the establishment of a regular schedule for train-  
7           ing drills and exercises.

8           (c) REPORT TO CONGRESS.—Not later than 1 year  
9           after the date of the enactment of this Act, Amtrak shall  
10          submit a report to the Committee on Commerce, Science,  
11          and Transportation of the Senate and the Committee on  
12          Transportation and Infrastructure of the House of Rep-  
13          resentatives that describes—

14               (1) its plan to achieve the recommendations re-  
15               ferred to in subsection (b)(4); and

16               (2) steps that have been taken to address any  
17               deficiencies identified through the assessment.

18   **SEC. 35414. TECHNICAL AND CONFORMING AMENDMENTS.**

19           (a) ASSISTANCE TO FAMILIES OF PASSENGERS IN-  
20          VOLVED IN RAIL PASSENGER ACCIDENTS.—Section 1139  
21          is amended—

22               (1) in subsection (a)(1), by striking “phone  
23               number” and inserting “telephone number”;

1           (2) in subsection (a)(2), by striking “post trauma  
2           ma communication with families” and inserting  
3           “post-trauma communication with families”; and

4           (3) in subsection (j), by striking “railroad pas-  
5           senger accident” each place it appears and inserting  
6           “rail passenger accident”.

7           (b) SOLID WASTE RAIL TRANSFER FACILITY LAND-  
8           USE EXEMPTION.—Section 10909 is amended—

9           (1) in subsection (b), in the matter preceding  
10           paragraph (1), by striking “Clean Railroad Act of  
11           2008” and inserting “Clean Railroads Act of 2008”;  
12           and

13           (2) in subsection (e), by striking “Upon the  
14           granting of petition from the State” and inserting  
15           “Upon the granting of a petition from the State”.

16           (c) RULEMAKING PROCESS.—Section 20116 is  
17           amended—

18           (1) by inserting “(2)” before “the code, rule,  
19           standard, requirement, or practice has been subject  
20           to notice and comment under a rule or order issued  
21           under this part.” and indenting accordingly;

22           (2) by inserting “(1)” before “unless” and in-  
23           denting accordingly;

24           (3) in paragraph (1), as redesignated, by strik-  
25           ing “order, or” and inserting “order; or”; and

1           (4) in the matter preceding paragraph (1), as  
2           redesignated, by striking “unless” and inserting  
3           “unless—”.

4           (d) ENFORCEMENT REPORT.—Section 20120(a) is  
5           amended—

6           (1) in the matter preceding paragraph (1), by  
7           striking “website” and inserting “Web site”;

8           (2) in paragraph (1), by striking “accident and  
9           incidence reporting” and inserting “accident and in-  
10          cident reporting”;

11          (3) in paragraph (2)(G), by inserting “and” at  
12          the end; and

13          (4) in paragraph (5)(B), by striking “Adminis-  
14          trative Hearing Officer or Administrative Law  
15          Judge” and inserting “administrative hearing officer  
16          or administrative law judge”.

17          (e) RAILROAD SAFETY RISK REDUCTION PRO-  
18          GRAM.—Section 20156 is amended—

19          (1) in subsection (c), by inserting a comma  
20          after “In developing its railroad safety risk reduc-  
21          tion program”; and

22          (2) in subsection (g)(1)—

23                  (A) by inserting a comma after “good  
24                  faith”; and



1 (B) by striking “non-profit” and inserting  
2 “nonprofit”.

3 (f) ROADWAY USER SIGHT DISTANCE AT HIGHWAY-  
4 RAIL GRADE CROSSINGS.—Section 20159 is amended by  
5 striking “the Secretary” and inserting “the Secretary of  
6 Transportation”.

7 (g) NATIONAL CROSSING INVENTORY.—Section  
8 20160 is amended—

9 (1) in subsection (a)(1), by striking “concerning  
10 each previously unreported crossing through which it  
11 operates or with respect to the trackage over which  
12 it operates” and inserting “concerning each pre-  
13 viously unreported crossing through which it oper-  
14 ates with respect to the trackage over which it oper-  
15 ates”; and

16 (2) in subsection (b)(1)(A), by striking “con-  
17 cerning each crossing through which it operates or  
18 with respect to the trackage over which it operates”  
19 and inserting “concerning each crossing through  
20 which it operates with respect to the trackage over  
21 which it operates”.

22 (h) MINIMUM TRAINING STANDARDS AND PLANS.—  
23 Section 20162(a)(3) is amended by striking “railroad  
24 compliance with Federal standards” and inserting “rail-  
25 road carrier compliance with Federal standards”.

1 (i) DEVELOPMENT AND USE OF RAIL SAFETY TECH-  
2 NOLOGY.—Section 20164(a) is amended by striking “after  
3 enactment of the Railroad Safety Enhancement Act of  
4 2008” and inserting “after the date of enactment of the  
5 Rail Safety Improvement Act of 2008”.

6 (j) RAIL SAFETY IMPROVEMENT ACT OF 2008.—

7 (1) TABLE OF CONTENTS.—Section 1(b) of di-  
8 vision A of the Rail Safety Improvement Act of 2008  
9 (Public Law 110–432; 122 Stat. 4848) is amend-  
10 ed—

11 (A) in the item relating to section 307, by  
12 striking “website” and inserting “Web site”;

13 (B) in the item relating to title VI, by  
14 striking “solid waste facilities” and inserting  
15 “solid waste rail transfer facilities”; and

16 (C) in the item relating to section 602, by  
17 striking “solid waste transfer facilities” and in-  
18 serting “solid waste rail transfer facilities”.

19 (2) DEFINITIONS.—Section 2(a)(1) of division  
20 A of the Rail Safety Improvement Act of 2008 (Pub-  
21 lic Law 110–432; 122 Stat. 4849) is amended in the  
22 matter preceding subparagraph (A), by inserting a  
23 comma after “at grade”.

24 (3) RAILROAD SAFETY STRATEGY.—Section  
25 102(a)(6) of title I of division A of the Rail Safety

1 Improvement Act of 2008 (49 U.S.C. 20101 note) is  
2 amended by striking “Improving the safety of rail-  
3 road bridges, tunnels, and related infrastructure to  
4 prevent accidents, incidents, injuries, and fatalities  
5 caused by catastrophic failures and other bridge and  
6 tunnel failures.” and inserting “Improving the safety  
7 of railroad bridges, tunnels, and related infrastruc-  
8 ture to prevent accidents, incidents, injuries, and fa-  
9 talities caused by catastrophic and other failures of  
10 such infrastructure.”.

11 (4) OPERATION LIFESAVER.—Section 206(a) of  
12 title II of division A of the Rail Safety Improvement  
13 Act of 2008 (49 U.S.C. 22501 note) is amended by  
14 striking “Public Service Announcements” and in-  
15 serting “public service announcements”.

16 (5) UPDATE OF FEDERAL RAILROAD ADMINIS-  
17 TRATION’S WEB SITE.—Section 307 of title III of di-  
18 vision A of the Rail Safety Improvement Act of 2008  
19 (49 U.S.C. 103 note) is amended—

20 (A) in the heading by striking “**FEDERAL**  
21 **RAILROAD ADMINISTRATION’S WEBSITE**”  
22 and inserting “Federal Railroad Administration  
23 Web site”;

24 (B) by striking “website” each place it ap-  
25 pears and inserting “Web site”; and

1 (C) by striking “website’s” and inserting  
2 “Web site’s”.

3 (6) ALCOHOL AND CONTROLLED SUBSTANCE  
4 TESTING FOR MAINTENANCE-OF-WAY EMPLOYEES.—  
5 Section 412 of title IV of division A of the Rail  
6 Safety Improvement Act of 2008 (49 U.S.C. 20140  
7 note) is amended by striking “Secretary of Trans-  
8 portation” and inserting “Secretary”.

9 (7) TUNNEL INFORMATION.—Section 414 of  
10 title IV of division A of the Rail Safety Improvement  
11 Act of 2008 (49 U.S.C. 20103 note) is amended—

12 (A) by striking “parts 171.8, 173.115”  
13 and inserting “sections 171.8, 173.115”; and

14 (B) by striking “part 1520.5” and insert-  
15 ing “section 1520.5”.

16 (8) SAFETY INSPECTIONS IN MEXICO.—Section  
17 416 of title IV of division A of the Rail Safety Im-  
18 provement Act of 2008 (49 U.S.C. 20107 note) is  
19 amended—

20 (A) in the matter preceding paragraph (1),  
21 by striking “Secretary of Transportation” and  
22 inserting “Secretary”; and

23 (B) in paragraph (4), by striking “sub-  
24 section” and inserting “section”.

1           (9) HEADING OF TITLE VI.—The heading of  
2 title VI of division A of the Rail Safety Improvement  
3 Act of 2008 (122 Stat. 4900) is amended by strik-  
4 ing “**SOLID WASTE FACILITIES**” and insert-  
5 ing “**SOLID WASTE RAIL TRANSFER FA-**  
6 **CILITIES**”.

7           (10) HEADING OF SECTION 602.—Section 602  
8 of title VI of division A of the Rail Safety Improve-  
9 ment Act of 2008 (122 Stat. 4900) is amended by  
10 striking “**SOLID WASTE TRANSFER FACILITIES**”  
11 and inserting “**SOLID WASTE RAIL TRANSFER**  
12 **FACILITIES**”.

13 **SEC. 35415. GAO STUDY ON USE OF LOCOMOTIVE HORNS AT**  
14 **HIGHWAY-RAIL GRADE CROSSINGS.**

15       The Comptroller General of the United States shall  
16 submit a report to Congress containing the results of a  
17 study evaluating the effectiveness of the Federal Railroad  
18 Administration’s final rule on the use of locomotive horns  
19 at highway-rail grade crossings, which was published in  
20 the Federal Register on August 17, 2006 (71 Fed. Reg.  
21 47614).



1           “(6) Amtrak or another rail passenger carrier  
2 that provides intercity rail passenger transportation  
3 (as defined in section 24102) or commuter rail pas-  
4 senger transportation (as defined in section 24102).

5           “(7) A Class II railroad or Class III railroad  
6 (as those terms are defined in section 20102).

7           “(8) Any rail carrier or rail equipment manu-  
8 facturer in partnership with at least 1 of the entities  
9 described in paragraphs (1) through (5).

10           “(9) Any entity established to procure, manage,  
11 or maintain passenger rail equipment under section  
12 305 of the Passenger Rail Investment and Improve-  
13 ment Act of 2008 (49 U.S.C. 24101 note).

14           “(10) An organization that is actively involved  
15 in the development of operational and safety-related  
16 standards for rail equipment and operations or the  
17 implementation of safety-related programs.

18           “(11) The Transportation Research Board and  
19 any entity with which it contracts in the develop-  
20 ment of rail-related research, including cooperative  
21 research programs.

22           “(12) A University transportation center ac-  
23 tively engaged in rail-related research.

1           “(13) A non-profit labor organization rep-  
2           resenting a class or craft of employees of railroad  
3           carriers or railroad carrier contractors.

4           “(c) ELIGIBLE PROJECTS.—The following projects  
5 are eligible to receive grants under this section:

6           “(1) Deployment of railroad safety technology,  
7           including positive train control and rail integrity in-  
8           spection systems.

9           “(2) A capital project as defined in section  
10          24401, except that a project shall not be required to  
11          be in a State rail plan developed under chapter 227.

12          “(3) A capital project identified by the Sec-  
13          retary as being necessary to address congestion chal-  
14          lenges affecting rail service.

15          “(4) A highway-rail grade crossing improve-  
16          ment, including grade separations, private highway-  
17          rail grade crossing improvements, and safety engi-  
18          neering improvements to reduce risk in quiet zones  
19          or potential quiet zones.

20          “(5) A rail line relocation project.

21          “(6) A capital project to improve short-line or  
22          regional railroad infrastructure.

23          “(7) Development of public education, aware-  
24          ness, and targeted law enforcement activities to re-  
25          duce violations of traffic laws at highway-rail grade



1 crossings and to help prevent and reduce injuries  
2 and fatalities along railroad rights-of-way.

3 “(8) The preparation of regional rail and cor-  
4 ridor service development plans and corresponding  
5 environmental analyses.

6 “(9) Any project that the Secretary considers  
7 necessary to enhance multimodal connections or fa-  
8 cilitate service integration between rail service and  
9 other modes, including between intercity rail pas-  
10 senger transportation and intercity bus service.

11 “(10) The development of rail-related capital,  
12 operations, and safety standards.

13 “(11) The implementation and operation of a  
14 safety program or institute designed to improve rail  
15 safety culture and rail safety performance.

16 “(12) Any research that the Secretary considers  
17 necessary to advance any particular aspect of rail-re-  
18 lated capital, operations, or safety improvements.

19 “(13) Workforce development activities, coordi-  
20 nated to the extent practicable with the existing  
21 local training programs supported by the Depart-  
22 ment of Transportation, Department of Labor, and  
23 Department of Education.

1       “(d) APPLICATION PROCESS.—The Secretary shall  
2 prescribe the form and manner of filing an application  
3 under this section.

4       “(e) PROJECT SELECTION CRITERIA.—

5           “(1) IN GENERAL.—In selecting a recipient of  
6 a grant for an eligible project, the Secretary shall—

7               “(A) give preference to a proposed project  
8 for which the proposed Federal share of total  
9 project costs does not exceed 50 percent; and

10               “(B) after factoring in preference to  
11 projects under subparagraph (A), select projects  
12 that will maximize the net benefits of the funds  
13 appropriated for use under this section, consid-  
14 ering the cost-benefit analysis of the proposed  
15 project, including anticipated private and public  
16 benefits relative to the costs of the proposed  
17 project and factoring in the other consider-  
18 ations described in paragraph (2).

19           “(2) OTHER CONSIDERATIONS.—The Secretary  
20 shall also consider the following:

21               “(A) The degree to which the proposed  
22 project’s business plan considers potential pri-  
23 vate sector participation in the financing, con-  
24 struction, or operation of the project;

1           “(B) The recipient’s past performance in  
2           developing and delivering similar projects, and  
3           previous financial contributions;

4           “(C) Whether the recipient has or will have  
5           the legal, financial, and technical capacity to  
6           carry out the proposed project, satisfactory con-  
7           tinuing control over the use of the equipment or  
8           facilities, and the capability and willingness to  
9           maintain the equipment or facilities;

10          “(D) If applicable, the consistency of the  
11          proposed project with planning guidance and  
12          documents set forth by the Secretary or re-  
13          quired by law or State rail plans developed  
14          under chapter 227;

15          “(E) If applicable, any technical evaluation  
16          ratings that proposed project received under  
17          previous competitive grant programs adminis-  
18          tered by the Secretary; and

19          “(F) Such other factors as the Secretary  
20          considers relevant to the successful delivery of  
21          the project.

22          “(3) BENEFITS.—The benefits described in  
23          paragraph (1)(B) may include the effects on system  
24          and service performance, including measures such as  
25          improved safety, competitiveness, reliability, trip or

1 transit time, resilience, efficiencies from improved  
2 integration with other modes, and ability to meet ex-  
3 isting or anticipated demand.

4 “(f) PERFORMANCE MEASURES.—The Secretary  
5 shall establish performance measures for each grant re-  
6 cipient to assess progress in achieving strategic goals and  
7 objectives. The Secretary may require a grant recipient to  
8 periodically report information related to such perform-  
9 ance measures.

10 “(g) RURAL AREAS.—

11 “(1) IN GENERAL.—Of the amounts appro-  
12 priated under this section, at least 25 percent shall  
13 be available for projects in rural areas. The Sec-  
14 retary shall consider a project to be in a rural area  
15 if all or the majority of the project (determined by  
16 the geographic location or locations where the major-  
17 ity of the project funds will be spent) is located in  
18 a rural area.

19 “(2) DEFINITION OF RURAL AREA.—In this  
20 subsection, the term ‘rural area’ means any area not  
21 in an urbanized area, as defined by the Census Bu-  
22 reau.

23 “(h) FEDERAL SHARE OF TOTAL PROJECT COSTS.—

24 “(1) TOTAL PROJECT COSTS.—The Secretary  
25 shall estimate the total costs of a project under this

1 subsection based on the best available information,  
2 including engineering studies, studies of economic  
3 feasibility, environmental analyses, and information  
4 on the expected use of equipment or facilities.

5 “(2) FEDERAL SHARE.—The Federal share of  
6 total project costs under this subsection shall not ex-  
7 ceed 80 percent.

8 “(3) TREATMENT OF PASSENGER RAIL REV-  
9 ENUE.—If Amtrak or another rail passenger carrier  
10 is an applicant under this section, Amtrak or the  
11 other rail passenger carrier, as applicable, may use  
12 ticket and other revenues generated from its oper-  
13 ations and other sources to satisfy the non-Federal  
14 share requirements.

15 “(i) APPLICABILITY.—Except as specifically provided  
16 in this section, the use of any amounts appropriated for  
17 grants under this section shall be subject to the require-  
18 ments of this chapter.

19 “(j) AVAILABILITY.—Amounts appropriated for car-  
20 rying out this section shall remain available until ex-  
21 pended.”.

22 (b) CONFORMING AMENDMENT.—The table of con-  
23 tents of chapter 244, as amended by section 35302 of this  
24 Act, is amended by adding after the item relating to sec-  
25 tion 24407 the following:

“24408. Consolidated rail infrastructure and safety improvements.”.



1 information described in subparagraph (A) for  
2 each train transporting hazardous materials in  
3 that fusion center's jurisdiction;

4 (2) to require each applicable fusion center to  
5 provide the electronic train consist information de-  
6 scribed in paragraph (1)(A) to first responders,  
7 emergency response officials, and law enforcement  
8 personnel that are involved in the response to or in-  
9 vestigation of an incident, accident, or public health  
10 or safety emergency involving the rail transportation  
11 of hazardous materials and that request such elec-  
12 tronic train consist information;

13 (3) to prohibit any railroad, employee, or agent  
14 from withholding, or causing to be withheld the train  
15 consist information from first responders, emergency  
16 response officials, and law enforcement personnel de-  
17 scribed in paragraph (2) in the event of an incident,  
18 accident, or public health or safety emergency involv-  
19 ing the rail transportation of hazardous materials;

20 (4) to establish security and confidentiality pro-  
21 tections to prevent the release of the electronic train  
22 consist information to unauthorized persons; and

23 (5) to allow each Class I railroad to enter into  
24 a memorandum of understanding with any Class II  
25 or Class III railroad that operates trains over the

1 Class I railroad’s line to incorporate the Class II or  
2 Class III railroad’s train consist information within  
3 the existing framework described in paragraph (1).

4 (b) DEFINITIONS.—In this section:

5 (1) APPLICABLE FUSION CENTER.—The term  
6 “applicable fusion center” means a fusion center  
7 with responsibility for a geographic area in which a  
8 Class I railroad operates.

9 (2) CLASS I RAILROAD.—The term “Class I  
10 railroad” has the meaning given the term in section  
11 20102 of title 49, United States Code.

12 (3) FUSION CENTER.—The term “fusion cen-  
13 ter” has the meaning given the term in section  
14 124h(j) of title 6, United States Code.

15 (4) HAZARDOUS MATERIALS.—The term “haz-  
16 arduous materials” means material designated as haz-  
17 arduous by the Secretary of Transportation under  
18 chapter 51 of the United States Code.

19 (5) TRAIN CONSIST.—The term “train consist”  
20 includes, with regard to a specific train, the number  
21 of rail cars and the commodity transported by each  
22 rail car.

23 (c) SAVINGS CLAUSE.—

24 (1) Nothing in this section may be construed to  
25 prohibit a Class I railroad from voluntarily entering



1 into a memorandum of understanding, as described  
2 in subsection (a)(1)(B), with a State emergency re-  
3 sponse commission or an entity representing or in-  
4 cluding first responders, emergency response offi-  
5 cials, and law enforcement personnel.

6 (2) Nothing in this section may be construed to  
7 amend any requirement for a railroad to provide a  
8 State Emergency Response Commission, for each  
9 State in which it operates trains transporting  
10 1,000,000 gallons or more of Bakken crude oil, noti-  
11 fication regarding the expected movement of such  
12 trains through the counties in the State.

13 **SEC. 35432. THERMAL BLANKETS.**

14 (a) REQUIREMENTS.—Not later than 180 days after  
15 the date of enactment of this Act, the Secretary shall pro-  
16 mulgate such regulations as are necessary to require each  
17 tank car built to meet the DOT-117 specification and each  
18 non-jacketed tank car modified to meet the DOT-117R  
19 specification to be equipped with a thermal blanket.

20 (b) DEFINITION OF THERMAL BLANKET.—In this  
21 section, the term “thermal blanket” means an insulating  
22 blanket that is applied between the outer surface of a tank  
23 car tank and the inner surface of a tank car jacket and  
24 that has thermal conductivity no greater than 2.65 Btu  
25 per inch, per hour, per square foot, and per degree Fahr-

1 enheit at a temperature of 2000 degrees Fahrenheit, plus  
2 or minus 100 degrees Fahrenheit.

3 (c) SAVINGS CLAUSE.—

4 (1) PRESSURE RELIEF DEVICES.—Nothing in  
5 this section may be construed to affect or prohibit  
6 any requirement to equip with appropriately sized  
7 pressure relief devices a tank car built to meet the  
8 DOT-117 specification or a non-jacketed tank car  
9 modified to meet the DOT-117R specification.

10 (2) HARMONIZATION.—Nothing in this section  
11 may be construed to require or allow the Secretary  
12 to prescribe an implementation deadline or author-  
13 ization end date for the requirement under sub-  
14 section (a) that is earlier than the applicable imple-  
15 mentation deadline or authorization end date for  
16 other tank car modifications necessary to meet the  
17 DOT-117R specification.

18 **SEC. 35433. COMPREHENSIVE OIL SPILL RESPONSE PLANS.**

19 (a) REQUIREMENTS.—Not later than 120 days after  
20 the date of enactment of this Act, the Secretary shall issue  
21 a notice of proposed rulemaking to require each railroad  
22 carrier transporting a Class 3 flammable liquid to main-  
23 tain a comprehensive oil spill response plan.

1 (b) CONTENTS.—The regulations under subsection  
2 (a) shall require each rail carrier described in that sub-  
3 section—

4 (1) to include in the comprehensive oil spill re-  
5 sponse plan procedures and resources for respond-  
6 ing, to the maximum extent practicable, to a worst-  
7 case discharge;

8 (2) to ensure the comprehensive oil spill re-  
9 sponse plan is consistent with the National Contin-  
10 gency Plan and each applicable Area Contingency  
11 Plan;

12 (3) to include in the comprehensive oil spill re-  
13 sponse plan appropriate notification and training  
14 procedures;

15 (4) to review and update its comprehensive oil  
16 spill response plan as appropriate; and

17 (5) to provide the comprehensive oil spill re-  
18 sponse plan for acceptance by the Secretary.

19 (c) SAVINGS CLAUSE.—Nothing in the section may  
20 be construed as prohibiting the Secretary from promul-  
21 gating different comprehensive oil response plan standards  
22 for Class I, Class II, and Class III railroads.

23 (d) DEFINITIONS.—In this section:

24 (1) AREA CONTINGENCY PLAN.—The term  
25 “Area Contingency Plan” has the meaning given the

1 term in section 311(a) of the Federal Water Pollu-  
2 tion Control Act (33 U.S.C. 1321(a)).

3 (2) CLASS 3 FLAMMABLE LIQUID.—The term  
4 “Class 3 flammable liquid” has the meaning given  
5 the term in section 173.120(a) of title 49, Code of  
6 Federal Regulations.

7 (3) CLASS I RAILROAD, CLASS II RAILROAD,  
8 AND CLASS III RAILROAD.—The terms “Class I rail-  
9 road”, “Class II railroad” and “Class III railroad”  
10 have the meanings given the terms in section 20102  
11 of title 49, United States Code.

12 (4) NATIONAL CONTINGENCY PLAN.—The term  
13 “National Contingency Plan” has the meaning given  
14 the term in section 1001 of the Oil Pollution Act of  
15 1990 (33 U.S.C. 2701).

16 (5) RAILROAD CARRIER.—The term “railroad  
17 carrier” has the meaning given the term in section  
18 20102 of title 49, United States Code.

19 (6) WORST-CASE DISCHARGE.—The term  
20 “worst-case discharge” means a railroad carrier’s  
21 calculation of its largest foreseeable discharge in the  
22 event of an accident or incident.

1 **SEC. 35434. HAZARDOUS MATERIALS BY RAIL LIABILITY**  
2 **STUDY.**

3 (a) IN GENERAL.—Not later than 30 days after the  
4 date of enactment of this Act, the Secretary shall initiate  
5 a study on the levels and structure of insurance for a rail-  
6 road carrier transporting hazardous materials.

7 (b) CONTENTS.—In conducting the study under sub-  
8 section (a), the Secretary shall evaluate—

9 (1) the level and structure of insurance, includ-  
10 ing self-insurance, available in the private market  
11 against the full liability potential for damages aris-  
12 ing from an accident or incident involving a train  
13 transporting hazardous materials;

14 (2) the level and structure of insurance that  
15 would be necessary and appropriate—

16 (A) to efficiently allocate risk and financial  
17 responsibility for claims; and

18 (B) to ensure that a railroad carrier trans-  
19 porting hazardous materials can continue to op-  
20 erate despite the risk of an accident or incident;

21 (3) the potential applicability to trains trans-  
22 porting hazardous materials of—

23 (A) a liability regime modeled after section  
24 170 of the Atomic Energy Act of 1954, as  
25 amended (42 U.S.C. 2210); and

1 (B) a liability regime modeled after sub-  
2 title 2 of title XXI of the Public Health Service  
3 Act (42 U.S.C. 300aa–10 et seq.).

4 (c) REPORT.—Not later than 1 year after the date  
5 the study under subsection (a) is initiated, the Secretary  
6 shall submit a report containing the results of the study  
7 and recommendations for addressing liability issues with  
8 rail transportation of hazardous materials to—

9 (1) the Committee on Commerce, Science, and  
10 Transportation of the Senate; and

11 (2) the Committee on Transportation and In-  
12 frastructure of the House of Representatives.

13 (d) DEFINITIONS.—In this section:

14 (1) HAZARDOUS MATERIAL.—The term “haz-  
15 arduous material” means a substance or material the  
16 Secretary designates under section 5103(a) of title  
17 49, United States Code.

18 (2) RAILROAD CARRIER.—The term “railroad  
19 carrier” has the meaning given the term in section  
20 20102 of title 49, United States Code.

21 **SEC. 35435. STUDY AND TESTING OF ELECTRONICALLY-**  
22 **CONTROLLED PNEUMATIC BRAKES.**

23 (a) GOVERNMENT ACCOUNTABILITY OFFICE  
24 STUDY.—

1           (1) IN GENERAL.—The Government Account-  
2           ability Office shall complete an independent evalua-  
3           tion of ECP brake systems pilot program data and  
4           the Department of Transportation’s research and  
5           analysis on the effects of ECP brake systems.

6           (2) STUDY ELEMENTS.—In completing the  
7           independent evaluation under paragraph (1), the  
8           Government Accountability Office shall examine the  
9           following issues related to ECP brake systems:

10           (A) Data and modeling results on safety  
11           benefits relative to conventional brakes and to  
12           other braking technologies or systems, such as  
13           distributed power and 2-way end-of-train de-  
14           vices.

15           (B) Data and modeling results on business  
16           benefits, including the effects of dynamic brak-  
17           ing.

18           (C) Data on costs, including up-front cap-  
19           ital costs and on-going maintenance costs.

20           (D) Analysis of potential operational chal-  
21           lenges, including the effects of potential loco-  
22           motive and car segregation, technical reliability  
23           issues, and network disruptions.

24           (E) Analysis of potential implementation  
25           challenges, including installation time, positive

1 train control integration complexities, compo-  
2 nent availability issues, and tank car shop capa-  
3 bilities.

4 (F) Analysis of international experiences  
5 with the use of advanced braking technologies.

6 (3) DEADLINE.—Not later than 18 months  
7 after the date of enactment of this Act, the Govern-  
8 ment Accountability Office shall transmit to the  
9 Committee on Commerce, Science, and Transpor-  
10 tation of the Senate and the Committee on Trans-  
11 portation and Infrastructure of the House of Rep-  
12 resentatives a report on the results of the inde-  
13 pendent evaluation under paragraph (1).

14 (b) EMERGENCY BRAKING APPLICATION TESTING.—

15 (1) IN GENERAL.—The Secretary of Transpor-  
16 tation shall enter into an agreement with the  
17 NCRRP Board—

18 (A) to complete testing of ECP brake sys-  
19 tems during emergency braking application, in-  
20 cluding more than 1 scenario involving the un-  
21 coupling of a train with 70 or more DOT 117-  
22 specification or DOT 117R-specification tank  
23 cars; and

24 (B) to transmit, not later than 18 months  
25 after the date of enactment of this Act, to the



1           Committee on Commerce, Science, and Trans-  
2           portation of the Senate and the Committee on  
3           Transportation and Infrastructure of the House  
4           of Representatives a report on the results of the  
5           testing.

6           (2) INDEPENDENT EXPERTS.—In completing  
7           the testing under paragraph (1), the NCRRP Board  
8           may contract with 1 or more engineering or rail ex-  
9           perts, as appropriate, with relevant experience in  
10          conducting railroad safety technology tests or similar  
11          crash tests.

12          (3) TESTING FRAMEWORK.—In completing the  
13          testing under paragraph (1), the NCRRP Board and  
14          each contractor described in paragraph (2) shall en-  
15          sure that the testing objectively, accurately, and reli-  
16          ably measures the performance of ECP brake sys-  
17          tems relative to other braking technologies or sys-  
18          tems, such as distributed power and 2-way end-of-  
19          train devices, including differences in—

- 20                   (A) the number of cars derailed;  
21                   (B) the number of cars punctured;  
22                   (C) the measures of in-train forces; and  
23                   (D) the stopping distance.

24          (4) FUNDING.—The Secretary shall require, as  
25          part of the agreement under paragraph (1), that the

1 NCRRP Board fund the testing required under this  
2 section—

3 (A) using such sums made available under  
4 section 24910 of title 49, United States Code;  
5 and

6 (B) to the extent funding under subpara-  
7 graph (A) is insufficient or unavailable to fund  
8 the testing required under this section, using  
9 such sums as are necessary from the amounts  
10 appropriated to the Office of the Secretary.

11 (5) EQUIPMENT.—The NCRRP Board and  
12 each contractor described in paragraph (2) may re-  
13 ceive or use rolling stock, track, and other equip-  
14 ment or infrastructure from a private entity for the  
15 purposes of conducting the testing required under  
16 this section.

17 (c) EVIDENCE-BASED APPROACH.—

18 (1) ANALYSIS.—The Secretary shall—

19 (A) not later than 90 days after the report  
20 date, fully incorporate and reflect the findings  
21 from both reports into a draft updated regu-  
22 latory impact analysis of the effects of the ap-  
23 plicable ECP brake system requirements;

24 (B) as soon as practicable after completion  
25 of the draft updated analysis under subpara-

1 graph (A), solicit public comment on the anal-  
2 ysis for a period of not more than 30 days; and

3 (C) not later than 60 days after the end of  
4 the public comment period, post the final up-  
5 dated regulatory impact analysis on the Depart-  
6 ment of Transportation Web site.

7 (2) DETERMINATION.—Not later than 180 days  
8 after the report date, the Secretary shall—

9 (A) determine, based on whether the final  
10 regulatory impact analysis described in para-  
11 graph (1)(C) demonstrates that the benefits, in-  
12 cluding safety benefits, of the applicable ECP  
13 brake system requirements exceed their costs,  
14 whether the applicable ECP brake system re-  
15 quirements are justified; and

16 (B)(i) if the applicable ECP brake system  
17 requirements are justified, publish in the Fed-  
18 eral Register the determination with the rea-  
19 sons for it; or

20 (ii) if the Secretary does not publish the  
21 determination under clause (i), repeal the appli-  
22 cable ECP brake system requirements.

23 (d) DEFINITIONS.—In this section:

24 (1) APPLICABLE ECP BRAKE SYSTEM REQUIRE-  
25 MENTS.—The term “applicable brake system re-

1        requirements” means sections 174.310(a)(3)(ii),  
2        174.310(a)(3)(iii), 174.310(a)(5)(v), 179.102-10,  
3        179.202-12(g), and 179.202-13(i) of title 49, Code  
4        of Federal Regulations, and any other regulation in  
5        effect on the date of enactment of this Act requiring  
6        the installation of ECP brakes or operation in ECP  
7        brake mode.

8            (2) CLASS 3 FLAMMABLE LIQUID.—The term  
9        “Class 3 flammable liquid” has the meaning given  
10       the term in section 173.120(a) of title 49, Code of  
11       Federal Regulations.

12           (3) ECP.—The term “ECP” means electroni-  
13       cally-controlled pneumatic when applied to a brake  
14       or brakes.

15           (4) ECP BRAKE MODE.—The term “ECP brake  
16       mode” includes any operation of a rail car or an en-  
17       tire train using an ECP brake system.

18           (5) ECP BRAKE SYSTEM.—

19            (A) IN GENERAL.—The term “ECP brake  
20       system” means a train power braking system  
21       actuated by compressed air and controlled by  
22       electronic signals from the locomotive or an  
23       ECP-EOT to the cars in the consist for service  
24       and emergency applications in which the brake  
25       pipe is used to provide a constant supply of

1 compressed air to the reservoirs on each car but  
2 does not convey braking signals to the car.

3 (B) INCLUSIONS.—The term “ECP brake  
4 system” includes dual mode and stand-alone  
5 ECP brake systems.

6 (6) HIGH-HAZARD FLAMMABLE UNIT TRAIN.—  
7 The term “high-hazard flammable unit train” means  
8 a single train transporting 70 or more loaded tank  
9 cars containing Class 3 flammable liquid.

10 (7) NCRRP BOARD.—The term “NCRRP  
11 Board” means the independent governing board of  
12 the National Cooperative Rail Research Program.

13 (8) RAILROAD CARRIER.—The term “railroad  
14 carrier” has the meaning given the term in section  
15 20102 of title 49, United States Code.

16 (9) REPORT DATE.—The term “report date”  
17 means the date that both the report under sub-  
18 section (a)(3) and the report under subsection  
19 (b)(1)(B) have been transmitted under those sub-  
20 sections.

21 **SEC. 35436. RECORDING DEVICES.**

22 (a) IN GENERAL.—Subchapter II of chapter 201 is  
23 amended by adding after section 20167 the following:

1 **“§ 20168. Installation of audio and image recording**  
2 **devices**

3 “(a) IN GENERAL.—Not later than 2 years after the  
4 date of enactment of the Railroad Reform, Enhancement,  
5 and Efficiency Act, the Secretary of Transportation shall  
6 promulgate regulations to require each rail carrier that  
7 provides regularly scheduled intercity rail passenger or  
8 commuter rail passenger transportation to the public to  
9 install inward- and outward-facing image recording de-  
10 vices in all controlling locomotive cabs and cab car oper-  
11 ating compartments in such passenger trains.

12 “(b) DEVICE STANDARDS.—Each inward- and out-  
13 ward-facing image recording device shall—

14 “(1) have a minimum 12-hour continuous re-  
15 cording capability;

16 “(2) have crash and fire protections for any in-  
17 cab image recordings that are stored only within a  
18 controlling locomotive cab or cab car operating com-  
19 partment; and

20 “(3) have recordings accessible for review dur-  
21 ing an accident investigation.

22 “(c) REVIEW.—The Secretary shall establish a proc-  
23 ess to review and approve or disapprove an inward- or out-  
24 ward-facing recording device for compliance with the  
25 standards described in subsection (b).

1       “(d) USES.—A rail carrier that has installed an  
2 inward- or outward-facing image recording device ap-  
3 proved under subsection (c) may use recordings from that  
4 inward- or outward-facing image recording device for the  
5 following purposes:

6           “(1) Verifying that train crew actions are in ac-  
7 cordance with applicable safety laws and the rail  
8 carrier’s operating rules and procedures.

9           “(2) Assisting in an investigation into the cau-  
10 sation of a reportable accident or incident.

11          “(3) Carrying out efficiency testing and system-  
12 wide performance monitoring programs.

13          “(4) Documenting a criminal act or monitoring  
14 unauthorized occupancy of the controlling locomotive  
15 cab or car operating compartment.

16          “(5) Other purposes that the Secretary con-  
17 siders appropriate.

18       “(e) VOLUNTARY IMPLEMENTATION.—

19           “(1) IN GENERAL.—Each rail carrier operating  
20 freight rail service may implement any inward- or  
21 outward-facing image recording devices approved  
22 under subsection (c).

23           “(2) AUTHORIZED USES.—Notwithstanding any  
24 other provision of law, each rail carrier may use re-  
25 cordings from an inward- or outward-facing image

1 recording device approved under subsection (c) for  
2 any of the purposes described in subsection (d).

3 “(f) DISCRETION.—

4 “(1) IN GENERAL.—The Secretary may—

5 “(A) require in-cab audio recording devices  
6 for the purposes described in subsection (d);  
7 and

8 “(B) define in appropriate technical detail  
9 the essential features of the devices required  
10 under subparagraph (A).

11 “(2) EXEMPTIONS.—The Secretary may exempt  
12 any rail passenger carrier or any part of a rail pas-  
13 senger carrier’s operations from the requirements  
14 under subsection (a) if the Secretary determines  
15 that the rail passenger carrier has implemented an  
16 alternative technology or practice that provides an  
17 equivalent or greater safety benefit or is better suit-  
18 ed to the risks of the operation.

19 “(g) TAMPERING.—A rail carrier may take appro-  
20 priate enforcement or administrative action against any  
21 employee that tampers with or disables an audio or  
22 inward- or outward-facing image recording device installed  
23 by the rail carrier.

24 “(h) PRESERVATION OF DATA.—Each rail passenger  
25 carrier subject to the requirements of subsection (a) shall



1 preserve recording device data for 1 year after the date  
2 of a reportable accident or incident.

3 “(i) INFORMATION PROTECTIONS.—An in-cab audio  
4 or image recording, and any part thereof, that the Sec-  
5 retary obtains as part of an accident or incident inves-  
6 tigated by the Department of Transportation shall be ex-  
7 empt from disclosure under section 552(b)(3) of title 5.

8 “(j) PROHIBITED USE.—An in-cab audio or image re-  
9 cording obtained by a rail carrier under this section may  
10 not be used to retaliate against an employee.

11 “(k) SAVINGS CLAUSE.—Nothing in this section may  
12 be construed as requiring a rail carrier to cease or restrict  
13 operations upon a technical failure of an inward- or out-  
14 ward-facing image recording device. Such rail carrier shall  
15 repair or replace the failed inward- or outward-facing  
16 image recording device as soon as practicable.”.

17 (b) CONFORMING AMENDMENT.—The table of con-  
18 tents for subchapter II of chapter 201 is amended by add-  
19 ing at the end the following:

“20168. Installation of audio and image recording devices.”.

20 **SEC. 35437. RAIL PASSENGER TRANSPORTATION LIABILITY.**

21 (a) LIMITATIONS.—Section 28103(a) is amended—

22 (1) in paragraph (2), by striking  
23 “\$200,000,000” and inserting “\$295,000,000, ex-  
24 cept as provided in paragraph (3).”; and

25 (2) by adding at the end the following:

1           “(3) The liability cap under paragraph (2) shall  
2           be adjusted every 5 years by the Secretary of Trans-  
3           portation to reflect changes in the Consumer Price  
4           Index-All Urban Consumers.

5           “(4) The Federal Government shall have no fi-  
6           nancial responsibility for any claims described in  
7           paragraph (2).”.

8           (b) DEFINITION OF RAIL PASSENGER TRANSPOR-  
9           TATION.—Section 28103(e) is amended—

10           (1) in the heading, by striking “DEFINITION.—  
11           ” and inserting “DEFINITIONS.—”;

12           (2) in paragraph (2), by striking “; and” and  
13           inserting a semicolon;

14           (3) in paragraph (3), by striking the period at  
15           the end and inserting “; and”; and

16           (4) by adding at the end the following:

17           “(4) the term ‘rail passenger transportation’ in-  
18           cludes commuter rail passenger transportation (as  
19           defined in section 24102).”.

20           (c) PROHIBITION.—No Federal funds may be appro-  
21           priated for the purpose of paying for the portion of an  
22           insurance premium attributable to the increase in allow-  
23           able awards under the amendments made by subsection  
24           (a).

1 (d) EFFECTIVE DATE.—The amendments made by  
2 subsection (a) shall be effective for any passenger rail acci-  
3 dent or incident occurring on or after May 12, 2015.

4 **SEC. 35438. MODIFICATION REPORTING.**

5 (a) IN GENERAL.—Not later than 1 year after the  
6 date of enactment of this Act, the Secretary shall imple-  
7 ment a reporting requirement to monitor industry-wide  
8 progress toward modifying tank cars used in high-hazard  
9 flammable train service by the applicable deadlines or au-  
10 thorization end dates set in regulation.

11 (b) TANK CAR DATA.—The Secretary shall collect  
12 data from shippers and tank car owners on—

13 (1) the total number of tank cars modified to  
14 meet the DOT-117R specification, or equivalent,  
15 specifying—

16 (A) the type or specification of each tank  
17 car before it was modified, including non-jack-  
18 eted DOT-111, jacketed DOT-111, non-jack-  
19 eted DOT-111 meeting the CPC-1232 stand-  
20 ard, or jacketed DOT-111 meeting the CPC-  
21 1232 standard; and

22 (B) the identification number of each Class  
23 3 flammable liquid carried by each tank car in  
24 the past year;

1           (2) the total number of tank cars built to meet  
2           the DOT-117 specification, or equivalent; and

3           (3) the total number of tank cars used or likely  
4           to be used in high-hazard flammable train service  
5           that have not been modified, specifying—

6                   (A) the type or specification of each tank  
7                   car not modified, including the non-jacketed  
8                   DOT-111, jacketed DOT-111, non-jacketed  
9                   DOT-111 meeting the CPC-1232 standard, or  
10                  jacketed DOT-111 meeting the CPC-1232  
11                  standard; and

12                   (B) the identification number of each Class  
13                   3 flammable liquid carried by each tank car in  
14                   the past year.

15           (c) TANK CAR SHOP DATA.—The Secretary shall  
16           conduct a survey of tank car facilities modifying tank cars  
17           to the DOT-117R specification, or equivalent, or building  
18           new tank cars to the DOT-117 specification, or equivalent,  
19           to generate statistically-valid estimates of the expected  
20           number of tank cars those facilities expect to modify to  
21           DOT-117R specification, or equivalent, or build to the  
22           DOT-117 specification, or equivalent.

23           (d) FREQUENCY.—The Secretary shall collect the  
24           data under subsection (b) and conduct the survey under  
25           subsection (c) annually until May 1, 2025.

1 (e) INFORMATION PROTECTIONS.—

2 (1) IN GENERAL.—The Secretary shall only re-  
3 port data in industry-wide totals and shall treat  
4 company-specific information as confidential busi-  
5 ness information.

6 (2) LEVEL OF CONFIDENTIALITY.—The Sec-  
7 retary shall ensure the data collected under sub-  
8 section (b) and the survey data under subsection (c)  
9 have the same level of confidentiality as contained in  
10 the Confidential Information Protection and Statis-  
11 tical Efficiency Act of 2002 (44 U.S.C. 3501 note),  
12 as administered by the Bureau of Transportation  
13 Statistics.

14 (3) SECTION 552(B)(3) OF TITLE 5.—Any infor-  
15 mation that the Secretary obtains under subsection  
16 (b) or subsection (c) by the Department of Trans-  
17 portation shall be exempt from disclosure under sec-  
18 tion 552(b)(3) of title 5.

19 (4) DESIGNEE.—The Secretary may designate  
20 the Director of the Bureau of Transportation Statis-  
21 tics to collect data under subsection (b) and the sur-  
22 vey data under subsection (c) and direct the Direc-  
23 tor to ensure the confidentiality of company-specific  
24 information to the maximum extent permitted by  
25 law.

1 (f) REPORT.—Each year, not later than 60 days after  
2 the date that both the collection of the data under sub-  
3 section (b) and the survey under subsection (c) are com-  
4 plete, the Secretary shall report on the aggregate results,  
5 without company-specific information, to—

6 (1) the Committee on Commerce, Science, and  
7 Transportation of the Senate; and

8 (2) the Committee on Transportation and In-  
9 frastructure of the House of Representatives.

10 (g) DEFINITIONS.—In this section:

11 (1) CLASS 3 FLAMMABLE LIQUID.—The term  
12 “Class 3 flammable liquid” has the meaning given  
13 the term in section 173.120(a) of title 49, Code of  
14 Federal Regulations.

15 (2) HIGH-HAZARD FLAMMABLE TRAIN.—The  
16 term “high-hazard flammable train” means a single  
17 train transporting 20 or more tank cars loaded with  
18 a Class 3 flammable liquid in a continuous block or  
19 a single train transporting 35 or more tank cars  
20 loaded with a Class 3 flammable liquid throughout  
21 the train consist.

22 **SEC. 35439. REPORT ON CRUDE OIL CHARACTERISTICS RE-**  
23 **SEARCH STUDY.**

24 Not later than 180 days after the research completion  
25 of the comprehensive Crude Oil Characteristics Research

1 Sampling, Analysis, and Experiment (SAE) Plan study at  
2 Sandia National Laboratories, the Secretary of Energy,  
3 in cooperation with the Secretary of Transportation, shall  
4 submit a report to the Committee on Commerce, Science,  
5 and Transportation of the Senate, the Committee on En-  
6 ergy and Natural Resources of the Senate, the Committee  
7 on Transportation and Infrastructure of the House of  
8 Representatives, and the Committee on Energy and Com-  
9 merce of the House of Representatives that contains—

10 (1) the results of the comprehensive Crude Oil  
11 Characteristics Research Sampling, Analysis, and  
12 Experiment (SAE) Plan study; and

13 (2) recommendations, based on the findings of  
14 the study, for—

15 (A) regulations that should be prescribed  
16 by the Secretary of Transportation or the Sec-  
17 retary of Energy to improve the safe transport  
18 of crude oil; and

19 (B) statutes that should be enacted by  
20 Congress to improve the safe transport of crude  
21 oil.

## 22 **PART IV—POSITIVE TRAIN CONTROL**

### 23 **SEC. 35441. COORDINATION OF SPECTRUM.**

24 (a) ASSESSMENT.—The Secretary, in coordination  
25 with the Chairman of the Federal Communications Com-

1 mission, shall assess spectrum needs and availability for  
2 implementing positive train control systems (as defined in  
3 section 20157(i)(3) of title 49, United States Code). The  
4 Secretary and the Chairman may consult with external  
5 stakeholders in carrying out this section.

6 (b) REPORT.—Not later than 120 days after the date  
7 of enactment of this Act, the Secretary shall submit a re-  
8 port to the Committee on Commerce, Science, and Trans-  
9 portation of the Senate and the Committee on Transpor-  
10 tation and Infrastructure of the House of Representatives  
11 that contains the results of the assessment conducted  
12 under subsection (a).

13 **SEC. 35442. UPDATED PLANS.**

14 (a) IMPLEMENTATION.—Section 20157(a) is amend-  
15 ed to read as follows:

16 “(a) IMPLEMENTATION.—

17 “(1) PLAN REQUIRED.—Each Class I railroad  
18 carrier and each entity providing regularly scheduled  
19 intercity or commuter rail passenger transportation  
20 shall develop and submit to the Secretary of Trans-  
21 portation a plan for implementing a positive train  
22 control system by December 31, 2015, governing op-  
23 erations on—

24 “(A) its main line over which intercity rail  
25 passenger transportation or commuter rail pas-



1 senger transportation (as defined in section  
2 24102) is regularly provided;

3 “(B) its main line over which poison- or  
4 toxic-by-inhalation hazardous materials (as de-  
5 fined in sections 171.8, 173.115, and 173.132  
6 of title 49, Code of Federal Regulations) are  
7 transported; and

8 “(C) such other tracks as the Secretary  
9 may prescribe by regulation or order.

10 “(2) INTEROPERABILITY AND  
11 PRIORITIZATION.—The plan shall describe how the  
12 railroad carrier or other entity subject to paragraph  
13 (1) will provide for interoperability of the positive  
14 train control systems with movements of trains of  
15 other railroad carriers over its lines and shall, to the  
16 extent practical, implement the positive train control  
17 systems in a manner that addresses areas of greater  
18 risk before areas of lesser risk.

19 “(3) SECRETARIAL REVIEW OF UPDATED  
20 PLANS.—

21 “(A) SUBMISSION OF UPDATED PLANS.—  
22 Notwithstanding the deadline set forth in para-  
23 graph (1), not later than 90 days after the date  
24 of enactment of the Railroad Reform, Enhance-  
25 ment, and Efficiency Act, each Class I railroad

1 carrier or other entity subject to paragraph (1)  
2 may submit to the Secretary an updated plan  
3 that amends the plan submitted under para-  
4 graph (1) with an updated implementation  
5 schedule (as described in paragraph (4)(B))  
6 and milestones or metrics (as described in para-  
7 graph (4)(A)) that demonstrate that the rail-  
8 road carrier or other entity will implement a  
9 positive train control system as soon as prac-  
10 ticable, if implementing in accordance with the  
11 updated plan will not introduce operational  
12 challenges or risks to full, successful, and safe  
13 implementation.

14 “(B) REVIEW OF UPDATED PLANS.—Not  
15 later than 150 days after receiving an updated  
16 plan under subparagraph (A), the Secretary  
17 shall review the updated plan and approve or  
18 disapprove it. In determining whether to ap-  
19 prove or disapprove the updated plan, the Sec-  
20 retary shall consider whether the railroad car-  
21 rier or other entity submitting the plan—

22 “(i)(I) has encountered technical or  
23 programmatic challenges identified by the  
24 Secretary in the 2012 report transmitted

1 to Congress pursuant to subsection (d);  
2 and

3 “(II) the challenges referred to in  
4 subclause (I) have negatively affected the  
5 successful implementation of positive train  
6 control systems;

7 “(ii) has demonstrated due diligence  
8 in its effort to implement a positive train  
9 control system;

10 “(iii) has included in its plan mile-  
11 stones or metrics that demonstrate the  
12 railroad carrier or other entity will imple-  
13 ment a positive train control system as  
14 soon as practicable, if implementing in ac-  
15 cordance with the milestones or metrics  
16 will not introduce operational challenges or  
17 risks to full, successful, and safe imple-  
18 mentation; and

19 “(iv) has set an implementation  
20 schedule in its plan that shows the railroad  
21 will comply with paragraph (7), if imple-  
22 menting in accordance with the implemen-  
23 tation schedule will not introduce oper-  
24 ational challenges or risks to full, success-  
25 ful, and safe implementation.

1                   “(C)    MODIFICATION    OF    UPDATED  
2                   PLANS.—(i) If the Secretary has not approved  
3                   an updated plan under subparagraph (B) with-  
4                   in 60 days of receiving the updated plan under  
5                   subparagraph (A), the Secretary shall imme-  
6                   diately—

7                   “(I) provide a written response to the  
8                   railroad carrier or other entity that identi-  
9                   fies the reason for not approving the up-  
10                  dated plan and explains any incomplete or  
11                  deficient items;

12                  “(II) allow the railroad carrier or  
13                  other entity to submit, within 30 days of  
14                  receiving the written response under sub-  
15                  clause (I), a modified version of the up-  
16                  dated plan for the Secretary’s review; and

17                  “(III) approve or issue final dis-  
18                  approval for a modified version of the up-  
19                  dated plan submitted under subclause (II)  
20                  not later than 60 days after receipt.

21                  “(ii) During the 60-day period described in  
22                  clause (i)(III), the railroad or other entity that  
23                  has submitted a modified version of the updated  
24                  plan under clause (i)(II) may make additional  
25                  modifications, if requested by the Secretary, for

1 the purposes of correcting incomplete or defi-  
2 cient items to receive approval.

3 “(D) PUBLIC AVAILABILITY.—Not later  
4 than 30 days after approving an updated plan  
5 under this paragraph, the Secretary shall make  
6 the updated plan available on the website of the  
7 Federal Railroad Administration.

8 “(E) PENDING REVIEWS.—For an appli-  
9 cant that submits an updated plan under sub-  
10 paragraph (A), the Secretary shall extend the  
11 deadline for implementing a positive train con-  
12 trol system at least until the date the Secretary  
13 approves or issues final disapproval for the up-  
14 dated plan with an updated implementation  
15 schedule (as described in paragraph (4)(B)).

16 “(F) DISAPPROVAL.—A railroad carrier or  
17 other entity that has its modified version of its  
18 updated plan disapproved by the Secretary  
19 under subparagraph (C)(i)(III), and that has  
20 not implemented a positive train control system  
21 by the deadline in subsection (a)(1), is subject  
22 to enforcement action authorized under sub-  
23 section (e).

24 “(4) CONTENTS OF UPDATED PLAN.—

1           “(A) MILESTONES OR METRICS.—Each up-  
2           dated plan submitted under paragraph (3) shall  
3           describe the following milestones or metrics:

4                   “(i) The total number of components  
5                   that will be installed with positive train  
6                   control by the end of each calendar year  
7                   until positive train control is fully imple-  
8                   mented, with totals separated by each com-  
9                   ponent category.

10                   “(ii) The number of employees that  
11                   will receive the training, as required under  
12                   the applicable positive train control system  
13                   regulations, by the end of each calendar  
14                   year until positive train control is fully im-  
15                   plemented.

16                   “(iii) The calendar year or years in  
17                   which spectrum will be acquired and will  
18                   be available for use in all areas that it is  
19                   needed for positive train control implemen-  
20                   tation, if such spectrum is not already ac-  
21                   quired and ready for use.

22           “(B) IMPLEMENTATION SCHEDULE.—Each  
23           updated plan submitted under paragraph (3)  
24           shall include an implementation schedule that

1 identifies the dates by which the railroad carrier  
2 or other entity will—

3 “(i) fully implement a positive train  
4 control system;

5 “(ii) complete all component installa-  
6 tion, consistent with the milestones or  
7 metrics described in subparagraph (A)(i);

8 “(iii) complete all employee training  
9 required under the applicable positive train  
10 control system regulations, consistent with  
11 the milestones or metrics described in sub-  
12 paragraph (A)(ii);

13 “(iv) acquire all necessary spectrum,  
14 consistent with the milestones or metrics in  
15 subparagraph (A)(iii); and

16 “(v) activate its positive train control  
17 system.

18 “(C) ADDITIONAL INFORMATION.—Each  
19 updated plan submitted under paragraph (3)  
20 shall include—

21 “(i) the total number of positive train  
22 control components required for implemen-  
23 tation, with totals separated by each major  
24 component category;

1                   “(ii) the total number of employees  
2                   requiring training under the applicable  
3                   positive train control system regulations;

4                   “(iii) a summary of the remaining  
5                   challenges to positive train control system  
6                   implementation, including—

7                                 “(I) testing issues;

8                                 “(II) interoperability challenges;

9                                 “(III) permitting issues; and

10                                “(IV) certification challenges.

11                   “(D) DEFINED TERM.—In this paragraph,  
12                   the term ‘component’ means a locomotive appa-  
13                   ratus, a wayside interface unit (including any  
14                   associated legacy signal system replacements),  
15                   back office system hardware, a base station  
16                   radio, a wayside radio, or a locomotive radio.

17                   “(5) PLAN IMPLEMENTATION.—The Class I  
18                   railroad carrier or other entity subject to paragraph  
19                   (1) shall implement a positive train control system  
20                   in accordance with its plan, including any amend-  
21                   ments made to the plan by its updated plan ap-  
22                   proved by the Secretary under paragraph (3), and  
23                   subject to section 35443 of the Railroad Reform,  
24                   Enhancement, and Efficiency Act.



1           “(6) PROGRESS REPORT.—Each Class I rail-  
2 road carrier or other entity with an approved up-  
3 dated plan shall submit an annual report to the Sec-  
4 retary that describes the progress made on positive  
5 train control implementation, including—

6           “(A) the extent to which the railroad car-  
7 rier or other entity met or exceeded the metrics  
8 or milestones described in paragraph (4)(A);

9           “(B) the extent to which the railroad car-  
10 rier or other entity complied with its implemen-  
11 tation schedule under paragraph (4)(B); and

12           “(C) any update to the information pro-  
13 vided under paragraph (4)(C).

14           “(7) CONSTRAINT.—Each updated plan shall  
15 reflect that the railroad carrier or other entity sub-  
16 ject to paragraph (1) will, not later than December  
17 31, 2018—

18           “(A) complete component installation and  
19 spectrum acquisition; and

20           “(B) activate its positive train control sys-  
21 tem without undue delay.”.

22           (b) ENFORCEMENT.—Section 20157(e) is amended  
23 to read as follows:

24           “(e) ENFORCEMENT.—The Secretary is authorized to  
25 assess civil penalties pursuant to chapter 213 for the fail-

1 ure to submit or comply with a plan for implementing  
2 positive train control under subsection (a), including any  
3 amendments to the plan made by an updated plan (includ-  
4 ing milestones or metrics and an updated implementation  
5 schedule) approved by the Secretary under paragraph (3)  
6 of such subsection, subject to section 35443 of the Rail-  
7 road Reform, Enhancement, and Efficiency Act.”.

8 (c) DEFINITIONS.—Section 20157(i) is amended—

9 (1) by redesignating paragraphs (1) through  
10 (3) as paragraphs (2) through (4), respectively; and

11 (2) by inserting before paragraph (2), as redese-  
12 gnated, the following:

13 “(1) ACTIVATE.—The term ‘activate’ means to  
14 initiate the use of a positive train control system in  
15 every subdivision or district where the railroad car-  
16 rier or other entity is prepared to do so safely, reli-  
17 ably, and successfully, and proceed with revenue  
18 service demonstration as necessary for system test-  
19 ing and certification, prior to full implementation.”.

20 (d) CONFORMING AMENDMENT.—Section 20157(g)  
21 is amended—

22 (1) by striking “The Secretary” and inserting  
23 the following:

24 “(1) IN GENERAL.—The Secretary”; and

25 (2) by adding at the end the following:

1           “(2) CONFORMING REGULATORY AMEND-  
2           MENTS.—Immediately after the date of the enact-  
3           ment of the Railroad Reform, Enhancement, and Ef-  
4           ficiency Act, the Secretary—

5                   “(A) shall remove or revise any references  
6           to specified dates in the regulations or orders  
7           implementing this section to the extent nec-  
8           essary to conform with the amendments made  
9           by such Act; and

10                   “(B) may not enforce any such date-spe-  
11           cific deadlines or requirements that are incon-  
12           sistent with the amendments made by such  
13           Act.”.

14           (e) SAVINGS PROVISIONS.—

15                   (1) RESUBMISSION OF INFORMATION.—Nothing  
16           in the amendments made by this section may be con-  
17           strued to require a Class I railroad carrier or other  
18           entity subject to section 20157(a) of title 49, United  
19           States Code, to resubmit in its updated plan infor-  
20           mation from its initial implementation plan that is  
21           not changed or affected by the updated plan. The  
22           Secretary shall consider an updated plan submitted  
23           pursuant to paragraph (3) of that section to be an  
24           addendum that makes amendments to the initial im-  
25           plementation plan.

1           (2) SUBMISSION OF NEW PLAN.—Nothing in  
2           the amendments made by this section may be con-  
3           strued to require a Class I railroad carrier or other  
4           entity subject to section 20157(a) of title 49, United  
5           States Code, to submit a new implementation plan  
6           pursuant to the deadline set forth in that section.

7           (3) APPROVAL.—A railroad carrier or other en-  
8           tity subject to section 20157(a) of title 49, United  
9           States Code, that has its updated plan, including a  
10          modified version of the updated plan, approved by  
11          the Secretary under subparagraph (B) or subpara-  
12          graph (C) of paragraph (3) of that section shall not  
13          be required to implement a positive train control sys-  
14          tem by the deadline under paragraph (1) of that sec-  
15          tion.

16 **SEC. 35443. EARLY ADOPTION AND INTEROPERABILITY.**

17          (a) EARLY ADOPTION.—During the 1-year period be-  
18          ginning on the date on which the last railroad carrier's  
19          or other entity's positive train control system, subject to  
20          section 20157(a) of title 49, United States Code, is cer-  
21          tified by the Secretary under subsection (h) of such section  
22          and implemented on all of that railroad carrier's or other  
23          entity's lines required to have operations governed by a  
24          positive train control system, any railroad carrier or other  
25          entity shall not be subject to the operational restrictions

1 set forth in subpart I of part 236 of title 49, Code of Fed-  
2 eral Regulations, that would otherwise apply in the event  
3 of a positive train control system component failure.

4 (b) INTEROPERABILITY PROCEDURE.—If multiple  
5 railroad carriers operate on a single railroad line through  
6 a trackage or haulage agreement, each railroad carrier op-  
7 erating on the railroad line shall not be subject to the op-  
8 erating restrictions set forth in subpart I of part 236 of  
9 title 49, Code of Federal Regulations, with respect to the  
10 railroad line, until the Secretary certifies that—

11 (1) each Class I railroad carrier and each entity  
12 providing regularly scheduled intercity or commuter  
13 rail passenger transportation that operates on the  
14 railroad line is in compliance with its positive train  
15 control requirements under section 20157(a) of title  
16 49, United States Code;

17 (2) each Class II or Class III railroad that op-  
18 erates on the railroad line is in compliance with the  
19 applicable regulatory requirements to equip loco-  
20 motives operating in positive train control territory;  
21 and

22 (3) the implementation of any and all positive  
23 train control systems are interoperable and oper-  
24 ational on the railroad line in conformance with each  
25 approved implementation plan so that each freight

1 and passenger railroad can operate on the line with  
2 that freight or passenger railroad's positive train  
3 control equipment.

4 (c) SMALL RAILROADS.—Not later than 120 days  
5 after the date of the enactment of this Act, the Secretary  
6 shall amend section 236.1006(b)(4)(iii)(B) of title 49,  
7 Code of Federal Regulations (relating to equipping loco-  
8 motives for applicable Class II and Class III railroads op-  
9 erating in positive train control territory) to extend each  
10 deadline by 3 years.

11 (d) ENFORCEMENT.—

12 (1) IN GENERAL.—Subject to paragraph (2),  
13 nothing in subsection (a) may be construed to pro-  
14 hibit the Secretary from enforcing the metrics and  
15 milestones under section 20157(a)(4)(A) of title 49,  
16 United States Code, as amended by section 35442 of  
17 this Act.

18 (2) ACTIVATION.—Beginning on the date in  
19 which a railroad carrier or other entity subject to  
20 section 20157(a) of title 49, United States Code, as  
21 amended by section 35442 of this Act, has activated  
22 its positive train control system, the railroad carrier  
23 or other entity shall not be in violation of its plan,  
24 including its updated plan, approved under this Act  
25 if implementing such plan introduces operational

1 challenges or risks to full, successful, and safe imple-  
2 mentation.

3 **SEC. 35444. POSITIVE TRAIN CONTROL AT GRADE CROSS-**  
4 **INGS EFFECTIVENESS STUDY.**

5 (a) STUDY.—After the Secretary certifies that each  
6 Class I railroad carrier and each entity providing regularly  
7 scheduled intercity or commuter rail passenger transpor-  
8 tation is in compliance with the positive train control re-  
9 quirements under section 20157(a) of title 49, United  
10 States Code, the Secretary shall enter into an agreement  
11 with the National Cooperative Rail Research Program  
12 Board—

13 (1) to conduct a study of the possible effective-  
14 ness of positive train control and related tech-  
15 nologies on reducing collisions at highway-rail grade  
16 crossings; and

17 (2) to submit a report containing the results of  
18 the study conducted under paragraph (1) to the  
19 Committee on Commerce, Science, and Transpor-  
20 tation of the Senate and the Committee on Trans-  
21 portation and Infrastructure of the House of Rep-  
22 resentatives.

23 (b) FUNDING.—The Secretary may require, as part  
24 of the agreement under subsection (a), that the National  
25 Cooperative Rail Research Program Board fund the study

1 required under this section using such sums as may be  
2 necessary out of the amounts made available under section  
3 24910 of title 49, United States Code.

## 4 **Subtitle E—Project Delivery**

### 5 **SEC. 35501. SHORT TITLE.**

6 This subtitle may be cited as the “Track, Railroad,  
7 and Infrastructure Network Act”.

### 8 **SEC. 35502. PRESERVATION OF PUBLIC LANDS.**

9 (a) HIGHWAYS.—Section 138 of title 23, United  
10 States Code, is amended—

11 (1) in subsection (b)(2)(A)(i), by inserting “,  
12 taking into consideration any avoidance, minimiza-  
13 tion, and mitigation or enhancement measures incor-  
14 porated into the program or project” after “historic  
15 site”; and

16 (2) by adding at the end the following:

17 “(c) RAIL AND TRANSIT.—Improvements to, or the  
18 maintenance, rehabilitation, or operation of, railroad or  
19 rail transit lines or elements of such lines, with the excep-  
20 tion of stations, that are in use or were historically used  
21 for the transportation of goods or passengers, shall not  
22 be considered a use of an historic site under subsection  
23 (a), regardless of whether the railroad or rail transit line  
24 or element of such line is listed on, or eligible for listing  
25 on, the National Register of Historic Places.”.



1 (b) TRANSPORTATION PROJECTS.—Section 303 is  
2 amended—

3 (1) in subsection (c), by striking “subsection  
4 (d)” and inserting “subsections (d) and (e)”;

5 (2) in subsection (d)(2)(A)(i), by inserting “,  
6 taking into consideration any avoidance, minimiza-  
7 tion, and mitigation or enhancement measures incor-  
8 porated into the program or project” after “historic  
9 site”; and

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

11 “(e) RAIL AND TRANSIT.—Improvements to, or the  
12 maintenance, rehabilitation, or operation of, railroad or  
13 rail transit lines or elements of such lines, with the excep-  
14 tion of stations, that are in use or were historically used  
15 for the transportation of goods or passengers, shall not  
16 be considered a use of an historic site under subsection  
17 (c), regardless of whether the railroad or rail transit line  
18 or element of such line is listed on, or eligible for listing  
19 on, the National Register of Historic Places.”.

20 **SEC. 35503. EFFICIENT ENVIRONMENTAL REVIEWS.**

21 (a) IN GENERAL.—Section 304 is amended—

22 (1) in the heading, by striking “**for**  
23 **multimodal projects**” and inserting “**and in-**  
24 **creasing the efficiency of environmental**  
25 **reviews**”; and

1           (2) by adding at the end the following:

2           “(e) EFFICIENT ENVIRONMENTAL REVIEWS.—

3           “(1) IN GENERAL.—The Secretary of Transpor-  
4           tation shall apply the project development proce-  
5           dures, to the greatest extent feasible, described in  
6           section 139 of title 23, United States Code, to any  
7           rail project that requires the approval of the Sec-  
8           retary of Transportation under the National Envi-  
9           ronmental Policy Act of 1969 (42 U.S.C. 4321 et  
10          seq.).

11          “(2) REGULATIONS AND PROCEDURES.—The  
12          Secretary of Transportation shall incorporate such  
13          project development procedures into the agency reg-  
14          ulations and procedures pertaining to rail projects.

15          “(f) APPLICABILITY OF NEPA DECISIONS.—

16          “(1) IN GENERAL.—A Department of Trans-  
17          portation operating administration may apply a cat-  
18          egorical exclusion designated by another Department  
19          of Transportation operating administration under  
20          the National Environmental Policy Act of 1969 (42  
21          U.S.C. 4321 et seq.).

22          “(2) FINDINGS.—A Department of Transpor-  
23          tation operating administration may adopt, in whole  
24          or in part, another Department of Transportation  
25          operating administration’s Record of Decision, Find-

1 ing of No Significant Impact, and any associated  
2 evaluations, determinations, or findings dem-  
3 onstrating compliance with any law related to envi-  
4 ronmental review or historic preservation.”.

5 **SEC. 35504. ADVANCE ACQUISITION.**

6 (a) IN GENERAL.—Chapter 241 is amended by in-  
7 serting after section 24105 the following—

8 **“§ 24106. Advance acquisition**

9 “(a) RAIL CORRIDOR PRESERVATION.—The Sec-  
10 retary may assist a recipient of funding in acquiring right-  
11 of-way and adjacent real property interests before or dur-  
12 ing the completion of the environmental reviews for any  
13 project receiving funding under subtitle V of title 49,  
14 United States Code, that may use such property interests  
15 if the acquisition is otherwise permitted under Federal  
16 law, and the recipient requesting Federal funding for the  
17 acquisition certifies, with the concurrence of the Secretary,  
18 that—

19 “(1) the recipient has authority to acquire the  
20 right-of-way or adjacent real property interest; and

21 “(2) the acquisition of the right-of-way or adja-  
22 cent real property interest—

23 “(A) is for a transportation or transpor-  
24 tation-related purpose;

1           “(B) will not cause significant adverse en-  
2           vironmental impact;

3           “(C) will not limit the choice of reasonable  
4           alternatives for the proposed project or other-  
5           wise influence the decision of the Secretary on  
6           any approval required for the proposed project;

7           “(D) does not prevent the lead agency for  
8           the review process from making an impartial  
9           decision as to whether to accept an alternative  
10          that is being considered;

11          “(E) complies with other applicable Fed-  
12          eral law, including regulations;

13          “(F) will be acquired through negotiation  
14          and without the threat of condemnation; and

15          “(G) will not result in the elimination or  
16          reduction of benefits or assistance to a dis-  
17          placed person under the Uniform Relocation  
18          Assistance and Real Property Acquisition Poli-  
19          cies Act of 1970 (42 U.S.C. 4601 et seq.) and  
20          title VI of the Civil Rights Act of 1964 (42  
21          U.S.C. 2000d et seq.).

22          “(b) ENVIRONMENTAL REVIEWS.—

23                 “(1) COMPLETION OF NEPA REVIEW.—Before  
24                 authorizing any Federal funding for the acquisition  
25                 of a real property interest that is the subject of a

1 grant or other funding under this subtitle, the Sec-  
2 retary shall complete, if required, the review process  
3 under the National Environmental Policy Act of  
4 1969 (42 U.S.C. 4321 et seq.) with respect to the  
5 acquisition.

6 “(2) COMPLETION OF SECTION 106.—An acqui-  
7 sition of a real property interest involving an historic  
8 site shall not occur unless the section 106 process,  
9 if required, under the National Historic Preservation  
10 Act (54 U.S.C. 306108) is complete.

11 “(3) TIMING OF ACQUISITIONS.—A real prop-  
12 erty interest acquired under subsection (a) may not  
13 be developed in anticipation of the proposed project  
14 until all required environmental reviews for the  
15 project have been completed.”.

16 (b) CONFORMING AMENDMENT.—The table of con-  
17 tents of chapter 241 is amended by inserting after the  
18 item relating to section 24105 the following:

“24106. Advance acquisition.”.

19 **SEC. 35505. RAILROAD RIGHTS-OF-WAY.**

20 Section 306108 of title 54, United States Code, is  
21 amended—

22 (1) by inserting “(b) OPPORTUNITY TO COM-  
23 MENT.—” before “The head of the Federal agency  
24 shall afford” and indenting accordingly;

1           (2) in the matter before subsection (b), by in-  
2           serting “(a) IN GENERAL.—” before “The head of  
3           any Federal agency having direct” and indenting ac-  
4           cordingly; and

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

6           “(c) EXEMPTION FOR RAILROAD RIGHTS-OF-WAY.—

7           “(1) IN GENERAL.—Not later than 1 year after  
8           the date of enactment of the Track, Railroad, and  
9           Infrastructure Network Act, the Secretary of Trans-  
10          portation shall submit a proposed exemption of rail-  
11          road rights-of-way from the review under this chap-  
12          ter to the Council for its consideration, consistent  
13          with the exemption for interstate highways approved  
14          on March 10, 2005 (70 Fed. Reg. 11,928).

15          “(2) FINAL EXEMPTION.—Not later than 180  
16          days after the date that the Secretary submits the  
17          proposed exemption under paragraph (1) to the  
18          Council, the Council shall issue a final exemption of  
19          railroad rights-of-way from review under this chap-  
20          ter, consistent with the exemption for interstate  
21          highways approved on March 10, 2005 (70 Fed.  
22          Reg. 11,928).”.

23 **SEC. 35506. SAVINGS CLAUSE.**

24          Nothing in this title, or any amendment made by this  
25          title, shall be construed as superceding, amending, or

1 modifying the National Environmental Policy Act of 1969  
2 (42 U.S.C. 4321 et seq.) or affect the responsibility of any  
3 Federal officer to comply with or enforce any such statute.

4 **SEC. 35507. TRANSITION.**

5 Nothing in this title, or any amendment made by this  
6 title, shall affect any existing environmental review pro-  
7 cess, program, agreement, or funding arrangement ap-  
8 proved by the Secretary under title 49, United States  
9 Code, as that title was in effect on the day preceding the  
10 date of enactment of this subtitle.

11 **Subtitle F—Financing**

12 **SEC. 35601. SHORT TITLE; REFERENCES.**

13 (a) **SHORT TITLE.**—This subtitle may be cited as the  
14 “Railroad Infrastructure Financing Improvement Act”.

15 (b) **REFERENCES TO THE RAILROAD REVITALIZA-**  
16 **TION AND REGULATORY REFORM ACT OF 1976.**—Except  
17 as otherwise expressly provided, wherever in this subtitle  
18 an amendment or repeal is expressed in terms of an  
19 amendment to, or repeal of, a section or other provision,  
20 the reference shall be considered to be made to a section  
21 or other provision of the Railroad Revitalization and Regu-  
22 latory Reform Act of 1976, as amended (45 U.S.C. 801  
23 et seq.).

24 **SEC. 35602. DEFINITIONS.**

25 Section 501 (45 U.S.C. 821) is amended—

1           (1) by redesignating paragraph (8) as para-  
2 graph (10);

3           (2) by redesignating paragraphs (6) and (7) as  
4 paragraphs (7) and (8), respectively;

5           (3) by inserting after paragraph (5) the fol-  
6 lowing:

7           “(6) The term ‘investment-grade rating’ means  
8 a rating of BBB minus, Baa 3, bbb minus,  
9 BBB(low), or higher assigned by a rating agency.”;

10          (4) by inserting after paragraph (8), as redesign-  
11 nated, the following:

12          “(9) The term ‘master credit agreement’ means  
13 an agreement to make 1 or more direct loans or loan  
14 guarantees at future dates for a program of related  
15 projects on terms acceptable to the Secretary.”; and

16          (5) by adding at the end the following:

17          “(11) The term ‘project obligation’ means a  
18 note, bond, debenture, or other debt obligation  
19 issued by a borrower in connection with the financ-  
20 ing of a project, other than a direct loan or loan  
21 guarantee under this title.

22          “(12) The term ‘railroad’ has the meaning  
23 given the term ‘railroad carrier’ in section 20102 of  
24 title 49, United States Code.



1           “(13) The term ‘rating agency’ means a credit  
2 rating agency registered with the Securities and Ex-  
3 change Commission as a nationally recognized statis-  
4 tical rating organization (as defined in section 3(a)  
5 of the Securities Exchange Act of 1934 (15 U.S.C.  
6 78c(a))).

7           “(14) The term ‘substantial completion’  
8 means—

9                   “(A) the opening of a project to passenger  
10 or freight traffic; or

11                   “(B) a comparable event, as determined by  
12 the Secretary and specified in the direct loan.”.

13 **SEC. 35603. ELIGIBLE APPLICANTS.**

14 Section 502(a) (45 U.S.C. 822(a)) is amended—

15           (1) in paragraph (5), by striking “one railroad;  
16 and” and inserting “1 of the entities described in  
17 paragraph (1), (2), (3), (4), or (6);”; and

18           (2) by amending paragraph (6) to read as fol-  
19 lows:

20                   “(6) solely for the purpose of constructing a  
21 rail connection between a plant or facility and a rail  
22 carrier, limited option freight shippers that own or  
23 operate a plant or other facility; and”.

1 **SEC. 35604. ELIGIBLE PURPOSES.**

2 Section 502(b)(1) (45 U.S.C. 822(b)(1)) is amend-  
3 ed—

4 (1) in subparagraph (A), by inserting “, and  
5 costs related to these activities, including pre-con-  
6 struction costs” after “shops”;

7 (2) in subparagraph (B), by striking “subpara-  
8 graph (A); or” and inserting “subparagraph (A) or  
9 (C);”;

10 (3) in subparagraph (C), by striking the period  
11 at the end and inserting a semicolon; and

12 (4) by adding at the end the following:

13 “(D) reimburse planning and design ex-  
14 penses relating to projects described in subpara-  
15 graph (A) or (C).”.

16 **SEC. 35605. PROGRAM ADMINISTRATION.**

17 (a) APPLICATION PROCESSING PROCEDURES.—Sec-  
18 tion 502(i) (45 U.S.C. 822(i)) is amended to read as fol-  
19 lows:

20 “(i) APPLICATION PROCESSING PROCEDURES.—

21 “(1) APPLICATION STATUS NOTICES.—Not later  
22 than 30 days after the date that the Secretary re-  
23 ceives an application under this section, the Sec-  
24 retary shall provide the applicant written notice as  
25 to whether the application is complete or incomplete.

1           “(2) INCOMPLETE APPLICATIONS.—If the Sec-  
2           retary determines that an application is incomplete,  
3           the Secretary shall—

4                   “(A) provide the applicant with a descrip-  
5                   tion of all of the specific information or mate-  
6                   rial that is needed to complete the application;  
7                   and

8                   “(B) allow the applicant to resubmit the  
9                   information and material described under sub-  
10                  paragraph (A) to complete the application.

11           “(3) APPLICATION APPROVALS AND DIS-  
12           APPROVALS.—

13                   “(A) IN GENERAL.—Not later than 60  
14                   days after the date the Secretary notifies an ap-  
15                   plicant that an application is complete under  
16                   paragraph (1), the Secretary shall provide the  
17                   applicant written notice as to whether the Sec-  
18                   retary has approved or disapproved the applica-  
19                   tion.

20                   “(B) ACTIONS BY THE OFFICE OF MAN-  
21                   AGEMENT AND BUDGET.—In order to enable  
22                   compliance with the time limit under subpara-  
23                   graph (A), the Office of Management and  
24                   Budget shall take any action required with re-

1           spect to the application within that 60-day pe-  
2           riod.

3           “(4) EXPEDITED PROCESSING.—The Secretary  
4           shall implement procedures and measures to econo-  
5           mize the time and cost involved in obtaining an ap-  
6           proval or a disapproval of credit assistance under  
7           this title.

8           “(5) DASHBOARD.—The Secretary shall post on  
9           the Department of Transportation’s public Web site  
10          a monthly report that includes for each applica-  
11          tion—

12                   “(A) the name of the applicant or appli-  
13                   cants;

14                   “(B) the location of the project;

15                   “(C) a brief description of the project, in-  
16                   cluding its purpose;

17                   “(D) the requested direct loan or loan  
18                   guarantee amount;

19                   “(E) the date on which the Secretary pro-  
20                   vided application status notice under paragraph  
21                   (1); and

22                   “(F) the date that the Secretary provided  
23                   notice of approval or disapproval under para-  
24                   graph (3).”.

1 (b) ADMINISTRATION OF DIRECT LOANS AND LOAN  
2 GUARANTEES.—Section 503 (45 U.S.C. 823) is amend-  
3 ed—

4 (1) in subsection (a), by striking the period at  
5 the end and inserting “, including a program guide  
6 and standard term sheet and specific timetables.”;

7 (2) by redesignating subsections (c) through (l)  
8 as subsections (d) through (m), respectively;

9 (3) by striking “(b) ASSIGNMENT OF LOAN  
10 GUARANTEES.—” and inserting “(c) ASSIGNMENT  
11 OF LOAN GUARANTEES.—”;

12 (4) in subsection (d), as redesignated—

13 (A) in paragraph (1), by striking “; and”  
14 and inserting a semicolon;

15 (B) in paragraph (2), by striking the pe-  
16 riod at the end and inserting “; and”; and

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

18 “(3) the modification cost has been covered  
19 under section 502(f).”; and

20 (5) by amending subsection (l), as redesignated,  
21 to read as follows:

22 “(l) CHARGES AND LOAN SERVICING.—

23 “(1) PURPOSES.—The Secretary may collect  
24 and spend from each applicant, obligor, or loan  
25 party a reasonable charge for—

1           “(A) the cost of evaluating the application,  
2           amendments, modifications, and waivers, in-  
3           cluding for evaluating project viability, appli-  
4           cant creditworthiness, and the appraisal of the  
5           value of the equipment or facilities for which  
6           the direct loan or loan guarantee is sought, and  
7           for making necessary determinations and find-  
8           ings;

9           “(B) the cost of award management and  
10          project management oversight;

11          “(C) the cost of services from expert firms,  
12          including counsel, and independent financial ad-  
13          visors to assist in the underwriting, auditing,  
14          servicing, and exercise of rights with respect to  
15          direct loans and loan guarantees; and

16          “(D) the cost of all other expenses in-  
17          curred as a result of a breach of any term or  
18          condition or any event of default on a direct  
19          loan or loan guarantee.

20          “(2) STANDARDS.—The Secretary may charge  
21          different amounts under this subsection based on the  
22          different costs incurred under paragraph (1).

23          “(3) SERVICER.—

24                 “(A) IN GENERAL.—The Secretary may  
25                 appoint a financial entity to assist the Secretary

1 in servicing a direct loan or loan guarantee  
2 under this section.

3 “(B) DUTIES.—A servicer appointed under  
4 subparagraph (A) shall act as the agent of the  
5 Secretary in serving a direct loan or loan guar-  
6 antee under this section.

7 “(C) FEES.—A servicer appointed under  
8 subparagraph (A) shall receive a servicing fee  
9 from the obligor or other loan party, subject to  
10 approval by the Secretary.

11 “(4) SAFETY AND OPERATIONS ACCOUNT.—  
12 Amounts collected under this subsection shall—

13 “(A) be credited directly to the Safety and  
14 Operations account of the Federal Railroad Ad-  
15 ministration; and

16 “(B) remain available until expended to  
17 pay for the costs described in this subsection.”.

18 **SEC. 35606. LOAN TERMS AND REPAYMENT.**

19 (a) PREREQUISITES FOR ASSISTANCE.—Section  
20 502(g)(1) (45 U.S.C. 822(g)(1)) is amended by striking  
21 “35 years from the date of its execution” and inserting  
22 “the lesser of 35 years after the date of substantial com-  
23 pletion of the project or the estimated useful life of the  
24 rail equipment or facilities to be acquired, rehabilitated,  
25 improved, developed, or established”.

1 (b) REPAYMENT SCHEDULES.—Section 502(j) (45  
2 U.S.C. 822(j)) is amended—

3 (1) in paragraph (1), by striking “the sixth an-  
4 niversary date of the original loan disbursement”  
5 and inserting “5 years after the date of substantial  
6 completion”; and

7 (2) by adding at the end the following:

8 “(3) DEFERRED PAYMENTS.—

9 “(A) IN GENERAL.—If at any time after  
10 the date of substantial completion the project is  
11 unable to generate sufficient revenues to pay  
12 the scheduled loan repayments of principal and  
13 interest on the direct loan, the Secretary, sub-  
14 ject to subparagraph (B), may allow, for a max-  
15 imum aggregate time of 1 year over the dura-  
16 tion of the direct loan, the obligor to add un-  
17 paid principal and interest to the outstanding  
18 balance of the direct loan.

19 “(B) INTEREST.—A payment deferred  
20 under subparagraph (A) shall—

21 “(i) continue to accrue interest under  
22 paragraph (2) until the loan is fully repaid;  
23 and

24 “(ii) be scheduled to be amortized  
25 over the remaining term of the loan.



1 “(4) PREPAYMENTS.—

2 “(A) USE OF EXCESS REVENUES.—Any  
3 excess revenues that remain after satisfying  
4 scheduled debt service requirements on the  
5 project obligations and direct loan and all de-  
6 posit requirements under the terms of any trust  
7 agreement, bond resolution, or similar agree-  
8 ment securing project obligations may be ap-  
9 plied annually to prepay the direct loan without  
10 penalty.

11 “(B) USE OF PROCEEDS OF REFI-  
12 NANCING.—The direct loan may be prepaid at  
13 any time without penalty from the proceeds of  
14 refinancing from non-Federal funding  
15 sources.”.

16 (c) SALE OF DIRECT LOANS.—Section 502 (45  
17 U.S.C. 822) is amended by adding at the end the fol-  
18 lowing:

19 “(k) SALE OF DIRECT LOANS.—

20 “(1) IN GENERAL.—Subject to paragraph (2)  
21 and as soon as practicable after substantial comple-  
22 tion of a project, the Secretary, after notifying the  
23 obligor, may sell to another entity or reoffer into the  
24 capital markets a direct loan for the project if the

1 Secretary determines that the sale or reoffering has  
2 a high probability of being made on favorable terms.

3 “(2) CONSENT OF OBLIGOR.—In making a sale  
4 or reoffering under paragraph (1), the Secretary  
5 may not change the original terms and conditions of  
6 the secured loan without the prior written consent of  
7 the obligor”.

8 (d) NONSUBORDINATION.—Section 502 (45 U.S.C.  
9 822), as amended in subsection (c), is further amended  
10 by adding at the end the following:

11 “(1) NONSUBORDINATION.—

12 “(1) IN GENERAL.—Except as provided in para-  
13 graph (2)(B), a direct loan shall not be subordinated  
14 to the claims of any holder of project obligations in  
15 the event of bankruptcy, insolvency, or liquidation of  
16 the obligor.

17 “(2) PREEXISTING INDENTURES.—

18 “(A) IN GENERAL.—The Secretary may  
19 waive the requirement under paragraph (1) for  
20 a public agency borrower that is financing on-  
21 going capital programs and has outstanding  
22 senior bonds under a preexisting indenture if—

23 “(i) the direct loan is rated in the A  
24 category or higher;

1                   “(ii) the direct loan is secured and  
2                   payable from pledged revenues not affected  
3                   by project performance, such as a tax-  
4                   based revenue pledge or a system-backed  
5                   pledge of project revenues; and

6                   “(iii) the program share, under this  
7                   title, of eligible project costs is 50 percent  
8                   or less.

9                   “(B) LIMITATION.—The Secretary may  
10                  impose limitations for the waiver of the non-  
11                  subordination requirement under this para-  
12                  graph if the Secretary determines that such  
13                  limitations would be in the financial interest of  
14                  the Federal Government.”.

15 **SEC. 35607. CREDIT RISK PREMIUMS.**

16                  Section 502(f) (45 U.S.C. 822(f)) is amended—

17                  (1) in paragraph (1), by amending the first sen-  
18                  tence to read as follows: “In lieu of or in combina-  
19                  tion with appropriations of budget authority to cover  
20                  the costs of direct loans and loan guarantees as re-  
21                  quired under section 504(b)(1) of the Federal Credit  
22                  Reform Act of 1990 (2 U.S.C. 661c(b)(1)), includ-  
23                  ing the cost of a modification thereof, the Secretary  
24                  may accept on behalf of an applicant for assistance  
25                  under this section a commitment from a non-Federal

1 source, including a State or local government or  
2 agency or public benefit corporation or public au-  
3 thority thereof, to fund in whole or in part credit  
4 risk premiums and modification costs with respect to  
5 the loan that is the subject of the application or  
6 modification.”;

7 (2) in paragraph (2)—

8 (A) in subparagraph (D), by adding “and”  
9 after the semicolon;

10 (B) by striking subparagraph (E); and

11 (C) by redesignating subparagraph (F) as  
12 subparagraph (E);

13 (3) by striking paragraph (4);

14 (4) by redesignating paragraph (3) as para-  
15 graph (4);

16 (5) by inserting after paragraph (2) the fol-  
17 lowing:

18 “(3) CREDITWORTHINESS.—An applicant may  
19 propose and the Secretary may accept as a basis for  
20 determining the amount of the credit risk premium  
21 under paragraph (2) any of the following in addition  
22 to the value of any tangible asset:

23 “(A) The net present value of a future  
24 stream of State or local subsidy income or other

1 dedicated revenues to secure the direct loan or  
2 loan guarantee.

3 “(B) Adequate coverage requirements to  
4 ensure repayment, on a non-recourse basis,  
5 from cash flows generated by the project or any  
6 other dedicated revenue source, including—

7 “(i) tolls;

8 “(ii) user fees; or

9 “(iii) payments owing to the obligor  
10 under a public-private partnership.

11 “(C) An investment-grade rating on the di-  
12 rect loan or loan guarantee, as applicable, ex-  
13 cept that if the total amount of the direct loan  
14 or loan guarantee is greater than \$75,000,000,  
15 the applicant shall have an investment-grade  
16 rating from at least 2 rating agencies on the di-  
17 rect loan or loan guarantee.”; and

18 (6) in paragraph (4), as redesignated, by strik-  
19 ing “amounts” and inserting “amounts (and in the  
20 case of a modification, before the modification is ex-  
21 ecuted), to the extent appropriations are not avail-  
22 able to the Secretary to meet the costs of direct  
23 loans and loan guarantees, including costs of modi-  
24 fications thereof”.

1 **SEC. 35608. MASTER CREDIT AGREEMENTS.**

2 Section 502 (45 U.S.C. 822), as amended by sub-  
3 sections (c) and (d) of section 35606 of this Act, is further  
4 amended by adding at the end the following:

5 “(m) MASTER CREDIT AGREEMENTS.—

6 “(1) IN GENERAL.—Subject to section 502(d)  
7 and paragraph (2) of this subsection, the Secretary  
8 may enter into a master credit agreement that is  
9 contingent on all of the conditions for the provision  
10 of a direct loan or loan guarantee, as applicable,  
11 under this title and other applicable requirements  
12 being satisfied prior to the issuance of the direct  
13 loan or loan guarantee.

14 “(2) CONDITIONS.—Each master credit agree-  
15 ment shall—

16 “(A) establish the maximum amount and  
17 general terms and conditions of each applicable  
18 direct loan or loan guarantee;

19 “(B) identify 1 or more dedicated non-  
20 Federal revenue sources that will secure the re-  
21 payment of each applicable direct loan or loan  
22 guarantee;

23 “(C) provide for the obligation of funds for  
24 the direct loans or loan guarantees contingent  
25 on and after all requirements have been met for

1 the projects subject to the master credit agree-  
2 ment; and

3 “(D) provide 1 or more dates, as deter-  
4 mined by the Secretary, before which the mas-  
5 ter credit agreement results in each of the di-  
6 rect loans or loan guarantees or in the release  
7 of the master credit agreement.”.

8 **SEC. 35609. PRIORITIES AND CONDITIONS.**

9 (a) PRIORITY PROJECTS.—Section 502(c) (45 U.S.C.  
10 822(c)) is amended—

11 (1) in paragraph (1), by inserting “, including  
12 projects for the installation of a positive train con-  
13 trol system (as defined in section 20157(i) of title  
14 49, United States Code)” after “public safety”;

15 (2) by redesignating paragraphs (2) and (3) as  
16 paragraphs (3) and (2), respectively;

17 (3) in paragraph (5), by inserting “or chapter  
18 227 of title 49” after “section 135 of title 23”;

19 (4) by redesignating paragraphs (6) through  
20 (8) as paragraphs (7) through (9), respectively; and

21 (5) by inserting after paragraph (5) the fol-  
22 lowing:

23 “(6) improve railroad stations and passenger  
24 facilities and increase transit-oriented develop-  
25 ment;”.

1 (b) CONDITIONS OF ASSISTANCE.—Section 502(h)  
2 (45 U.S.C. 822(h)) is amended—

3 (1) in paragraph (2), by inserting “, if applica-  
4 ble” after “project”; and

5 (2) by adding at the end the following:

6 “(4) For a project described in subsection  
7 (b)(1)(E), the Secretary shall require the applicant,  
8 obligor, or other loan party, in addition to the inter-  
9 est required under subsection (e), to provide the  
10 sponsor of the intercity passenger rail service or its  
11 designee, a fee or payment in an amount determined  
12 appropriate by the Secretary to provide an equitable  
13 share of project revenue to support the capital or op-  
14 erating costs of the routes serving the passenger rail  
15 station or multimodal station where the development  
16 is located.”.

17 **SEC. 35610. SAVINGS PROVISION.**

18 (a) IN GENERAL.—Except as provided in subsection  
19 (b), this subtitle, and the amendments made by this sub-  
20 title, shall not affect any direct loan (or direct loan obliga-  
21 tion) or an outstanding loan guarantee (or loan guarantee  
22 commitment) that was in effect prior to the date of enact-  
23 ment of this Act. Any such transaction entered into before  
24 the date of enactment of this Act shall be administered



1 until completion under its terms as if this Act were not  
2 enacted.

3 (b) **MODIFICATION COSTS.**—At the discretion of the  
4 Secretary, the authority to accept modification costs on  
5 behalf of an applicant under section 502(f) of the Railroad  
6 Revitalization and Regulatory Reform Act of 1976 (45  
7 U.S.C. 822(f)), as amended by section 35607 of this Act,  
8 may apply with respect to any direct loan (or direct loan  
9 obligation) or an outstanding loan guarantee (or loan  
10 guarantee commitment) that was in effect prior to the  
11 date of enactment of this Act.

12 **DIVISION D—FREIGHT AND**  
13 **MAJOR PROJECTS**  
14 **TITLE XLI—FREIGHT POLICY**

15 **SEC. 41001. ESTABLISHMENT OF FREIGHT CHAPTER.**

16 (a) **FREIGHT.**—Subtitle III of title 49, United States  
17 Code, is amended by inserting after chapter 53 the fol-  
18 lowing:

19 **“CHAPTER 54—FREIGHT**

“5401. Definitions.

“5402. National multimodal freight policy.

“5403. National multimodal freight network.

“5404. National freight strategic plan.

“5405. State freight advisory committees.

“5406. State freight plans.

“5407. Transportation investment planning and data tools.

“5408. Assistance for freight projects.

20 **“§ 5401. Definitions**

21 “In this chapter:

1           “(1) ECONOMIC COMPETITIVENESS.—The term  
2           ‘economic competitiveness’ means the ability of the  
3           economy to efficiently move freight and people,  
4           produce goods, and deliver services, including—

5                   “(A) reductions in the travel time of  
6                   freight;

7                   “(B) reductions in the congestion caused  
8                   by the movement of freight;

9                   “(C) improvements to freight travel time  
10                  reliability; and

11                  “(D) reductions in freight transportation  
12                  costs due to congestion and insufficient infra-  
13                  structure.

14           “(2) FREIGHT.—The term ‘freight’ means the  
15           commercial transportation of cargo, including agri-  
16           cultural, manufactured, retail, or other goods by ves-  
17           sel, vehicle, pipeline, or rail.

18           “(3) FREIGHT TRANSPORTATION MODES.—The  
19           term ‘freight transportation modes’ means—

20                   “(A) the infrastructure supporting any  
21                   mode of transportation that moves freight, in-  
22                   cluding highways, ports, waterways, rail facili-  
23                   ties, and pipelines; and

24                   “(B) any vehicles or equipment trans-  
25                   porting goods on such infrastructure.

1           “(4) NATIONAL HIGHWAY FREIGHT NET-  
2           WORK.—The term ‘national highway freight net-  
3           work’ means the network established under section  
4           167 of title 23.

5           “(5) NATIONAL MULTIMODAL FREIGHT NET-  
6           WORK.—The term ‘national multimodal freight net-  
7           work’ means the network established under section  
8           5403.

9           “(6) NATIONAL MULTIMODAL FREIGHT STRA-  
10          TEGIC PLAN.—The term ‘national multimodal  
11          freight strategic plan’ means the strategic plan de-  
12          veloped under section 5404.

13          “(7) SECRETARY.—The term ‘Secretary’ means  
14          the Secretary of Transportation.

15          “(8) STATE.—The term ‘State’ means a State  
16          of the United States, the District of Columbia, the  
17          Commonwealth of Puerto Rico, the Commonwealth  
18          of the Northern Mariana Islands, Guam, American  
19          Samoa, and the United States Virgin Islands.”.

20          (b) TECHNICAL AND CONFORMING AMENDMENT.—  
21          The table of chapters for subtitle III of title 49, United  
22          States Code, is amended by inserting after the item relat-  
23          ing to chapter 53 the following:

          “54. Freight ..... 5401”.

1 **SEC. 41002. NATIONAL MULTIMODAL FREIGHT POLICY.**

2 Chapter 54 of subtitle III of title 49, United States  
3 Code, as added by section 41001, is amended by adding  
4 after section 5401 the following:

5 **“§ 5402. National multimodal freight policy**

6 “(a) POLICY.—It is the policy of the United States—

7 “(1) to support investment to maintain and im-  
8 prove the condition and performance of the national  
9 multimodal freight network;

10 “(2) to ensure that the United States maxi-  
11 mizes its competitiveness in the global economy by  
12 increasing the overall productivity and connectivity  
13 of the national freight system; and

14 “(3) to pursue the goals described in subsection  
15 (b).

16 “(b) GOALS.—The national multimodal freight policy  
17 has the following goals:

18 “(1) To enhance the economic competitiveness  
19 of the United States by investing in infrastructure  
20 improvements and implementing operational im-  
21 provements on the freight network of the United  
22 States that achieve 1 or more of the following:

23 “(A) Strengthen the contribution of the  
24 national freight network to the economic com-  
25 petitiveness of the United States.

1           “(B) Reduce congestion and relieve bottle-  
2           necks in the freight transportation system.

3           “(C) Reduce the cost of freight transpor-  
4           tation.

5           “(D) Improve the reliability of freight  
6           transportation.

7           “(E) Increase productivity, particularly for  
8           domestic industries and businesses that create  
9           jobs.

10          “(2) To improve the safety, security, efficiency,  
11          and resiliency of freight transportation in rural and  
12          urban areas.

13          “(3) To improve the condition of the national  
14          freight network.

15          “(4) To use advanced technology to improve the  
16          safety and efficiency of the national freight network.

17          “(5) To incorporate concepts of performance,  
18          innovation, competition, and accountability into the  
19          operation and maintenance of the national freight  
20          network.

21          “(6) To improve the efficiency and productivity  
22          of the national freight network.

23          “(7) To pursue these goals in a manner that is  
24          not burdensome to State and local governments.

1           “(c) STRATEGIES.—The United States may achieve  
2 the goals described in subsection (b) by—

3           “(1) providing funding to maintain and improve  
4 freight infrastructure facilities;

5           “(2) implementing appropriate safety, environ-  
6 mental, energy and other transportation policies;

7           “(3) utilizing advanced technology and innova-  
8 tion;

9           “(4) promoting workforce development; and

10           “(5) using performance management activities.

11           “(d) IMPLEMENTATION.—The Under Secretary for  
12 Policy, who shall be responsible for the oversight and im-  
13 plementation of the national multimodal freight policy,  
14 shall—

15           “(1) assist with the coordination of modal  
16 freight planning;

17           “(2) ensure consistent, expedited review of  
18 multimodal freight projects;

19           “(3) review the project planning and approval  
20 processes at each modal administration to identify  
21 modeling and metric inconsistencies, approvals, and  
22 terminology differences that could hamper  
23 multimodal project approval;

24           “(4) identify interagency data sharing opportu-  
25 nities to promote freight planning and coordination;

1           “(5) identify multimodal efforts and connec-  
2           tions;

3           “(6) designate the lead agency for multimodal  
4           freight projects;

5           “(7) develop recommendations for State incen-  
6           tives for multimodal planning efforts, which may in-  
7           clude—

8                   “(A) reducing the State cost share; or

9                   “(B) expediting the review of agreements  
10           for multimodal or freight specific projects;

11           “(8) explore opportunities within existing legal  
12           authorities to reduce project delays by issuing cat-  
13           egorical exclusions or allowing self-certifications of  
14           right-of-way acquisitions for freight projects; and

15           “(9) submit a report to the Committee on Com-  
16           merce, Science, and Transportation and the Com-  
17           mittee on Environment and Public Works of the  
18           Senate and the Committee on Transportation and  
19           Infrastructure of the House of Representatives that  
20           identifies required reports, statutory requirements,  
21           and other limitations on efficient freight project de-  
22           livery that could be streamlined or consolidated.”.

1 **SEC. 41003. NATIONAL MULTIMODAL FREIGHT NETWORK.**

2 Chapter 54 of subtitle III of title 49, United States  
3 Code, as amended by section 41002, is amended by adding  
4 after section 5402 the following:

5 **“§ 5403. National multimodal freight network**

6 “(a) IN GENERAL.—The Secretary shall establish a  
7 national freight network, in accordance with this section—

8 “(1) to assist States in strategically directing  
9 resources toward improved system performance for  
10 the efficient movement of freight on transportation  
11 networks;

12 “(2) to inform freight transportation planning;

13 “(3) to assist in the prioritization of Federal in-  
14 vestment; and

15 “(4) to assess and support Federal investments  
16 to achieve the national multimodal freight policy  
17 goals described in section 5402(b) of this title and  
18 in section 150(b) of title 23.

19 “(b) NETWORK COMPONENTS.—The national  
20 multimodal freight network established under this section  
21 shall consist of all connectors, corridors, and facilities in  
22 all freight transportation modes that are the most critical  
23 to the current and future movement of freight, including  
24 the national highway freight network, to achieve the na-  
25 tional multimodal freight policy goals described in section  
26 5402(b) of this title and in section 150(b) of title 23.



1           “(c) INITIAL DESIGNATION OF PRIMARY FREIGHT  
2 SYSTEM.—

3           “(1) IN GENERAL.—Not later than 1 year after  
4 the date of enactment of the DRIVE Act, the Sec-  
5 retary, after soliciting input from stakeholders, in-  
6 cluding multimodal freight system users, transport  
7 providers, metropolitan planning organizations, local  
8 governments, ports, airports, railroads, and States,  
9 through a public process to identify critical freight  
10 facilities and corridors that are vital to achieve the  
11 national multimodal freight policy goals described in  
12 section 5402(b) of this title and in section 150(b) of  
13 title 23, and after providing notice and opportunity  
14 for comment on a draft system, shall designate a  
15 primary freight system with the goal of—

16           “(A) improving network and intermodal  
17 connectivity; and

18           “(B) using measurable data as part of the  
19 assessment of the significance of freight move-  
20 ment, including the consideration of points of  
21 origin, destination, and linking components of  
22 domestic and international supply chains.

23           “(2) FACTORS.—In designating or redesign-  
24 ating a primary freight system, the Secretary shall  
25 consider—

1           “(A) origins and destinations of freight  
2 movement within, to, and from the United  
3 States;

4           “(B) volume, value, tonnage, and the stra-  
5 tegic importance of freight;

6           “(C) access to border crossings, airports,  
7 seaports, and pipelines;

8           “(D) economic factors, including balance of  
9 trade;

10          “(E) access to major areas for manufac-  
11 turing, agriculture, or natural resources;

12          “(F) access to energy exploration, develop-  
13 ment, installation, and production areas;

14          “(G) intermodal links and intersections  
15 that promote connectivity;

16          “(H) freight choke points and other im-  
17 pediments contributing to significant measur-  
18 able congestion, delay in freight movement, or  
19 inefficient modal connections;

20          “(I) impacts on all freight transportation  
21 modes and modes that share significant freight  
22 infrastructure;

23          “(J) elements and transportation corridors  
24 identified by a multi-State coalition, a State, a  
25 State advisory committee, or a metropolitan

1 planning organization, using national or local  
2 data, as having critical freight importance to  
3 the region;

4 “(K) intermodal connectors, major dis-  
5 tribution centers, inland intermodal facilities,  
6 and first- and last-mile facilities;

7 “(L) the annual average daily truck traffic  
8 on principal arterials; and

9 “(M) the significance of goods movement,  
10 including consideration of global and domestic  
11 supply chains.

12 “(3) REQUIREMENTS FOR DESIGNATION.—A  
13 designation may be made under this subsection if  
14 the freight transportation facility or infrastructure  
15 being considered—

16 “(A) is in an urbanized area, regardless of  
17 population;

18 “(B) has been designated under subsection  
19 (d) as a critical rural freight corridor;

20 “(C) connects an intermodal facility to—

21 “(i) the primary freight network; or

22 “(ii) an intermodal freight facility;

23 “(D)(i) is located within a corridor of a  
24 route on the primary freight network; and

1           “(ii) provides an alternative option impor-  
2           tant to goods movement;

3           “(E) serves a major freight generator, lo-  
4           gistic center, agricultural region, or manufac-  
5           turing, warehouse, or industrial land; or

6           “(F) is important to the movement of  
7           freight within a State or metropolitan region, as  
8           determined by the State or the metropolitan  
9           planning organization.

10          “(4) CONSIDERATIONS.—In designating or re-  
11          designating the primary freight system under sub-  
12          section (e), the Secretary shall—

13                 “(A) use, to the extent practicable, meas-  
14                 urable data to assess the significance of goods  
15                 movement, including the consideration of points  
16                 of origin, destination, and linking components  
17                 of the United States global and domestic supply  
18                 chains;

19                 “(B) consider—

20                         “(i) the factors described in sub-  
21                         section (c)(2); and

22                         “(ii) any changes in the economy or  
23                         freight transportation network demand;  
24                         and

1           “(C) provide the States with an oppor-  
2           tunity to submit proposed designations in ac-  
3           cordance with paragraph (5).

4           “(5) STATE INPUT.—

5           “(A) IN GENERAL.—Each State that pro-  
6           poses increased designations on the primary  
7           freight system shall—

8                   “(i) consider nominations for addi-  
9                   tional designations from metropolitan plan-  
10                  ning organizations and State freight advi-  
11                  sory committees within the State;

12                   “(ii) consider nominations for the ad-  
13                  ditional designations from owners and op-  
14                  erators of port, rail, pipeline, and airport  
15                  facilities; and

16                   “(iii) ensure that additional designa-  
17                  tions are consistent with the State Trans-  
18                  portation Improvement Program or freight  
19                  plan.

20           “(B) REVISIONS.—States may revise  
21           routes certified under section 4006 of the Inter-  
22           modal Surface Transportation Efficiency Act of  
23           1991 (Public Law 102–240; 105 Stat. 2148) to  
24           conform with the designated freight system  
25           under this section.

1                   “(C) SUBMISSION AND CERTIFICATION.—

2                   Each State shall submit to the Secretary—

3                   “(i) a list of the additional designa-  
4                   tions added under this subsection; and

5                   “(ii) certification that—

6                   “(I) the State has satisfied the  
7                   requirements under subparagraph (A);

8                   and

9                   “(II) the designations referred to  
10                  in clause (i) address the factors for  
11                  redesignation described in subsection  
12                  (c)(3).

13                  “(d) CRITICAL RURAL FREIGHT CORRIDORS.—A  
14                  State may designate freight transportation infrastructure  
15                  or facilities within the borders of the State as a critical  
16                  rural freight corridor if the public road or facility—

17                  “(1) is a rural principal arterial roadway or fa-  
18                  cility;

19                  “(2) provides access or service to energy explo-  
20                  ration, development, installation, or production  
21                  areas;

22                  “(3) provides access or service to—

23                  “(A) a grain elevator;

24                  “(B) an agricultural facility;

25                  “(C) a mining facility;

1 “(D) a forestry facility; or

2 “(E) an intermodal facility;

3 “(4) connects to an international port of entry;

4 “(5) provides access to significant air, rail,  
5 water, or other freight facilities in the State; or

6 “(6) has been determined by the State to be  
7 vital to improving the efficient movement of freight  
8 of importance to the economy of the State.

9 “(e) REDESIGNATION OF PRIMARY FREIGHT SYS-  
10 TEM.—Beginning on the date that is 5 years after the ini-  
11 tial designation under subsection (c), and every 5 years  
12 thereafter, the Secretary, using the designation factors de-  
13 scribed in subsection (c)(3), shall redesignate the primary  
14 freight system.”.

## 15 **TITLE XLII—PLANNING**

### 16 **SEC. 42001. NATIONAL FREIGHT STRATEGIC PLAN.**

17 Chapter 54 of subtitle III of title 49, United States  
18 Code (as amended by title XLI), is amended by adding  
19 at the end the following:

#### 20 **“§ 5404. National freight strategic plan**

21 “(a) INITIAL DEVELOPMENT OF NATIONAL FREIGHT  
22 STRATEGIC PLAN.—Not later than 3 years after the date  
23 of enactment of the DRIVE Act, the Secretary, in con-  
24 sultation with State departments of transportation, metro-  
25 politan planning organizations, and other appropriate pub-

1 lic and private transportation stakeholders, shall develop,  
2 after providing opportunity for notice and comment on a  
3 draft national freight strategic plan, and post on the pub-  
4 lic website of the Department of Transportation a national  
5 freight strategic plan that includes—

6           “(1) an assessment of the condition and per-  
7           formance of the national multimodal freight net-  
8           work;

9           “(2) an identification of bottlenecks on the na-  
10          tional multimodal freight network that create signifi-  
11          cant freight congestion based on a quantitative  
12          methodology developed by the Secretary, which shall,  
13          at a minimum, include—

14                   “(A) information from the Freight Anal-  
15                   ysis Framework of the Federal Highway Ad-  
16                   ministration; and

17                   “(B) to the maximum extent practicable,  
18                   an estimate of the cost of addressing each bot-  
19                   tleneck and any operational improvements that  
20                   could be implemented;

21           “(3) a forecast of freight volumes, based on the  
22          most recent data available, for—

23                   “(A) the 5-year period beginning in the  
24                   year during which the plan is issued; and



1           “(B) if practicable, for the 10- and 20-year  
2           period beginning in the year during which the  
3           plan is issued;

4           “(4) an identification of major trade gateways  
5           and national freight corridors that connect major  
6           economic corridors, population centers, trade gate-  
7           ways, and other major freight generators for current  
8           and forecasted traffic and freight volumes, the iden-  
9           tification of which shall be revised, as appropriate,  
10          in subsequent plans;

11          “(5) an assessment of statutory, regulatory,  
12          technological, institutional, financial, and other bar-  
13          riers to improved freight transportation performance  
14          (including opportunities for overcoming the bar-  
15          riers);

16          “(6) an identification of routes providing access  
17          to energy exploration, development, installation, or  
18          production areas;

19          “(7) routes for providing access to major areas  
20          for manufacturing, agriculture, or natural resources;

21          “(8) best practices for improving the perform-  
22          ance of the national freight network;

23          “(9) best practices to mitigate the impacts of  
24          freight movement on communities;

1           “(10) a process for addressing multistate  
2 projects and encouraging jurisdictions to collaborate  
3 on multistate projects;

4           “(11) identification of locations or areas with  
5 congestion involving freight traffic, and strategies to  
6 address those issues;

7           “(12) strategies to improve freight intermodal  
8 connectivity; and

9           “(13) best practices for improving the perform-  
10 ance of the national multimodal freight network and  
11 rural and urban access to critical freight corridors.

12       “(b) UPDATES TO NATIONAL FREIGHT STRATEGIC  
13 PLAN.—Not later than 5 years after the date of comple-  
14 tion of the first national multimodal freight strategic plan  
15 under subsection (a) and every 5 years thereafter, the Sec-  
16 retary shall update and repost on the public website of  
17 the Department of Transportation a revised national  
18 freight strategic plan.”.

19 **SEC. 42002. STATE FREIGHT ADVISORY COMMITTEES.**

20       Chapter 54 of subtitle III of title 49, United States  
21 Code (as amended by section 42001), is amended by add-  
22 ing at the end the following:

23 **“§ 5405. State freight advisory committees**

24       “(a) IN GENERAL.—Each State shall establish a  
25 freight advisory committee consisting of a representative

1 cross-section of public and private sector freight stake-  
2 holders, including representatives of ports, third party lo-  
3 gistics providers, shippers, carriers, freight-related asso-  
4 ciations, the freight industry workforce, the transportation  
5 department of the State, and local governments.

6 “(b) **ROLE OF COMMITTEE.**—A freight advisory com-  
7 mittee of a State described in subsection (a) shall—

8 “(1) advise the State on freight-related prior-  
9 ities, issues, projects, and funding needs;

10 “(2) serve as a forum for discussion for State  
11 transportation decisions affecting freight mobility;

12 “(3) communicate and coordinate regional pri-  
13 orities with other organizations;

14 “(4) promote the sharing of information be-  
15 tween the private and public sectors on freight  
16 issues; and

17 “(5) participate in the development of the  
18 freight plan of the State described in section 5406.”.

19 **SEC. 42003. STATE FREIGHT PLANS.**

20 Chapter 54 of subtitle III of title 49, United States  
21 Code (as amended by section 42002), is amended by add-  
22 ing at the end the following:

23 **“§ 5406. State freight plans**

24 “(a) **IN GENERAL.**—Each State shall develop a  
25 freight plan that provides a comprehensive plan for the

1 immediate and long-range planning activities and invest-  
2 ments of the State with respect to freight.

3 “(b) PLAN CONTENTS.—A freight plan described in  
4 subsection (a) shall include, at a minimum—

5 “(1) an identification of significant freight sys-  
6 tem trends, needs, and issues with respect to the  
7 State;

8 “(2) a description of the freight policies, strate-  
9 gies, and performance measures that will guide the  
10 freight-related transportation investment decisions of  
11 the State;

12 “(3) when applicable, a listing of critical rural  
13 and urban freight corridors designated within the  
14 State under section 5403 of this title or section 167  
15 of title 23;

16 “(4) a description of how the plan will improve  
17 the ability of the State to meet the national freight  
18 goals established under section 5402(b) of this title  
19 and section 150(b) of title 23;

20 “(5) a description of how innovative tech-  
21 nologies and operational strategies, including freight  
22 intelligent transportation systems, that improve the  
23 safety and efficiency of freight movement, were con-  
24 sidered;

1           “(6) in the case of roadways on which travel by  
2 heavy vehicles (including mining, agricultural, en-  
3 ergy cargo or equipment, and timber vehicles) is pro-  
4 jected to substantially deteriorate the condition of  
5 roadways, a description of improvements that may  
6 be required to reduce or impede the deterioration;

7           “(7) an inventory of facilities with freight mo-  
8 bility issues, such as bottlenecks, within the State,  
9 and where the facilities are State owned or operated,  
10 a description of the strategies the State is employing  
11 to address those freight mobility issues;

12           “(8) consideration of any significant congestion  
13 or delay caused by freight movements and any strat-  
14 egies to mitigate that congestion or delay; and

15           “(9) a freight investment plan that, subject to  
16 subsection (c)(2), includes a list of priority projects  
17 and describes how funds made available to carry out  
18 section 167 of title 23 would be invested and  
19 matched.

20           “(c) RELATIONSHIP TO LONG-RANGE PLAN.—

21           “(1) INCORPORATION.—A State freight plan de-  
22 scribed in subsection (a) may be developed sepa-  
23 rately from or incorporated into the statewide stra-  
24 tegic long-range transportation plan required by sec-  
25 tion 135 of title 23.

1           “(2) FISCAL CONSTRAINT.—The freight invest-  
2           ment plan component of a freight plan shall include  
3           a project, or an identified phase of a project, only  
4           if funding for completion of the project can reason-  
5           ably be anticipated to be available for the project  
6           within the time period identified in the freight in-  
7           vestment plan.

8           “(d) PLANNING PERIOD.—The freight plan shall ad-  
9           dress a 5-year forecast period.

10          “(e) UPDATES.—

11           “(1) IN GENERAL.—A State shall update the  
12           freight plan not less frequently than once every 5  
13           years.

14           “(2) FREIGHT INVESTMENT PLAN.—A State  
15           may update the freight investment plan more fre-  
16           quently than is required under paragraph (1).”.

17 **SEC. 42004. FREIGHT DATA AND TOOLS.**

18          Chapter 54 of subtitle III of title 49, United States  
19          Code (as amended by section 42003), is amended by add-  
20          ing at the end the following:

21 **“SEC. 5407. TRANSPORTATION INVESTMENT DATA AND**  
22 **PLANNING TOOLS.**

23          “(a) IN GENERAL.—Not later than 1 year after the  
24          date of enactment of the DRIVE Act, the Secretary  
25          shall—

1           “(1) begin development of new tools and im-  
2           provement of existing tools to support an outcome-  
3           oriented, performance-based approach to evaluate  
4           proposed freight-related and other transportation  
5           projects, including—

6                   “(A) methodologies for systematic analysis  
7                   of benefits and costs on a national or regional  
8                   basis;

9                   “(B) tools for ensuring that the evaluation  
10                  of freight-related and other transportation  
11                  projects could consider safety, economic com-  
12                  petitiveness, urban and rural access, environ-  
13                  mental sustainability, and system condition in  
14                  the project selection process;

15                  “(C) improved methods for data collection  
16                  and trend analysis;

17                  “(D) encouragement of public-private part-  
18                  nerships to carry out data sharing activities  
19                  while maintaining the confidentiality of all pro-  
20                  prietary data; and

21                  “(E) other tools to assist in effective trans-  
22                  portation planning;

23           “(2) identify transportation-related model data  
24           elements to support a broad range of evaluation

1 methods and techniques to assist in making trans-  
2 portation investment decisions; and

3 “(3) at a minimum, in consultation with other  
4 relevant Federal agencies, consider any improve-  
5 ments to existing freight flow data collection efforts  
6 that could reduce identified freight data gaps and  
7 deficiencies and help improve forecasts of freight  
8 transportation demand.

9 “(b) CONSULTATION.—The Secretary shall consult  
10 with Federal, State, and other stakeholders to develop, im-  
11 prove, and implement the tools and collect the data de-  
12 scribed in subsection (a).”.

## 13 **TITLE XLIII—FORMULA FREIGHT** 14 **PROGRAM**

### 15 **SEC. 43001. NATIONAL HIGHWAY FREIGHT PROGRAM.**

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

#### 18 **“§ 167. National highway freight program**

19 “(a) ESTABLISHMENT.—

20 “(1) IN GENERAL.—It is the policy of the  
21 United States to improve the condition and perform-  
22 ance of the national highway freight network to en-  
23 sure that the national freight network provides the  
24 foundation for the United States to compete in the



1 global economy and achieve each goal described in  
2 subsection (b).

3 “(2) ESTABLISHMENT.—In support of the goals  
4 described in subsection (b), the Federal Highway  
5 Administrator (referred to in this section as the ‘Ad-  
6 ministrator’) shall establish a national highway  
7 freight program in accordance with this section to  
8 improve the efficient movement of freight on the na-  
9 tional highway freight network.

10 “(b) GOALS.—The goals of the national highway  
11 freight program are—

12 “(1) to invest in infrastructure improvements  
13 and to implement operational improvements on the  
14 highways of the United States that—

15 “(A) strengthen the contribution of the na-  
16 tional highway freight network to the economic  
17 competitiveness of the United States;

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

20 “(C) reduce the cost of freight transpor-  
21 tation;

22 “(D) improve the reliability of freight  
23 transportation; and

1           “(E) increase productivity, particularly for  
2           domestic industries and businesses that create  
3           high-value jobs;

4           “(2) to improve the safety, security, efficiency,  
5           and resiliency of freight transportation in rural and  
6           urban areas;

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

9           “(4) to use advanced technology to improve the  
10          safety and efficiency of the national highway freight  
11          network;

12          “(5) to incorporate concepts of performance, in-  
13          novation, competition, and accountability into the  
14          operation and maintenance of the national highway  
15          freight network;

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

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

20          “(c) ESTABLISHMENT OF A NATIONAL HIGHWAY  
21          FREIGHT NETWORK.—

22                 “(1) IN GENERAL.—The Administrator shall es-  
23                 tablish a national highway freight network in accord-  
24                 ance with this section to assist States in strategically

1 directing resources toward improved system perform-  
2 ance for efficient movement of freight on highways.

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

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

7 “(B) critical rural freight corridors estab-  
8 lished under subsection (e);

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

11 “(D) the portions of the Interstate System  
12 not designated as part of the primary highway  
13 freight system, including designated future  
14 Interstate System routes as of the date of en-  
15 actment of the DRIVE Act.

16 “(d) DESIGNATION AND REDESIGNATION OF THE  
17 PRIMARY HIGHWAY FREIGHT SYSTEM.—

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

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

1                   “(B) all National Highway System freight  
2                   intermodal connectors.

3                   “(2) REDESIGNATION OF PRIMARY HIGHWAY  
4                   FREIGHT SYSTEM.—

5                   “(A) IN GENERAL.—Beginning on the date  
6                   that is 1 year after the date of enactment of the  
7                   DRIVE Act and every 5 years thereafter, using  
8                   the designation factors described in subpara-  
9                   graph (E), the Administrator shall redesignate  
10                  the primary highway freight system (including  
11                  any additional mileage added to the primary  
12                  highway freight system under this paragraph as  
13                  of the date on which the redesignation process  
14                  is effective).

15                  “(B) MILEAGE.—

16                  “(i) FIRST REDESIGNATION.—In re-  
17                  designating the primary highway freight  
18                  system on the date that is 1 year after the  
19                  date of enactment of the DRIVE Act, the  
20                  Administrator shall limit the system to  
21                  30,000 centerline miles, without regard to  
22                  the connectivity of the primary highway  
23                  freight system.

24                  “(ii) SUBSEQUENT REDESIGNA-  
25                  TIONS.—Each redesignation after the re-

1 designation described in clause (i), the Ad-  
2 ministrator may increase the primary high-  
3 way freight system by up to 5 percent of  
4 the total mileage of the system, without re-  
5 gard to the connectivity of the primary  
6 highway freight system.

7 “(C) CONSIDERATIONS.—

8 “(i) IN GENERAL.—In redesignating  
9 the primary highway freight system, to the  
10 maximum extent practicable, the Adminis-  
11 trator shall use measurable data to assess  
12 the significance of goods movement, includ-  
13 ing consideration of points of origin, des-  
14 tination, and linking components of the  
15 United States global and domestic supply  
16 chains.

17 “(ii) INTERMODAL CONNECTORS.—In  
18 redesignating the primary highway freight  
19 system, the Administrator shall include all  
20 National Highway System freight inter-  
21 modal connectors.

22 “(D) INPUT.—In addition to the process  
23 provided to State freight advisory committees  
24 under paragraph (3), in redesignating the pri-  
25 mary highway freight system, the Administrator

1 shall provide an opportunity for State freight  
2 advisory committees to submit additional miles  
3 for consideration.

4 “(E) FACTORS FOR REDESIGNATION.—In  
5 redesignating the primary highway freight sys-  
6 tem, the Administrator shall consider—

7 “(i) the origins and destinations of  
8 freight movement in, to, and from the  
9 United States;

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

11 “(iii) access to energy exploration, de-  
12 velopment, installation, or production  
13 areas;

14 “(iv) proximity of access to other  
15 freight intermodal facilities, including rail,  
16 air, water, and pipelines;

17 “(v) the total freight tonnage and  
18 value moved via highways;

19 “(vi) significant freight bottlenecks, as  
20 identified by the Administrator;

21 “(vii) the annual average daily truck  
22 traffic on principal arterials; and

23 “(viii) the significance of goods move-  
24 ment on principal arterials, including con-

1           sideration of global and domestic supply  
2           chains.

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

5           “(A) IN GENERAL.—Not later than 1 year  
6 after each redesignation conducted by the Ad-  
7 ministrator under paragraph (2), each State,  
8 under the advisement of the State freight advi-  
9 sory committee, as developed and carried out in  
10 accordance with subsection (1), may increase the  
11 number of miles designated as part of the pri-  
12 mary highway freight system in that State by  
13 not more than 10 percent of the miles des-  
14 ignated in that State under this subsection if  
15 the additional miles—

16           “(i) close gaps between primary high-  
17 way freight system segments;

18           “(ii) establish connections of the pri-  
19 mary highway freight system critical to the  
20 efficient movement of goods, including  
21 ports, international border crossings, air-  
22 ports, intermodal facilities, logistics cen-  
23 ters, warehouses, and agricultural facili-  
24 ties; or

1                   “(iii) designate critical emerging  
2                   freight routes.

3                   “(B) CONSIDERATIONS.—Each State,  
4                   under the advisement of the State freight advi-  
5                   sory committee that increases the number of  
6                   miles on the primary highway freight system  
7                   under subparagraph (A) shall—

8                   “(i) consider nominations for the ad-  
9                   ditional miles from metropolitan planning  
10                  organizations within the State;

11                  “(ii) ensure that the additional miles  
12                  are consistent with the freight plan of the  
13                  State; and

14                  “(iii) review the primary highway  
15                  freight system of the State designated  
16                  under paragraph (1) and redesignate miles  
17                  in a manner that is consistent with para-  
18                  graph (2).

19                  “(C) SUBMISSION.—Each State, under the  
20                  advisement of the State freight advisory com-  
21                  mittee shall—

22                  “(i) submit to the Administrator a list  
23                  of the additional miles added under this  
24                  subsection; and

25                  “(ii) certify that—



1                   “(I) the additional miles meet the  
2                   requirements of subparagraph (A);  
3                   and

4                   “(II) the State, under the advise-  
5                   ment of the State freight advisory  
6                   committee, has satisfied the require-  
7                   ments of subparagraph (B).

8           “(e) CRITICAL RURAL FREIGHT CORRIDORS.—A  
9 State may designate a public road within the borders of  
10 the State as a critical rural freight corridor if the public  
11 road—

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

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

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

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

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

3                   “(4) provides access to—

4                   “(A) a grain elevator;

5                   “(B) an agricultural facility;

6                   “(C) a mining facility;

7                   “(D) a forestry facility; or

8                   “(E) an intermodal facility;

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

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

12                  “(7) is, in the determination of the State, vital  
13                  to improving the efficient movement of freight of im-  
14                  portance to the economy of the State.

15                  “(f) CRITICAL URBAN FREIGHT CORRIDORS.—

16                  “(1) URBANIZED AREA WITH POPULATION OF  
17                  500,000 OR MORE.—In an urbanized area with a pop-  
18                  ulation of 500,000 or more individuals, the rep-  
19                  resentative metropolitan planning organization, in  
20                  consultation with the State, may designate a public  
21                  road within the borders of that area of the State as  
22                  a critical urban freight corridor.

23                  “(2) URBANIZED AREA WITH A POPULATION  
24                  LESS THAN 500,000.—In an urbanized area with a  
25                  population of less than 500,000 individuals, the

1 State, in consultation with the representative metro-  
2 politan planning organization, may designate a pub-  
3 lic road within the borders of that area of the State  
4 as a critical urban freight corridor.

5 “(3) REQUIREMENTS FOR DESIGNATION.—A  
6 designation may be made under paragraphs (1) or  
7 (2) if the public road—

8 “(A) is in an urbanized area, regardless of  
9 population; and

10 “(B)(i) connects an intermodal facility  
11 to—

12 “(I) the primary highway freight net-  
13 work;

14 “(II) the Interstate System; or

15 “(III) an intermodal freight facility;

16 “(ii) is located within a corridor of a route  
17 on the primary highway freight network and  
18 provides an alternative highway option impor-  
19 tant to goods movement;

20 “(iii) serves a major freight generator, lo-  
21 gistic center, or manufacturing and warehouse  
22 industrial land; or

23 “(iv) is important to the movement of  
24 freight within the region, as determined by the

1 metropolitan planning organization or the  
2 State.

3 “(g) DESIGNATION AND CERTIFICATION.—

4 “(1) DESIGNATION.—States and metropolitan  
5 planning organizations may designate corridors  
6 under subsections (e) and (f) and submit the des-  
7 ignated corridors to the Administrator on a rolling  
8 basis.

9 “(2) CERTIFICATION.—Each State or metro-  
10 politan planning organization that designates a cor-  
11 ridor under subsection (e) or (f) shall certify to the  
12 Administrator that the designated corridor meets the  
13 requirements of the applicable subsection.

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

21 “(i) USE OF APPORTIONED FUNDS.—

22 “(1) IN GENERAL.—A State shall obligate  
23 funds apportioned to the State under section  
24 104(b)(5) to improve the movement of freight on the  
25 national highway freight network.

1           “(2) FORMULA.—The Administrator shall cal-  
2           culate for each State the proportion that—

3                   “(A) the total mileage in the State des-  
4                   ignated as part of the primary highway freight  
5                   system; bears to

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

8           “(3) USE OF FUNDS.—

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

15                           “(i) the primary highway freight sys-  
16                           tem;

17                           “(ii) critical rural freight corridors;  
18                           and

19                           “(iii) critical urban freight corridors.

20                   “(B) STATES WITH LOW PRIMARY HIGH-  
21                  WAY FREIGHT SYSTEM MILEAGE.—If the pro-  
22                  portion of a State under paragraph (2) is less  
23                  than 3 percent, the State may obligate funds  
24                  apportioned to the State under section

1           104(b)(5) for projects on any component of the  
2           national highway freight network.

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

9                   “(A) established a freight advisory com-  
10                   mittee in accordance with section 5405 of title  
11                   49; and

12                   “(B) developed a freight plan in accord-  
13                   ance with section 5406 of title 49, except that  
14                   the multimodal component of the plan may be  
15                   incomplete before an obligation may be made  
16                   under this section.

17           “(5) ELIGIBILITY.—

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

21                           “(i) contribute to the efficient move-  
22                           ment of freight on the national highway  
23                           freight network; and

1                   “(ii) be consistent with a freight in-  
2                   vestment plan included in a freight plan of  
3                   the State that is in effect.

4                   “(B) OTHER PROJECTS.—A State may ob-  
5                   ligate not more than 10 percent of the total ap-  
6                   portionment of the State under section  
7                   104(b)(5) for projects—

8                   “(i) within the boundaries of public  
9                   and private freight rail, water facilities (in-  
10                  cluding ports), and intermodal facilities;  
11                  and

12                  “(ii) that provide surface transpor-  
13                  tation infrastructure necessary to facilitate  
14                  direct intermodal interchange, transfer,  
15                  and access into and out of the facility.

16                  “(C) ELIGIBLE PROJECTS.—Funds appor-  
17                  tioned to the State under section 104(b)(5) for  
18                  the national highway freight program may be  
19                  obligated to carry out 1 or more of the fol-  
20                  lowing:

21                  “(i) Development phase activities, in-  
22                  cluding planning, feasibility analysis, rev-  
23                  enue forecasting, environmental review,  
24                  preliminary engineering and design work,  
25                  and other preconstruction activities.

1                   “(ii) Construction, reconstruction, re-  
2                   habilitation, acquisition of real property  
3                   (including land relating to the project and  
4                   improvements to land), construction con-  
5                   tingencies, acquisition of equipment, and  
6                   operational improvements directly relating  
7                   to improving system performance.

8                   “(iii) Intelligent transportation sys-  
9                   tems and other technology to improve the  
10                  flow of freight, including intelligent freight  
11                  transportation systems.

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

14                  “(v) Environmental and community  
15                  mitigation of freight movement.

16                  “(vi) Railway-highway grade separa-  
17                  tion.

18                  “(vii) Geometric improvements to  
19                  interchanges and ramps.

20                  “(viii) Truck-only lanes.

21                  “(ix) Climbing and runaway truck  
22                  lanes.

23                  “(x) Adding or widening of shoulders.

24                  “(xi) Truck parking facilities eligible  
25                  for funding under section 1401 of MAP-





1 (xix), to improve the flow of freight on the  
2 national highway freight network.

3 “(xxi) Any other surface transpor-  
4 tation project to improve the flow of  
5 freight into and out of a facility described  
6 in subparagraph (B).

7 “(6) OTHER ELIGIBLE COSTS.—In addition to  
8 the eligible projects identified in paragraph (5), a  
9 State may use funds apportioned under section  
10 104(b)(5) for—

11 “(A) carrying out diesel retrofit or alter-  
12 native fuel projects under section 149 for class  
13 8 vehicles; and

14 “(B) the necessary costs of—

15 “(i) conducting analyses and data col-  
16 lection related to the national highway  
17 freight program;

18 “(ii) developing and updating per-  
19 formance targets to carry out this section;  
20 and

21 “(iii) reporting to the Administrator  
22 to comply with section 150.

23 “(7) APPLICABILITY OF PLANNING REQUIRE-  
24 MENTS.—Programming and expenditure of funds for

1 projects under this section shall be consistent with  
2 the requirements of sections 134 and 135.

3 “(j) STATE PERFORMANCE TARGETS.—If the Ad-  
4 ministrator determines that a State has not met or made  
5 significant progress toward meeting the performance tar-  
6 gets related to freight movement of the State established  
7 under section 150(d) by the date that is 2 years after the  
8 date of the establishment of the performance targets, until  
9 the date on which the Administrator determines that the  
10 State has met or has made significant progress towards  
11 meeting the performance targets, the State shall submit  
12 to the Administrator, on a biennial basis, a freight per-  
13 formance improvement plan that includes—

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

16 “(2) a description of the freight policies and  
17 strategies that will guide the freight-related trans-  
18 portation investments of the State;

19 “(3) an inventory of freight bottlenecks within  
20 the State and a description of the ways in which the  
21 State is allocating the national highway freight pro-  
22 gram funds to improve those bottlenecks; and

23 “(4) a description of the actions the State will  
24 undertake to meet the performance targets of the  
25 State.

1           “(k) STUDY OF MULTIMODAL PROJECTS.—Not later  
2 than 2 years after the date of enactment of the DRIVE  
3 Act, the Administrator shall submit to Congress a report  
4 that contains—

5           “(1) a study of freight projects identified in  
6 State freight plans under section 5406 of title 49;  
7 and

8           “(2) an evaluation of multimodal freight  
9 projects included in the State freight plans, or other-  
10 wise identified by States, that are subject to the lim-  
11 itation of funding for such projects under this sec-  
12 tion.

13           “(l) STATE FREIGHT ADVISORY COMMITTEES.—A  
14 State freight advisory committee shall be carried out as  
15 described in section 5405 of title 49.

16           “(m) STATE FREIGHT PLANS.—A State freight plan  
17 shall be carried out as described in section 5406 of title  
18 49.

19           “(n) INTELLIGENT FREIGHT TRANSPORTATION SYS-  
20 TEM.—

21           “(1) DEFINITION OF INTELLIGENT FREIGHT  
22 TRANSPORTATION SYSTEM.—In this section, the  
23 term ‘intelligent freight transportation system’  
24 means—

1           “(A) an innovative or intelligent techno-  
2           logical transportation system, infrastructure, or  
3           facilities, including electronic roads, driverless  
4           trucks, elevated freight transportation facilities,  
5           and other intelligent freight transportation sys-  
6           tems; and

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

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

16                 “(A)(i) along existing Federal-aid high-  
17                 ways; or

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

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

22          “(3) OPERATING STANDARDS.—The Adminis-  
23          trator of the Federal Highway Administration shall  
24          determine the need for establishing operating stand-  
25          ards for intelligent freight transportation systems.

1       “(o) TREATMENT OF FREIGHT PROJECTS.—Not-  
2 withstanding any other provision of law, a freight project  
3 carried out under this section shall be treated as if the  
4 project were on a Federal-aid highway.”.

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 highway 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. 43002. SAVINGS PROVISION.**

13       Nothing in this division or the amendments made by  
14 this division provides additional authority to regulate or  
15 direct private activity on freight networks designated by  
16 the amendments made by this division.

## 17                   **TITLE XLIV—GRANTS**

18 **SEC. 44001. PURPOSE; DEFINITIONS; ADMINISTRATION.**

19       (a) IN GENERAL.—The purpose of the grants de-  
20 scribed in the amendments made by section 44002 is to  
21 assist in funding critical high-cost transportation infra-  
22 structure projects that—

23           (1) are difficult to complete with existing Fed-  
24 eral, State, local, and private funds; and

25           (2) will achieve 1 or more of—

1 (A) generation of national or regional eco-  
2 nomic 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 facilities vital to agri-  
7 culture, manufacturing, or national energy se-  
8 curity;

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

12 (E) improvement of transportation safety;

13 (F) improvement of existing and des-  
14 ignated future Interstate System routes; or

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

18 (b) DEFINITIONS.—In this section and for purposes  
19 of the grant programs established under the amendments  
20 made by section 44002:

21 (1) ELIGIBLE APPLICANT.—The term “eligible  
22 applicant” means—

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

24 (B) a local government (or a group of local  
25 governments);

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

3 (D) a transit agency (or a group of transit  
4 agencies);

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

7 (F) a port authority (or a group of port  
8 authorities);

9 (G) a political subdivision of a State or  
10 local government;

11 (H) a Federal land management agency,  
12 jointly with the applicable State; or

13 (I) a multistate or multijurisdictional  
14 group of entities described in subparagraphs  
15 (A) through (H).

16 (2) RURAL AREA.—The term “rural area”  
17 means an area that is outside of an urbanized area  
18 with a population greater than 150,000 individuals,  
19 as determined by the Bureau of the Census.

20 (3) RURAL STATE.—The term “rural State”  
21 means a State that has a population density of 80  
22 or fewer persons per square mile, based on the most  
23 recent decennial census.

24 (c) APPLICATIONS.—



1           (1) IN GENERAL.—An eligible applicant shall  
2           submit to the Secretary or the Federal Highway Ad-  
3           ministrator (referred to in this section as the “Ad-  
4           ministrator”), as appropriate, an application in such  
5           form and containing such information as the Sec-  
6           retary or Administrator, as appropriate, determines  
7           necessary, including the total amount of the grant  
8           requested.

9           (2) CONTENTS.—Each application submitted  
10          under this paragraph shall include data on the most  
11          recent system performance, to the extent practicable,  
12          and estimated system improvements that will result  
13          from completion of the eligible project, including  
14          projections for improvements 5 and 10 years after  
15          completion of the project.

16          (3) RESUBMISSION OF APPLICATIONS.—An eli-  
17          gible applicant whose project is not selected may re-  
18          submit an application in a subsequent solicitation  
19          with an addendum indicating changes to the project  
20          application.

21          (d) ACCOUNTABILITY MEASURES.—The Secretary  
22          and the Administrator shall establish accountability meas-  
23          ures for the management of the grants described in this  
24          section—

1           (1) to establish clear procedures for addressing  
2 late-arriving applications;

3           (2) to publicly communicate decisions to accept  
4 or reject applications; and

5           (3) to document major decisions in the applica-  
6 tion evaluation and project selection process through  
7 a decision memorandum or similar mechanism that  
8 provides a clear rationale for decisions.

9       (e) GEOGRAPHIC DISTRIBUTION.—In awarding  
10 grants, the Secretary or Administrator, as appropriate,  
11 shall take measures to ensure, to the maximum extent  
12 practicable—

13           (1) an equitable geographic distribution of  
14 amounts; and

15           (2) an appropriate balance in addressing the  
16 needs of rural and urban communities.

17       (f) REPORTS.—

18           (1) IN GENERAL.—The Secretary or the Admin-  
19 istrator, as appropriate, shall make available on the  
20 website of the Department at the end of each fiscal  
21 year an annual report that lists each project for  
22 which a grant has been provided under this section  
23 during that fiscal year.

24           (2) COMPTROLLER GENERAL.—

1           (A) ASSESSMENT.—The Comptroller Gen-  
2           eral of the United States shall conduct an as-  
3           sessment of the administrative establishment,  
4           solicitation, selection, and justification process  
5           with respect to the funding of grants described  
6           in this title.

7           (B) REPORT.—Not later than 1 year after  
8           the initial awarding of grants described in this  
9           section, the Comptroller General of the United  
10          States shall submit to the Committee on Envi-  
11          ronment and Public Works of the Senate, the  
12          Committee on Commerce, Science, and Trans-  
13          portation of the Senate, and the Committee on  
14          Transportation and Infrastructure of the House  
15          of Representatives a report that describes—

16                   (i) the adequacy and fairness of the  
17                   process by which each project was selected,  
18                   if applicable;

19                   (ii) the justification and criteria used  
20                   for the selection of each project, if applica-  
21                   ble.

22 **SEC. 44002. GRANTS.**

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

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

2 “(a) PURPOSE OF PROGRAM.—The purpose of the as-  
3 sistance for major projects program shall be the purpose  
4 described in section 44001 of the DRIVE Act.

5 “(b) DEFINITIONS.—In this section—

6 “(1) the terms defined in section 44001 of the  
7 DRIVE Act shall apply; and

8 “(2) the following definitions shall apply:

9 “(A) ADMINISTRATOR.—The term ‘Admin-  
10 istrator’ means the Administrator of the Fed-  
11 eral Highway Administration.

12 “(B) ELIGIBLE PROJECT.—

13 “(i) IN GENERAL.—The term ‘eligible  
14 project’ means a surface transportation  
15 project, or a program of integrated surface  
16 transportation projects closely related in  
17 the function the projects perform, that—

18 “(I) is a capital project that is el-  
19 igible for Federal financial assistance  
20 under—

21 “(aa) this title; or

22 “(bb) chapter 53 of title 49;

23 and

24 “(II) except as provided in clause  
25 (ii), has eligible project costs that are

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

3 “(aa) \$350,000,000; and

4 “(bb)(AA) for a project lo-  
5 cated in a single State, 25 per-  
6 cent of the amount of Federal-aid  
7 highway funds apportioned to the  
8 State for the most recently com-  
9 pleted fiscal year;

10 “(BB) for a project located  
11 in a single rural State with a  
12 population density of 80 or fewer  
13 persons per square mile based on  
14 the most recent decennial census,  
15 10 percent of the amount of Fed-  
16 eral-aid highway funds appor-  
17 tioned to the State for the most  
18 recently completed fiscal year; or

19 “(CC) for a project located  
20 in more than 1 State, 75 percent  
21 of the amount of Federal-aid  
22 highway funds apportioned to the  
23 participating State that has the  
24 largest apportionment for the

1                   most recently completed fiscal  
2                   year.

3                   “(ii) FEDERAL LAND TRANSPOR-  
4                   TATION FACILITY.—In the case of a Fed-  
5                   eral land transportation facility, the term  
6                   ‘eligible project’ means a Federal land  
7                   transportation facility that has eligible  
8                   project costs that are reasonably antici-  
9                   pated to equal or exceed \$150,000,000.

10                  “(C) ELIGIBLE PROJECT COSTS.—The  
11                  term ‘eligible project costs’ means the costs  
12                  of—

13                         “(i) development phase activities, in-  
14                         cluding planning, feasibility analysis, rev-  
15                         enue forecasting, environmental review,  
16                         preliminary engineering and design work,  
17                         and other preconstruction activities; and

18                         “(ii) construction, reconstruction, re-  
19                         habilitation, and acquisition of real prop-  
20                         erty (including land related to the project  
21                         and improvements to land), environmental  
22                         mitigation, construction contingencies, ac-  
23                         quisition of equipment directly related to  
24                         improving system performance, and oper-  
25                         ational improvements.

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

5           “(d) SOLICITATIONS AND APPLICATIONS.—

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

10                “(2) APPLICATIONS.—An eligible applicant  
11 shall submit an application to the Administrator in  
12 such form as described in and in accordance with  
13 section 44001 of the DRIVE Act.

14           “(e) CRITERIA FOR PROJECT EVALUATION AND SE-  
15 LECTION.—

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

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

21                         “(B) will significantly improve the per-  
22 formance of the national surface transportation  
23 network, nationally or regionally;

24                         “(C) is based on the results of preliminary  
25 engineering;

1           “(D) is consistent with the long-range  
2           statewide transportation plan;

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

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

7                   “(i) generation of national economic  
8                   benefits that reasonably exceed the costs of  
9                   the project;

10                   “(ii) reduction of long-term conges-  
11                   tion, including impacts on a national, re-  
12                   gional, and statewide basis;

13                   “(iii) an increase in the speed, reli-  
14                   ability, and accessibility of the movement  
15                   of people or freight; or

16                   “(iv) improvement of transportation  
17                   safety, including reducing transportation  
18                   accident and serious injuries and fatalities;  
19                   and

20           “(G) is supported by a sufficient amount  
21           of non-Federal funding, including evidence of  
22           stable and dependable financing to construct,  
23           maintain, and operate the infrastructure facil-  
24           ity.



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

6                   “(A) leverages Federal investment by en-  
7                   couraging non-Federal contributions to the  
8                   project, including contributions from public-pri-  
9                   vate partnerships;

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

13                   “(C) incorporates innovative project deliv-  
14                   ery and financing to the maximum extent prac-  
15                   ticable;

16                   “(D) helps maintain or protect the envi-  
17                   ronment;

18                   “(E) improves roadways vital to national  
19                   energy security;

20                   “(F) improves or upgrades designated fu-  
21                   ture Interstate System routes;

22                   “(G) uses innovative technologies, includ-  
23                   ing intelligent transportation systems, that en-  
24                   hance the efficiency of the project;

1           “(H) helps to improve mobility and acces-  
2           sibility; and

3           “(I) address the impact of population  
4           growth on the movement of people and freight.

5           “(f) GEOGRAPHIC DISTRIBUTION.—In awarding  
6 grants under this section, the Administrator shall take  
7 measures as described in section 44001 of the DRIVE  
8 Act.

9           “(g) FUNDING REQUIREMENTS.—

10           “(1) IN GENERAL.—Except in the case of  
11 projects described in paragraph (2), the amount of  
12 a grant under this section shall be at least  
13 \$50,000,000.

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

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

21           “(B) subject to paragraph (1).

22           “(3) LIMITATION OF FUNDS.—Not more than  
23 20 percent of the funds made available for a fiscal  
24 year to carry out this section shall be allocated for

1 projects eligible under section 167(i)(5)(B) or chap-  
2 ter 53 of title 49.

3 “(4) STATE CAP.—

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

8 “(B) EXCEPTION FOR MULTISTATE  
9 PROJECTS.—For purposes of the limitation de-  
10 scribed in subparagraph (A), funds awarded for  
11 a multistate project shall be considered to be  
12 distributed evenly to each State.

13 “(5) TIFIA PROGRAM.—On the request of an  
14 eligible applicant under this section, the Adminis-  
15 trator may use amounts awarded to the entity to  
16 pay subsidy and administrative costs necessary to  
17 provide the entity Federal credit assistance under  
18 chapter 6 with respect to the project for which the  
19 grant was awarded.

20 “(h) GRANT REQUIREMENTS.—

21 “(1) APPLICABILITY OF PLANNING REQUIRE-  
22 MENTS.—The programming and expenditure of  
23 funds for projects under this section shall be con-  
24 sistent with the requirements of sections 134 and  
25 135.

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

5                   “(A) shall determine the predominant  
6                   modal component of the project; and

7                   “(B) may apply the applicable require-  
8                   ments of that predominant modal component to  
9                   the project.

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

16          “(j) ADMINISTRATIVE SELECTION.—The Adminis-  
17          trator shall award grants to eligible projects in a fiscal  
18          year based on the criteria described in subsection (e).

19          “(k) REPORTS.—

20                   “(1) IN GENERAL.—The Administrator shall  
21                   provide an annual report as described in section  
22                   44001 of the DRIVE Act.

23                   “(2) COMPTROLLER GENERAL.—The Comp-  
24                   troller General of the United States shall conduct an

1 assessment as described in section 44001 of the  
2 DRIVE Act.”.

3 (b) ASSISTANCE FOR FREIGHT PROJECTS.—Chapter  
4 54 of subtitle III of title 49, United States Code, as  
5 amended by section 42004, is amended by adding after  
6 section 5407 the following:

7 **“§ 5408. Assistance for freight projects**

8 “(a) ESTABLISHMENT.—The Secretary shall estab-  
9 lish and implement an assistance for freight projects grant  
10 program for capital investments in major freight transpor-  
11 tation infrastructure projects to improve the movement of  
12 goods through the transportation network of the United  
13 States.

14 “(b) CRITERIA FOR PROJECT EVALUATION AND SE-  
15 LECTION.—

16 “(1) IN GENERAL.—The Secretary may select a  
17 project for funding under this section only if the  
18 Secretary determines that the project—

19 “(A) is consistent with the goals described  
20 in section 5402(b);

21 “(B) will significantly improve the national  
22 or regional performance of the freight transpor-  
23 tation network;

24 “(C) is based on the results of preliminary  
25 engineering;

1           “(D) is consistent with the long-range  
2           statewide transportation plan;

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

5           “(F) is justified based on the ability of the  
6           project—

7                   “(i) to generate national economic  
8                   benefits that reasonably exceed the costs of  
9                   the project;

10                   “(ii) to reduce long-term congestion,  
11                   including impacts on a regional and state-  
12                   wide basis; or

13                   “(iii) to increase the speed, reliability,  
14                   and accessibility of the movement of  
15                   freight; and

16           “(G) is supported by a sufficient amount  
17           of non-Federal funding, including evidence of  
18           stable and dependable financing to construct,  
19           maintain, and operate the infrastructure facil-  
20           ity.

21           “(2) ADDITIONAL CONSIDERATIONS.—In evalu-  
22           ating a project under this section, in addition to the  
23           criteria described in paragraph (1), the Secretary  
24           shall consider the extent to which the project—

1           “(A) leverages Federal investment by en-  
2           couraging non-Federal contributions to the  
3           project, including contributions from public-pri-  
4           vate partnerships;

5           “(B) is able to begin construction by the  
6           date that is not later than 1 year after the date  
7           on which the project is selected;

8           “(C) incorporates innovative project deliv-  
9           ery and financing to the maximum extent prac-  
10          ticable;

11          “(D) improves freight facilities vital to ag-  
12          ricultural or national energy security;

13          “(E) improves or upgrades current or des-  
14          ignated future Interstate System routes;

15          “(F) uses innovative technologies, includ-  
16          ing intelligent transportation systems, that en-  
17          hance the efficiency of the project;

18          “(G) helps to improve mobility and accessi-  
19          bility; and

20          “(H) improves transportation safety, in-  
21          cluding reducing transportation accident and  
22          serious injuries and fatalities.

23          “(c) ELIGIBLE PROJECTS.—

24                 “(1) IN GENERAL.—A project is eligible for a  
25          grant under this section if the project—

1           “(A) is difficult to complete with existing  
2 Federal, State, local, and private funds;

3           “(B)(i) enhances the economic competitive-  
4 ness of the United States; or

5           “(ii) improves the flow of freight or re-  
6 duces bottlenecks in the freight infrastructure  
7 of the United States; and

8           “(C) will advance 1 or more of the fol-  
9 lowing objectives:

10           “(i) Generate regional or national eco-  
11 nomic benefits and an increase in the glob-  
12 al economic competitiveness of the United  
13 States.

14           “(ii) Improve transportation resources  
15 vital to agriculture or national energy secu-  
16 rity.

17           “(iii) Improve the efficiency, reli-  
18 ability, and affordability of the movement  
19 of freight.

20           “(iv) Improve existing freight infra-  
21 structure projects.

22           “(v) Improve the movement of people  
23 by improving rural and metropolitan  
24 freight routes.



1           “(2) EXAMPLES.—Eligible projects for grant  
2 funding under this section shall include—

3           “(A) a freight intermodal facility, includ-  
4 ing—

5           “(i) an intermodal facility serving a  
6 seaport;

7           “(ii) an intermodal or cargo access fa-  
8 cility serving an airport;

9           “(iii) an intermodal facility serving a  
10 port on the inland waterways;

11           “(iv) a bulk intermodal/transload fa-  
12 cility; or

13           “(v) a highway/rail intermodal facility;

14           “(B) a highway or bridge project eligible  
15 under title 23;

16           “(C) a public transportation project that  
17 reduces congestion on freight corridors and is  
18 eligible under chapter 53;

19           “(D) a freight rail transportation project  
20 (including rail-grade separations); and

21           “(E) a port infrastructure investment (in-  
22 cluding inland port infrastructure).

23           “(d) REQUIREMENTS.—

1           “(1) CONSIDERATIONS.—In selecting projects  
2 to receive grant funding under this section, the Sec-  
3 retary shall—

4           “(A) consider—

5           “(i) projected freight volumes; and

6           “(ii) how projects will enhance eco-  
7 nomic efficiency, productivity, and competi-  
8 tiveness;

9           “(iii) population growth and the im-  
10 pact on freight demand; and

11          “(B) give priority to projects dedicated  
12 to—

13          “(i) improving freight infrastructure  
14 facilities;

15          “(ii) reducing travel time for freight  
16 projects;

17          “(iii) reducing freight transportation  
18 costs; and

19          “(iv) reducing congestion caused by  
20 rapid population growth on freight cor-  
21 ridors.

22          “(2) MULTIMODAL DISTRIBUTION OF FUNDS.—

23 In distributing funding for grants under this section,  
24 the Secretary shall take such measures as the Sec-

1       retary determines necessary to ensure the invest-  
2       ment in a variety of transportation modes.

3           “(3) AMOUNT.—

4               “(A) IN GENERAL.—Except as provided in  
5       subparagraph (B)(i), a grant under this section  
6       shall be in an amount that is not less than  
7       \$10,000,000 and not greater than  
8       \$100,000,000.

9               “(B) PROJECTS IN RURAL AREAS.—If a  
10      grant awarded under this section is for a  
11      project located in a rural area—

12               “(i) the amount of the grant shall be  
13      at least \$1,000,000; and

14               “(ii) the Secretary may increase the  
15      Federal share of costs to greater than 80  
16      percent.

17           “(4) FEDERAL SHARE.—Except as provided  
18      under paragraph (3)(B)(ii), the Federal share of the  
19      costs for a project receiving a grant under this sec-  
20      tion shall be up to 80 percent.

21           “(5) PRIORITY.—The Secretary shall give pri-  
22      ority to projects that require a contribution of Fed-  
23      eral funds in order to complete an overall financing  
24      package.

1           “(6) RURAL AREAS.—Not less than 25 percent  
2 of the funding provided under this section shall be  
3 used to make grants for projects located in rural  
4 areas.

5           “(7) NEW COMPETITION.—The Secretary shall  
6 conduct a new competition each fiscal year to select  
7 the grants and credit assistance awarded under this  
8 section.

9           “(e) CONSULTATION.—The Secretary shall consult  
10 with the Secretary of Energy when considering projects  
11 that facilitate the movement of energy resources.

12           “(f) AUTHORIZATION OF APPROPRIATIONS.—

13           “(1) IN GENERAL.—There is authorized to be  
14 appropriated from the general fund of the Treasury,  
15 \$200,000,000 for each of fiscal years 2016 through  
16 2021 to carry out this section.

17           “(2) ADMINISTRATIVE AND OVERSIGHT  
18 COSTS.—The Secretary may retain up to 0.5 percent  
19 of the amounts appropriated pursuant to paragraph  
20 (1)—

21           “(A) to administer the assistance for  
22 freight projects grant program; and

23           “(B) to oversee eligible projects funded  
24 under this section.

1           “(3) ADMINISTRATION OF FUNDS.—Amounts  
2           appropriated pursuant to this subsection shall be  
3           available for obligation until expended.

4           “(g) CONGRESSIONAL NOTIFICATION.—Not later  
5 than 72 hours before public notification of a grant award-  
6 ed under this section, the Secretary shall notify the Com-  
7 mittee on Commerce, Science, and Transportation of the  
8 Senate, the Committee on Environment and Public Works  
9 of the Senate, the Committee on Banking, Housing, and  
10 Urban Affairs of the Senate, the Committee on Appropria-  
11 tions of the Senate, the Committee on Transportation and  
12 Infrastructure of the House of Representatives, and the  
13 Committee on Appropriations of the House of Representa-  
14 tives of such award.

15          “(h) ACCOUNTABILITY MEASURES.—The Secretary  
16 shall provide to Congress documentation of major deci-  
17 sions in the application evaluation and project selection  
18 process, which shall include a clear rationale for deci-  
19 sions—

20           “(1) to advance for senior review applications  
21           other than those rated as highly recommended;

22           “(2) to not advance applications rated as highly  
23           recommended; and

24           “(3) to change the technical evaluation rating  
25           of an application.”.

1 (c) CONFORMING AMENDMENT.—The analysis for  
2 chapter 1 of title 23, United States Code, is amended by  
3 adding at the end the following:

“171. Assistance for major projects program.”.

4 **DIVISION E—FINANCE**

5 **SEC. 50001. SHORT TITLE.**

6 This division may be cited as the “Transportation  
7 Funding Act of 2015”.

8 **TITLE LI—HIGHWAY TRUST**

9 **FUND AND RELATED TAXES**

10 **Subtitle A—Extension of Trust**

11 **Fund Expenditure Authority and**

12 **Related Taxes**

13 **SEC. 51101. EXTENSION OF TRUST FUND EXPENDITURE AU-**  
14 **THORITY.**

15 (a) HIGHWAY TRUST FUND.—Section 9503 of the  
16 Internal Revenue Code of 1986, as amended by division  
17 G, is amended—

18 (1) by striking “October 1, 2015” in sub-  
19 sections (b)(6)(B), (c)(1), and (e)(3) and inserting  
20 “October 1, 2021”, and

21 (2) by striking “Surface Transportation Exten-  
22 sion Act of 2015” in subsections (c)(1) and (e)(3)  
23 and inserting “DRIVE Act”.

1 (b) SPORT FISH RESTORATION AND BOATING TRUST  
2 FUND.—Section 9504 of the Internal Revenue Code of  
3 1986, as amended by division G is amended—

4 (1) by striking “Surface Transportation Exten-  
5 sion Act of 2015” each place it appears in sub-  
6 section (b)(2) and inserting “DRIVE Act”, and

7 (2) by striking “October 1, 2015” in subsection  
8 (d)(2) and inserting “October 1, 2021”.

9 (c) LEAKING UNDERGROUND STORAGE TANK TRUST  
10 FUND.—Paragraph (2) of section 9508(e) of the Internal  
11 Revenue Code of 1986, as amended by division G, is  
12 amended by striking “October 1, 2015” and inserting  
13 “October 1, 2021”.

14 (d) EFFECTIVE DATE.—The amendments made by  
15 this section shall take effect on August 1, 2015.

16 **SEC. 51102. EXTENSION OF HIGHWAY-RELATED TAXES.**

17 (a) IN GENERAL.—

18 (1) Each of the following provisions of the In-  
19 ternal Revenue Code of 1986 is amended by striking  
20 “September 30, 2016” and inserting “September  
21 30, 2023”:

22 (A) Section 4041(a)(1)(C)(iii)(I).

23 (B) Section 4041(m)(1)(B).

24 (C) Section 4081(d)(1).

1           (2) Each of the following provisions of such  
2 Code is amended by striking “October 1, 2016” and  
3 inserting “October 1, 2023”:

4           (A) Section 4041(m)(1)(A).

5           (B) Section 4051(e).

6           (C) Section 4071(d).

7           (D) Section 4081(d)(3).

8           (b) EXTENSION OF TAX, ETC., ON USE OF CERTAIN  
9 HEAVY VEHICLES.—Each of the following provisions of  
10 the Internal Revenue Code of 1986 is amended by striking  
11 “2017” each place it appears and inserting “2024”:

12           (1) Section 4481(f).

13           (2) Subsections (c)(4) and (d) of section 4482.

14           (c) FLOOR STOCKS REFUNDS.—Section 6412(a)(1)  
15 of the Internal Revenue Code of 1986 is amended—

16           (1) by striking “October 1, 2016” each place it  
17 appears and inserting “October 1, 2023”,

18           (2) by striking “March 31, 2017” each place it  
19 appears and inserting “March 31, 2024”, and

20           (3) by striking “January 1, 2017” and insert-  
21 ing “January 1, 2024”.

22           (d) EXTENSION OF CERTAIN EXEMPTIONS.—

23           (1) Section 4221(a) of the Internal Revenue  
24 Code of 1986 is amended by striking “October 1,  
25 2016” and inserting “October 1, 2023”.



1           (2) Section 4483(i) of such Code is amended by  
2           striking “October 1, 2017” and inserting “October  
3           1, 2024”.

4           (e) EXTENSION OF TRANSFERS OF CERTAIN  
5 TAXES.—

6           (1) IN GENERAL.—Section 9503 of the Internal  
7           Revenue Code of 1986 is amended—

8                   (A) in subsection (b)—

9                           (i) by striking “October 1, 2016”  
10                           each place it appears in paragraphs (1)  
11                           and (2) and inserting “October 1, 2023”,

12                           (ii) by striking “OCTOBER 1, 2016” in  
13                           the heading of paragraph (2) and inserting  
14                           “OCTOBER 1, 2023”,

15                           (iii) by striking “September 30,  
16                           2016” in paragraph (2) and inserting  
17                           “September 30, 2023”, and

18                           (iv) by striking “July 1, 2017” in  
19                           paragraph (2) and inserting “July 1,  
20                           2024”, and

21                   (B) in subsection (c)(2), by striking “July  
22                   1, 2017” and inserting “July 1, 2024”.

23           (2) MOTORBOAT AND SMALL-ENGINE FUEL TAX  
24           TRANSFERS.—

1 (A) IN GENERAL.—Paragraphs (3)(A)(i)  
2 and (4)(A) of section 9503(c) of such Code are  
3 each amended by striking “October 1, 2016”  
4 and inserting “October 1, 2023”.

5 (B) CONFORMING AMENDMENTS TO LAND  
6 AND WATER CONSERVATION FUND.—Section  
7 200310 of title 54, United States Code, is  
8 amended—

9 (i) by striking “October 1, 2017”  
10 each place it appears and inserting “Octo-  
11 ber 1, 2024”, and

12 (ii) by striking “October 1, 2016” and  
13 inserting “October 1, 2023”.

14 (f) EFFECTIVE DATE.—The amendments made by  
15 this section shall take effect on October 1, 2016.

16 **Subtitle B—Additional Transfers to**  
17 **Highway Trust Fund**

18 **SEC. 51201. FURTHER ADDITIONAL TRANSFERS TO TRUST**  
19 **FUND.**

20 Subsection (f) of Section 9503 of the Internal Rev-  
21 enue Code of 1986 is amended by redesignating paragraph  
22 (7) as paragraph (8) and by inserting after paragraph (6)  
23 the following new paragraph:



1                   “(ii) COVERED MOTOR VEHICLE SAFE-  
2                   TY PENALTY COLLECTIONS.—For purposes  
3                   of this subparagraph, the term ‘covered  
4                   motor vehicle safety penalty collections’  
5                   means any amount collected in connection  
6                   with a civil penalty under section 30165 of  
7                   title 49, United States Code, reduced by  
8                   any award authorized by the Secretary of  
9                   Transportation to be paid to any person in  
10                  connection with information provided by  
11                  such person related to a violation of chap-  
12                  ter 301 of such title which is a predicate  
13                  to such civil penalty.”.

14               (b) EFFECTIVE DATE.—The amendments made by  
15 this section shall apply to amounts collected after the date  
16 of the enactment of this Act.

## 17                   **TITLE LII—OFFSETS**

### 18                   **Subtitle A—Tax Provisions**

19               **SEC. 52101. CONSISTENT BASIS REPORTING BETWEEN ES-**  
20                               **TATE AND PERSON ACQUIRING PROPERTY**  
21                               **FROM DECEDENT.**

22               (a) PROPERTY ACQUIRED FROM A DECEDENT.—Sec-  
23 tion 1014 of the Internal Revenue Code of 1986 is amend-  
24 ed by adding at the end the following new subsection:

1       “(f) BASIS MUST BE CONSISTENT WITH ESTATE  
2 TAX.—

3           “(1) IN GENERAL.—The basis under subsection  
4 (a) of any applicable property shall not exceed—

5                   “(A) in the case of applicable property the  
6 final value of which has been determined for  
7 purposes of the tax imposed by chapter 11 on  
8 the estate of such decedent, such value, and

9                   “(B) in the case of applicable property not  
10 described in subparagraph (A) and with respect  
11 to which a statement has been furnished under  
12 section 6035(a) identifying the value of such  
13 property, such value.

14           “(2) APPLICABLE PROPERTY.—For purposes of  
15 paragraph (1), the term ‘applicable property’ means  
16 any property the inclusion of which in the decedent’s  
17 estate increased the liability for the tax imposed by  
18 chapter 11 on such estate. Such term shall not in-  
19 clude any property of an estate if the liability for  
20 such tax does not exceed the credits allowable  
21 against such tax.

22           “(3) DETERMINATION.—For purposes of para-  
23 graph (1), the basis of property has been determined  
24 for purposes of the tax imposed by chapter 11 if—



1           “(1) IN GENERAL.—The executor of any estate  
2           required to file a return under section 6018(a) shall  
3           furnish to the Secretary and to each person acquir-  
4           ing any interest in property included in the dece-  
5           dent’s gross estate for Federal estate tax purposes  
6           a statement identifying the value of each interest in  
7           such property as reported on such return and such  
8           other information with respect to such interest as  
9           the Secretary may prescribe.

10           “(2) STATEMENTS BY BENEFICIARIES.—Each  
11           person required to file a return under section  
12           6018(b) shall furnish to the Secretary and to each  
13           other person who holds a legal or beneficial interest  
14           in the property to which such return relates a state-  
15           ment identifying the information described in para-  
16           graph (1).

17           “(3) TIME FOR FURNISHING STATEMENT.—

18           “(A) IN GENERAL.—Each statement re-  
19           quired to be furnished under paragraph (1) or  
20           (2) shall be furnished at such time as the Sec-  
21           retary may prescribe, but in no case at a time  
22           later than the earlier of—

23                   “(i) the date which is 30 days after  
24                   the date on which the return under section

1           6018 was required to be filed (including  
2           extensions, if any), or

3                   “(ii) the date which is 30 days after  
4           the date such return is filed.

5           “(B) ADJUSTMENTS.—In any case in  
6           which there is an adjustment to the information  
7           required to be included on a statement filed  
8           under paragraph (1) or (2) after such state-  
9           ment has been filed, a supplemental statement  
10          under such paragraph shall be filed not later  
11          than the date which is 30 days after such ad-  
12          justment is made.

13          “(b) REGULATIONS.—The Secretary shall prescribe  
14          such regulations as necessary to carry out this section, in-  
15          cluding regulations relating to—

16                  “(1) the application of this section to property  
17          with regard to which no estate tax return is required  
18          to be filed, and

19                  “(2) situations in which the surviving joint ten-  
20          ant or other recipient may have better information  
21          than the executor regarding the basis or fair market  
22          value of the property.”.

23                  (2) PENALTY FOR FAILURE TO FILE.—

24                          (A) RETURN.—Section 6724(d)(1) of such  
25          Code is amended by striking “and” at the end



1 of subparagraph (B), by striking the period at  
2 the end of subparagraph (C) and inserting “,  
3 and”, and by adding at the end the following  
4 new subparagraph:

5 “(D) any statement required to be filed  
6 with the Secretary under section 6035.”.

7 (B) STATEMENT.—Section 6724(d)(2) of  
8 such Code is amended by striking “or” at the  
9 end of subparagraph (GG), by striking the pe-  
10 riod at the end of subparagraph (HH) and in-  
11 serting “, or”, and by adding at the end the fol-  
12 lowing new subparagraph:

13 “(II) section 6035 (other than a  
14 statement described in paragraph  
15 (1)(D)).”.

16 (3) CLERICAL AMENDMENT.—The table of sec-  
17 tions for subpart A of part III of subchapter A of  
18 chapter 61 of such Code is amended by inserting  
19 after the item relating to section 6034A the fol-  
20 lowing new item:

21 **“SEC. 6035. BASIS INFORMATION TO PERSONS ACQUIRING**  
22 **PROPERTY FROM DECEDENT.”.**

23 (c) PENALTY FOR INCONSISTENT REPORTING.—

24 (1) IN GENERAL.—Subsection (b) of section  
25 6662 of the Internal Revenue Code of 1986 is

1 amended by inserting after paragraph (7) the fol-  
2 lowing new paragraph:

3 “(8) Any inconsistent estate basis.”.

4 (2) INCONSISTENT BASIS REPORTING.—Section  
5 6662 of such Code is amended by adding at the end  
6 the following new subsection:

7 “(k) INCONSISTENT ESTATE BASIS REPORTING.—  
8 For purposes of this section, there is an ‘inconsistent es-  
9 tate basis’ if the basis of property claimed on a return  
10 exceeds the basis as determined under section 1014(f).”.

11 (d) EFFECTIVE DATE.—The amendments made by  
12 this section shall apply to property with respect to which  
13 an estate tax return is filed after the date of the enact-  
14 ment of this Act.

15 **SEC. 52102. REVOCATION OR DENIAL OF PASSPORT IN CASE**  
16 **OF CERTAIN UNPAID TAXES.**

17 (a) IN GENERAL.—Subchapter D of chapter 75 of the  
18 Internal Revenue Code of 1986 is amended by adding at  
19 the end the following new section:

20 **“SEC. 7345. REVOCATION OR DENIAL OF PASSPORT IN CASE**  
21 **OF CERTAIN TAX DELINQUENCIES.**

22 “(a) IN GENERAL.—If the Secretary receives certifi-  
23 cation by the Commissioner of Internal Revenue that any  
24 individual has a seriously delinquent tax debt in an  
25 amount in excess of \$50,000, the Secretary shall transmit

1 such certification to the Secretary of State for action with  
2 respect to denial, revocation, or limitation of a passport  
3 pursuant to section 52102(d) of the Transportation Fund-  
4 ing Act of 2015.

5 “(b) SERIOUSLY DELINQUENT TAX DEBT.—For pur-  
6 poses of this section, the term ‘seriously delinquent tax  
7 debt’ means an outstanding debt under this title for which  
8 a notice of lien has been filed in public records pursuant  
9 to section 6323 or a notice of levy has been filed pursuant  
10 to section 6331, except that such term does not include—

11 “(1) a debt that is being paid in a timely man-  
12 ner pursuant to an agreement under section 6159 or  
13 7122, and

14 “(2) a debt with respect to which collection is  
15 suspended because a collection due process hearing  
16 under section 6330, or relief under subsection (b),  
17 (c), or (f) of section 6015, is requested or pending.

18 “(c) ADJUSTMENT FOR INFLATION.—In the case of  
19 a calendar year beginning after 2016, the dollar amount  
20 in subsection (a) shall be increased by an amount equal  
21 to—

22 “(1) such dollar amount, multiplied by

23 “(2) the cost-of-living adjustment determined  
24 under section 1(f)(3) for the calendar year, deter-

1       mined by substituting ‘calendar year 2015’ for ‘cal-  
2       endar year 1992’ in subparagraph (B) thereof.

3       If any amount as adjusted under the preceding sentence  
4       is not a multiple of \$1,000, such amount shall be rounded  
5       to the next highest multiple of \$1,000.”.

6       (b) CLERICAL AMENDMENT.—The table of sections  
7       for subchapter D of chapter 75 of the Internal Revenue  
8       Code of 1986 is amended by adding at the end the fol-  
9       lowing new item:

      “Sec. 7345. Revocation or denial of passport in case of certain tax delin-  
          quencies.”.

10       (c) AUTHORITY FOR INFORMATION SHARING.—

11       (1) IN GENERAL.—Subsection (l) of section  
12       6103 of the Internal Revenue Code of 1986 is  
13       amended by adding at the end the following new  
14       paragraph:

15       “(23) DISCLOSURE OF RETURN INFORMATION  
16       TO DEPARTMENT OF STATE FOR PURPOSES OF PASS-  
17       PORT REVOCATION UNDER SECTION 7345.—

18       “(A) IN GENERAL.—The Secretary shall,  
19       upon receiving a certification described in sec-  
20       tion 7345, disclose to the Secretary of State re-  
21       turn information with respect to a taxpayer who  
22       has a seriously delinquent tax debt described in  
23       such section. Such return information shall be  
24       limited to—

1                   “(i) the taxpayer identity information  
2                   with respect to such taxpayer, and

3                   “(ii) the amount of such seriously de-  
4                   linquent tax debt.

5                   “(B) RESTRICTION ON DISCLOSURE.—Re-  
6                   turn information disclosed under subparagraph  
7                   (A) may be used by officers and employees of  
8                   the Department of State for the purposes of,  
9                   and to the extent necessary in, carrying out the  
10                  requirements of section 52102(d) of the Trans-  
11                  portation Funding Act of 2015.”.

12                  (2) CONFORMING AMENDMENT.—Paragraph (4)  
13                  of section 6103(p) of such Code is amended by strik-  
14                  ing “or (22)” each place it appears in subparagraph  
15                  (F)(ii) and in the matter preceding subparagraph  
16                  (A) and inserting “(22), or (23)”.

17                  (d) AUTHORITY TO DENY OR REVOKE PASSPORT.—

18                   (1) DENIAL.—

19                   (A) IN GENERAL.—Except as provided  
20                   under subparagraph (B), upon receiving a cer-  
21                   tification described in section 7345 of the Inter-  
22                   nal Revenue Code of 1986 from the Secretary  
23                   of the Treasury, the Secretary of State shall  
24                   not issue a passport to any individual who has

1 a seriously delinquent tax debt described in  
2 such section.

3 (B) EMERGENCY AND HUMANITARIAN SIT-  
4 UATIONS.—Notwithstanding subparagraph (A),  
5 the Secretary of State may issue a passport, in  
6 emergency circumstances or for humanitarian  
7 reasons, to an individual described in such sub-  
8 paragraph.

9 (2) REVOCATION.—

10 (A) IN GENERAL.—The Secretary of State  
11 may revoke a passport previously issued to any  
12 individual described in paragraph (1)(A).

13 (B) LIMITATION FOR RETURN TO UNITED  
14 STATES.—If the Secretary of State decides to  
15 revoke a passport under subparagraph (A), the  
16 Secretary of State, before revocation, may—

17 (i) limit a previously issued passport  
18 only for return travel to the United States;

19 or

20 (ii) issue a limited passport that only  
21 permits return travel to the United States.

22 (3) HOLD HARMLESS.—The Secretary of the  
23 Treasury and the Secretary of State shall not be lia-  
24 ble to an individual for any action with respect to a  
25 certification by the Commissioner of Internal Rev-

1           enue under section 7345 of the Internal Revenue  
2           Code of 1986.

3           (e) REVOCATION OR DENIAL OF PASSPORT IN CASE  
4 OF INDIVIDUAL WITHOUT SOCIAL SECURITY ACCOUNT  
5 NUMBER.—

6           (1) DENIAL.—

7                   (A) IN GENERAL.—Except as provided  
8                   under subparagraph (B), upon receiving an ap-  
9                   plication for a passport from an individual that  
10                  either—

11                           (i) does not include the social security  
12                           account number issued to that individual,  
13                           or

14                           (ii) includes an incorrect or invalid so-  
15                           cial security number willfully, intentionally,  
16                           negligently, or recklessly provided by such  
17                           individual,

18           the Secretary of State is authorized to deny  
19           such application and is authorized to not issue  
20           a passport to the individual.

21                   (B) EMERGENCY AND HUMANITARIAN SIT-  
22                   UATIONS.—Notwithstanding subparagraph (A),  
23                   the Secretary of State may issue a passport, in  
24                   emergency circumstances or for humanitarian

1 reasons, to an individual described in subpara-  
2 graph (A).

3 (2) REVOCATION.—

4 (A) IN GENERAL.—The Secretary of State  
5 may revoke a passport previously issued to any  
6 individual described in paragraph (1)(A).

7 (B) LIMITATION FOR RETURN TO UNITED  
8 STATES.—If the Secretary of State decides to  
9 revoke a passport under subparagraph (A), the  
10 Secretary of State, before revocation, may—

11 (i) limit a previously issued passport  
12 only for return travel to the United States;  
13 or

14 (ii) issue a limited passport that only  
15 permits return travel to the United States.

16 (f) EFFECTIVE DATE.—The provisions of, and  
17 amendments made by, this section shall take effect on  
18 January 1, 2016.

19 **SEC. 52103. CLARIFICATION OF 6-YEAR STATUTE OF LIM-**  
20 **TATIONS IN CASE OF OVERSTATEMENT OF**  
21 **BASIS.**

22 (a) IN GENERAL.—Subparagraph (B) of section  
23 6501(e)(1) of the Internal Revenue Code of 1986 is  
24 amended—



1           (1) by striking “and” at the end of clause (i),  
2           by redesignating clause (ii) as clause (iii), and by in-  
3           serting after clause (i) the following new clause:

4                       “(ii) An understatement of gross in-  
5                       come by reason of an overstatement of un-  
6                       recovered cost or other basis is an omission  
7                       from gross income; and”,

8           (2) by inserting “(other than in the case of an  
9           overstatement of unrecovered cost or other basis)”  
10          in clause (iii) (as so redesignated) after “In deter-  
11          mining the amount omitted from gross income”, and

12          (3) by inserting “AMOUNT OMITTED FROM”  
13          after “DETERMINATION OF” in the heading thereof.

14          (b) **EFFECTIVE DATE.**—The amendments made by  
15          this section shall apply to—

16               (1) returns filed after the date of the enactment  
17               of this Act, and

18               (2) returns filed on or before such date if the  
19               period specified in section 6501 of the Internal Rev-  
20               enue Code of 1986 (determined without regard to  
21               such amendments) for assessment of the taxes with  
22               respect to which such return relates has not expired  
23               as of such date.

1 **SEC. 52104. ADDITIONAL INFORMATION ON RETURNS RE-**  
2 **LATING TO MORTGAGE INTEREST.**

3 (a) IN GENERAL.—Paragraph (2) of section  
4 6050H(b) of the Internal Revenue Code of 1986 is amend-  
5 ed by striking “and” at the end of subparagraph (C), by  
6 redesignating subparagraph (D) as subparagraph (G), and  
7 by inserting after subparagraph (C) the following new sub-  
8 paragraphs:

9 “(D) the unpaid balance with respect to  
10 such mortgage at the close of the calendar year,

11 “(E) the address of the property securing  
12 such mortgage,

13 “(F) the date of the origination of such  
14 mortgage, and”.

15 (b) PAYEE STATEMENTS.—Subsection (d) of section  
16 6050H of the Internal Revenue Code of 1986 is amended  
17 by striking “and” at the end of paragraph (1), by striking  
18 the period at the end of paragraph (2) and inserting “,  
19 and”, and by inserting after paragraph (2) the following  
20 new paragraph:

21 “(3) the information required to be included on  
22 the return under subparagraphs (D), (E), and (F)  
23 of subsection (b)(2).”.

24 (c) EFFECTIVE DATE.—The amendments made by  
25 this section shall apply to returns and statements the due

1 date for which (determined without regard to extensions)  
2 is after December 31, 2016.

3 **SEC. 52105. RETURN DUE DATE MODIFICATIONS.**

4 (a) NEW DUE DATE FOR PARTNERSHIP FORM 1065,  
5 S CORPORATION FORM 1120S, AND C CORPORATION  
6 FORM 1120.—

7 (1) PARTNERSHIPS.—

8 (A) IN GENERAL.—Section 6072 of the In-  
9 ternal Revenue Code of 1986 is amended by  
10 adding at the end the following new subsection:

11 “(f) RETURNS OF PARTNERSHIPS.—Returns of part-  
12 nerships under section 6031 made on the basis of the cal-  
13 endar year shall be filed on or before the 15th day of  
14 March following the close of the calendar year, and such  
15 returns made on the basis of a fiscal year shall be filed  
16 on or before the 15th day of the third month following  
17 the close of the fiscal year.”.

18 (B) CONFORMING AMENDMENT.—Section  
19 6072(a) of such Code is amended by striking  
20 “6017, or 6031” and inserting “or 6017”.

21 (2) S CORPORATIONS.—

22 (A) IN GENERAL.—So much of subsection  
23 (b) of section 6072 of the Internal Revenue  
24 Code of 1986 as precedes the second sentence  
25 thereof is amended to read as follows:

1       “(b) RETURNS OF CERTAIN CORPORATIONS.—Re-  
2 turns of S corporations under sections 6012 and 6037  
3 made on the basis of the calendar year shall be filed on  
4 or before the 31st day of March following the close of the  
5 calendar year, and such returns made on the basis of a  
6 fiscal year shall be filed on or before the last day of the  
7 third month following the close of the fiscal year.”.

8               (B) CONFORMING AMENDMENTS.—

9               (i) Section 1362(b) of such Code is  
10 amended—

11                       (I) by striking “15th” each place  
12 it appears and inserting “last”,

13                       (II) by striking “2½” each place  
14 it appears in the headings and the  
15 text and inserting “3”, and

16                       (III) by striking “2 months and  
17 15 days” in paragraph (4) and insert-  
18 ing “3 months”.

19               (ii) Section 1362(d)(1)(C)(i) of such  
20 Code is amended by striking “15th” and  
21 inserting “last”.

22               (iii) Section 1362(d)(1)(C)(ii) of such  
23 Code is amended by striking “such 15th  
24 day” and inserting “the last day of the 3d  
25 month thereof”.

1           (3) CONFORMING AMENDMENTS RELATING TO C  
2           CORPORATIONS.—

3           (A) Section 170(a)(2)(B) of such Code is  
4           amended by striking “third month” and insert-  
5           ing “4th month”.

6           (B) Section 563 of such Code is amended  
7           by striking “third month” each place it appears  
8           and inserting “4th month”.

9           (C) Section 1354(d)(1)(B)(i) of such Code  
10          is amended by striking “3d month” and insert-  
11          ing “4th month”.

12          (D) Subsection (a) and (c) of section 6167  
13          of such Code are each amended by striking  
14          “third month” and inserting “4th month”.

15          (E) Section 6425(a)(1) of such Code is  
16          amended by striking “third month” and insert-  
17          ing “4th month”.

18          (F) Section 6655 of such Code is amend-  
19          ed—

20                 (i) by striking “3rd month” each  
21                 place it appears in subsections (b)(2)(A),  
22                 (g)(3), and (h)(1) and inserting “4th  
23                 month”, and

24                 (ii) in subsection (g)(4), by redesign-  
25                 nating subparagraph (E) as subparagraph

1 (F) and by inserting after subparagraph  
2 (D) the following new subparagraph:

3 “(E) Subsection (b)(2)(A) shall be applied  
4 by substituting ‘the last day of the 3rd month’  
5 for ‘the 15th day of the 4th month.’”.

6 (4) EFFECTIVE DATES.—

7 (A) IN GENERAL.—Except as otherwise  
8 provided in this paragraph, the amendments  
9 made by this subsection shall apply to returns  
10 for taxable years beginning after December 31,  
11 2015.

12 (B) CONFORMING AMENDMENTS RELATING  
13 TO S CORPORATIONS.—The amendments made  
14 by paragraph (2)(B) shall apply with respect to  
15 elections for taxable years beginning after De-  
16 cember 31, 2015.

17 (C) CONFORMING AMENDMENTS RELATING  
18 TO C CORPORATIONS.—The amendments made  
19 by paragraph (3) shall apply to taxable years  
20 beginning after December 31, 2015.

21 (5) SPECIAL RULE FOR CERTAIN C CORPORA-  
22 TION IN 2025.—In the case of a taxable year of a C  
23 Corporation ending on June 30, 2025, section  
24 6072(a) of the Internal Revenue Code of 1986 shall

1 be applied by substituting “third month” for “fourth  
2 month”.

3 (b) MODIFICATION OF DUE DATES BY REGULA-  
4 TION.—In the case of returns for any taxable period begin-  
5 ning after December 31, 2015, the Secretary of the Treas-  
6 ury or the Secretary’s delegate shall modify appropriate  
7 regulations to provide as follows:

8 (1) The maximum extension for the returns of  
9 partnerships filing Form 1065 shall be a 6-month  
10 period beginning on the due date for filing the re-  
11 turn (without regard to any extensions).

12 (2) The maximum extension for the returns of  
13 trusts and estates filing Form 1041 shall be a 5½-  
14 month period beginning on the due date for filing  
15 the return (without regard to any extensions).

16 (3) The maximum extension for the returns of  
17 employee benefit plans filing Form 5500 shall be an  
18 automatic 3½-month period beginning on the due  
19 date for filing the return (without regard to any ex-  
20 tensions).

21 (4) The maximum extension for the Forms 990  
22 (series) returns of organizations exempt from income  
23 tax shall be an automatic 6-month period beginning  
24 on the due date for filing the return (without regard  
25 to any extensions).

1           (5) The maximum extension for the returns of  
2 organizations exempt from income tax that are re-  
3 quired to file Form 4720 returns of excise taxes  
4 shall be an automatic 6-month period beginning on  
5 the due date for filing the return (without regard to  
6 any extensions).

7           (6) The maximum extension for the returns of  
8 trusts required to file Form 5227 shall be an auto-  
9 matic 6-month period beginning on the due date for  
10 filing the return (without regard to any extensions).

11           (7) The maximum extension for filing Form  
12 6069, Return of Excise Tax on Excess Contributions  
13 to Black Lung Benefit Trust Under Section 4953  
14 and Computation of Section 192 Deduction, shall be  
15 an automatic 6-month period beginning on the due  
16 date for filing the return (without regard to any ex-  
17 tensions).

18           (8) The maximum extension for a taxpayer re-  
19 quired to file Form 8870 shall be an automatic 6-  
20 month period beginning on the due date for filing  
21 the return (without regard to any extensions).

22           (9) The due date of Form 3520-A, Annual In-  
23 formation Return of a Foreign Trust with a United  
24 States Owner, shall be the 15th day of the 4th  
25 month after the close of the trust's taxable year, and



1 the maximum extension shall be a 6-month period  
2 beginning on such day.

3 (10) The due date of FinCEN Form 114 (relat-  
4 ing to Report of Foreign Bank and Financial Ac-  
5 counts) shall be April 15 with a maximum extension  
6 for a 6-month period ending on October 15, and  
7 with provision for an extension under rules similar  
8 to the rules of 26 C.F.R. 1.6081-5. For any tax-  
9 payer required to file such form for the first time,  
10 the Secretary of the Treasury may waive any penalty  
11 for failure to timely request or file an extension.

12 (11) Taxpayers filing Form 3520, Annual Re-  
13 turn to Report Transactions with Foreign Trusts  
14 and Receipt of Certain Foreign Gifts, shall be al-  
15 lowed to extend the time for filing such form sepa-  
16 rately from the income tax return of the taxpayer,  
17 for an automatic 6-month period beginning on the  
18 due date for filing the return (without regard to any  
19 extensions).

20 (c) CORPORATIONS PERMITTED STATUTORY AUTO-  
21 MATIC 6-MONTH EXTENSION OF INCOME TAX RE-  
22 TURNS.—

23 (1) IN GENERAL.—Section 6081(b) of the In-  
24 ternal Revenue Code of 1986 is amended by striking  
25 “3 months” and inserting “6 months”.

1           (2) **EFFECTIVE DATE.**—The amendments made  
2           by this subsection shall apply to returns for taxable  
3           years beginning after December 31, 2015.

4           (3) **SPECIAL RULE FOR CERTAIN C CORPORATIONS IN 2024.**—In the case of any taxable year of  
5           a C corporation ending on December 31, 2024, sub-  
6           sections (a) and (b) of section 6081 of the Internal  
7           Revenue Code of 1986 shall each be applied to re-  
8           turns of income taxes under subtitle A by sub-  
9           stituting “5 months” for “6 months”.  
10          

11 **SEC. 52106. REFORM OF RULES RELATING TO QUALIFIED**  
12 **TAX COLLECTION CONTRACTS.**

13          (a) **REQUIREMENT TO COLLECT CERTAIN INACTIVE**  
14 **TAX RECEIVABLES UNDER QUALIFIED TAX COLLECTION**  
15 **CONTRACTS.**—Section 6306 of the Internal Revenue Code  
16 of 1986 is amended by redesignating subsections (c)  
17 through (f) as subsections (d) through (g), respectively,  
18 and by inserting after subsection (b) the following new  
19 subsection:

20          “(c) **COLLECTION OF INACTIVE TAX RECEIV-**  
21 **ABLES.**—

22                 “(1) **IN GENERAL.**—Notwithstanding any other  
23                 provision of law, the Secretary shall enter into one  
24                 or more qualified tax collection contracts for the col-  
25                 lection of all outstanding inactive tax receivables.

1           “(2) INACTIVE TAX RECEIVABLES.—For pur-  
2           poses of this section—

3           “(A) IN GENERAL.—The term ‘inactive tax  
4           receivable’ means any tax receivable if—

5           “(i) at any time after assessment, the  
6           Internal Revenue Service removes such re-  
7           ceivable from the active inventory for lack  
8           of resources or inability to locate the tax-  
9           payer,

10           “(ii) more than  $\frac{1}{3}$  of the period of the  
11           applicable statute of limitation has lapsed  
12           and such receivable has not been assigned  
13           for collection to any employee of the Inter-  
14           nal Revenue Service, or

15           “(iii) in the case of a receivable which  
16           has been assigned for collection, more than  
17           365 days have passed without interaction  
18           with the taxpayer or a third party for pur-  
19           poses of furthering the collection of such  
20           receivable.

21           “(B) TAX RECEIVABLE.—The term ‘tax re-  
22           ceivable’ means any outstanding assessment  
23           which the Internal Revenue Service includes in  
24           potentially collectible inventory.”.

1           (b) CERTAIN TAX RECEIVABLES NOT ELIGIBLE FOR  
2 COLLECTION UNDER QUALIFIED TAX COLLECTION CON-  
3 TRACTS.—Section 6306 of the Internal Revenue Code of  
4 1986, as amended by subsection (a), is amended by redес-  
5 ignating subsections (d) through (g) as subsections (e)  
6 through (h), respectively, and by inserting after subsection  
7 (c) the following new subsection:

8           “(d) CERTAIN TAX RECEIVABLES NOT ELIGIBLE  
9 FOR COLLECTION UNDER QUALIFIED TAX COLLECTIONS  
10 CONTRACTS.—A tax receivable shall not be eligible for col-  
11 lection pursuant to a qualified tax collection contract if  
12 such receivable—

13                   “(1) is subject to a pending or active offer-in-  
14 compromise or installment agreement,

15                   “(2) is classified as an innocent spouse case,

16                   “(3) involves a taxpayer identified by the Sec-  
17 retary as being—

18                           “(A) deceased,

19                           “(B) under the age of 18,

20                           “(C) in a designated combat zone, or

21                           “(D) a victim of tax-related identity theft,

22                   “(4) is currently under examination, litigation,  
23 criminal investigation, or levy, or

24                   “(5) is currently subject to a proper exercise of  
25 a right of appeal under this title.”.

1           (c) CONTRACTING PRIORITY.—Section 6306 of the  
2 Internal Revenue Code of 1986, as amended by the pre-  
3 ceding provisions of this section, is amended by redesi-  
4 gnating subsection (h) as subsection (i) and by inserting  
5 after subsection (g) the following new subsection:

6           “(h) CONTRACTING PRIORITY.—In contracting for  
7 the services of any person under this section, the Secretary  
8 shall utilize private collection contractors and debt collec-  
9 tion centers on the schedule required under section  
10 3711(g) of title 31, United States Code, including the  
11 technology and communications infrastructure established  
12 therein, to the extent such private collection contractors  
13 and debt collection centers are appropriate to carry out  
14 the purposes of this section.”.

15           (d) DISCLOSURE OF RETURN INFORMATION.—Sec-  
16 tion 6103(k) of the Internal Revenue Code of 1986 is  
17 amended by adding at the end the following new para-  
18 graph:

19           “(11) QUALIFIED TAX COLLECTION CONTRAC-  
20 TORS.—Persons providing services pursuant to a  
21 qualified tax collection contract under section 6306  
22 may, if speaking to a person who has identified him-  
23 self or herself as having the name of the taxpayer  
24 to which a tax receivable (within the meaning of  
25 such section) relates, identify themselves as contrac-

1       tors of the Internal Revenue Service and disclose the  
2       business name of the contractor, and the nature,  
3       subject, and reason for the contact. Disclosures  
4       under this paragraph shall be made only in such sit-  
5       uations and under such conditions as have been ap-  
6       proved by the Secretary.”.

7       (e) TAXPAYERS AFFECTED BY FEDERALLY DE-  
8       CLARED DISASTERS.—Section 6306 of the Internal Rev-  
9       enue Code of 1986, as amended by the preceding provi-  
10      sions of this section, is amended by redesignating sub-  
11      section (i) as subsection (j) and by inserting after sub-  
12      section (h) the following new subsection:

13       “(i) TAXPAYERS IN PRESIDENTIALLY DECLARED  
14      DISASTER AREAS.—The Secretary may prescribe proce-  
15      dures under which a taxpayer determined to be affected  
16      by a Federally declared disaster (as defined by section  
17      165(i)(5)) may request—

18               “(1) relief from immediate collection measures  
19              by contractors under this section, and

20               “(2) a return of the inactive tax receivable to  
21              the inventory of the Internal Revenue Service to be  
22              collected by an employee thereof.”.

23      (f) REPORT TO CONGRESS.—

24              (1) IN GENERAL.—Section 6306 of the Internal  
25      Revenue Code of 1986, as amended by the preceding

1 provisions of this section, is amended by redesignig-  
2 nating subsection (j) as subsection (k) and by insert-  
3 ing after subsection (i) the following new subsection:

4 “(j) REPORT TO CONGRESS.—Not later than 90 days  
5 after the last day of each fiscal year (beginning with the  
6 first such fiscal year ending after the date of the enact-  
7 ment of this subsection), the Secretary shall submit to the  
8 Committee on Ways and Means of the House of Rep-  
9 resentatives and the Committee on Finance of the Senate  
10 a report with respect to qualified tax collection contracts  
11 under this section which shall include—

12 “(1) annually, with respect to such fiscal year—

13 “(A) the total number and amount of tax  
14 receivables provided to each contractor for col-  
15 lection under this section,

16 “(B) the total amounts collected (and  
17 amounts of installment agreements entered into  
18 under subsection (b)(1)(B)) with respect to  
19 each contractor and the collection costs in-  
20 curred (directly and indirectly) by the Internal  
21 Revenue Service with respect to such amounts,

22 “(C) the impact of such contracts on the  
23 total number and amount of unpaid assess-  
24 ments, and on the number and amount of as-

1            assessments collected by Internal Revenue Service  
2            personnel after initial contact by a contractor,

3            “(D) the amount of fees retained by the  
4            Secretary under subsection (e) and a descrip-  
5            tion of the use of such funds, and

6            “(E) a disclosure safeguard report in a  
7            form similar to that required under section  
8            6103(p)(5), and

9            “(2) biannually (beginning with the second re-  
10          port submitted under this subsection)—

11           “(A) an independent evaluation of con-  
12           tractor performance, and

13           “(B) a measurement plan that includes a  
14           comparison of the best practices used by the  
15           private collectors to the collection techniques  
16           used by the Internal Revenue Service and  
17           mechanisms to identify and capture information  
18           on successful collection techniques used by the  
19           contractors that could be adopted by the Inter-  
20           nal Revenue Service.”.

21           (2) REPEAL OF EXISTING REPORTING REQUIRE-  
22          MENTS WITH RESPECT TO QUALIFIED TAX COLLEC-  
23          TION CONTRACTS.—Section 881 of the American  
24          Jobs Creation Act of 2004 is amended by striking  
25          subsection (e).



1 (g) EFFECTIVE DATES.—

2 (1) IN GENERAL.—The amendments made by  
3 subsections (a) and (b) shall apply to tax receivables  
4 identified by the Secretary after the date of the en-  
5 actment of this Act.

6 (2) CONTRACTING PRIORITY.—The Secretary  
7 shall begin entering into contracts and agreements  
8 as described in the amendment made by subsection  
9 (c) within 3 months after the date of the enactment  
10 of this Act.

11 (3) DISCLOSURES.—The amendment made by  
12 subsection (d) shall apply to disclosures made after  
13 the date of the enactment of this Act.

14 (4) PROCEDURES; REPORT TO CONGRESS.—The  
15 amendments made by subsections (e) and (f) shall  
16 take effect on the date of the enactment of this Act.

17 **SEC. 52107. SPECIAL COMPLIANCE PERSONNEL PROGRAM.**

18 (a) IN GENERAL.—Subsection (e) of section 6306 of  
19 the Internal Revenue Code of 1986, as redesignated by  
20 section 52106, is amended by striking “for collection en-  
21 forcement activities of the Internal Revenue Service” in  
22 paragraph (2) and inserting “to fund the special compli-  
23 ance personnel program account under section 6307”.

24 (b) SPECIAL COMPLIANCE PERSONNEL PROGRAM  
25 ACCOUNT.—Subchapter A of chapter 64 of the Internal

1 Revenue Code of 1986 is amended by adding at the end  
2 the following new section:

3 **“SEC. 6307. SPECIAL COMPLIANCE PERSONNEL PROGRAM**  
4 **ACCOUNT.**

5 “(a) ESTABLISHMENT OF A SPECIAL COMPLIANCE  
6 PERSONNEL PROGRAM ACCOUNT.—The Secretary shall  
7 establish an account within the Department for carrying  
8 out a program consisting of the hiring, training, and em-  
9 ployment of special compliance personnel, and shall trans-  
10 fer to such account from time to time amounts retained  
11 by the Secretary under section 6306(e)(2).

12 “(b) RESTRICTIONS.—The program described in sub-  
13 section (a) shall be subject to the following restrictions:

14 “(1) No funds shall be transferred to such ac-  
15 count except as described in subsection (a).

16 “(2) No other funds from any other source  
17 shall be expended for special compliance personnel  
18 employed under such program, and no funds from  
19 such account shall be expended for the hiring of any  
20 personnel other than special compliance personnel.

21 “(3) Notwithstanding any other authority, the  
22 Secretary is prohibited from spending funds out of  
23 such account for any purpose other than for costs  
24 under such program associated with the employment  
25 of special compliance personnel and the retraining

1 and reassignment of current noncollections personnel  
2 as special compliance personnel, and to reimburse  
3 the Internal Revenue Service or other government  
4 agencies for the cost of administering qualified tax  
5 collection contracts under section 6306.

6 “(c) REPORTING.—Not later than March of each  
7 year, the Commissioner of Internal Revenue shall submit  
8 a report to the Committees on Finance and Appropria-  
9 tions of the Senate and the Committees on Ways and  
10 Means and Appropriations of the House of Representa-  
11 tives consisting of the following:

12 “(1) For the preceding fiscal year, all funds re-  
13 ceived in the account established under subsection  
14 (a), administrative and program costs for the pro-  
15 gram described in such subsection, the number of  
16 special compliance personnel hired and employed  
17 under the program, and the amount of revenue actu-  
18 ally collected by such personnel.

19 “(2) For the current fiscal year, all actual and  
20 estimated funds received or to be received in the ac-  
21 count, all actual and estimated administrative and  
22 program costs, the number of all actual and esti-  
23 mated special compliance personnel hired and em-  
24 ployed under the program, and the actual and esti-

1 mated revenue actually collected or to be collected by  
2 such personnel.

3 “(3) For the following fiscal year, an estimate  
4 of all funds to be received in the account, all esti-  
5 mated administrative and program costs, the esti-  
6 mated number of special compliance personnel hired  
7 and employed under the program, and the estimated  
8 revenue to be collected by such personnel.

9 “(d) DEFINITIONS.—For purposes of this section—

10 “(1) SPECIAL COMPLIANCE PERSONNEL.—The  
11 term ‘special compliance personnel’ means individ-  
12 uals employed by the Internal Revenue Service as  
13 field function collection officers or in a similar posi-  
14 tion, or employed to collect taxes using the auto-  
15 mated collection system or an equivalent replace-  
16 ment system.

17 “(2) PROGRAM COSTS.—The term ‘program  
18 costs’ means—

19 “(A) total salaries (including locality pay  
20 and bonuses), benefits, and employment taxes  
21 for special compliance personnel employed or  
22 trained under the program described in sub-  
23 section (a), and

24 “(B) direct overhead costs, salaries, bene-  
25 fits, and employment taxes relating to support

1           staff, rental payments, office equipment and  
2           furniture, travel, data processing services, vehi-  
3           cle costs, utilities, telecommunications, postage,  
4           printing and reproduction, supplies and mate-  
5           rials, lands and structures, insurance claims,  
6           and indemnities for special compliance per-  
7           sonnel hired and employed under this section.

8           For purposes of subparagraph (B), the cost of man-  
9           agement and supervision of special compliance per-  
10          sonnel shall be taken into account as direct overhead  
11          costs to the extent such costs, when included in total  
12          program costs under this paragraph, do not rep-  
13          resent more than 10 percent of such total costs.”.

14          (c) CLERICAL AMENDMENT.—The table of sections  
15          for subchapter A of chapter 64 of the Internal Revenue  
16          Code of 1986 is amended by inserting after the item relat-  
17          ing to section 6306 the following new item:

          “Sec. 6307. Special compliance personnel program account.”.

18          (d) EFFECTIVE DATE.—The amendment made by  
19          subsection (a) shall apply to amounts collected and re-  
20          tained by the Secretary after the date of the enactment  
21          of this Act.

1 **SEC. 52108. TRANSFERS OF EXCESS PENSION ASSETS TO**  
2 **RETIREE HEALTH ACCOUNTS.**

3 (a) IN GENERAL.—Section 420(b)(4) of the Internal  
4 Revenue Code of 1986 is amended by striking “December  
5 31, 2021” and inserting “December 31, 2025”.

6 (b) CONFORMING ERISA AMENDMENTS.—

7 (1) Sections 101(e)(3), 403(c)(1), and  
8 408(b)(13) of the Employee Retirement Income Se-  
9 curity Act of 1974 (29 U.S.C. 1021(e)(3),  
10 1103(e)(1), 1108(b)(13)) are each amended by strik-  
11 ing “MAP-21” and inserting “DRIVE Act”.

12 (2) Section 408(b)(13) of such Act (29 U.S.C.  
13 1108(b)(13)) is amended by striking “January 1,  
14 2022” and inserting “January 1, 2026”.

15 **Subtitle B—Fees and Receipts**

16 **SEC. 52201. EXTENSION OF DEPOSITS OF SECURITY SERV-**  
17 **ICE FEES IN THE GENERAL FUND.**

18 Section 44940(i)(4) of title 49, United States Code,  
19 is amended by adding at the end the following:

20 “(K) \$1,750,000,000 for each of fiscal  
21 years 2024 and 2025.”.

22 **SEC. 52202. ADJUSTMENT FOR INFLATION OF FEES FOR**  
23 **CERTAIN CUSTOMS SERVICES.**

24 (a) IN GENERAL.—Section 13031 of the Consolidated  
25 Omnibus Budget Reconciliation Act of 1985 (19 U.S.C.  
26 58c) is amended by adding at the end the following:

1 “(1) ADJUSTMENT OF FEES FOR INFLATION.—

2 “(1) IN GENERAL.—The Secretary of the  
3 Treasury shall adjust the fees established under sub-  
4 section (a), and the limitations on such fees under  
5 paragraphs (2), (3), (5), (6), (8), and (9) of sub-  
6 section (b), on October 1, 2015, and annually there-  
7 after, to reflect the percentage (if any) of the in-  
8 crease in the average of the Consumer Price Index  
9 for the preceding 12-month period compared to the  
10 Consumer Price Index for fiscal year 2014.

11 “(2) SPECIAL RULES FOR CALCULATION OF AD-  
12 JUSTMENT.—In adjusting under paragraph (1) the  
13 amount of the fees established under subsection (a),  
14 and the limitations on such fees under paragraphs  
15 (2), (3), (5), (6), (8), and (9) of subsection (b), the  
16 Secretary—

17 “(A) shall round the amount of any in-  
18 crease in the Consumer Price Index to the near-  
19 est dollar; and

20 “(B) may ignore any such increase of less  
21 than 1 percent.

22 “(3) CONSUMER PRICE INDEX DEFINED.—For  
23 purposes of this subsection, the term ‘Consumer  
24 Price Index’ means the Consumer Price Index for

1 All Urban Consumers published by the Bureau of  
2 Labor Statistics of the Department of Labor.”.

3 (b) DEPOSITS INTO CUSTOMS USER FEE AC-  
4 COUNT.—Section 13031(f) of the Consolidated Omnibus  
5 Budget Reconciliation Act of 1985 (19 U.S.C. 58c(f)) is  
6 amended—

7 (1) in paragraph (1), in the matter preceding  
8 subparagraph (A), by striking “all fees collected  
9 under subsection (a)” and inserting “the amount of  
10 fees collected under subsection (a) (determined with-  
11 out regard to any adjustment made under subsection  
12 (l))”; and

13 (2) in paragraph (3)(A), in the matter pre-  
14 ceding clause (i)—

15 (A) by striking “fees collected” and insert-  
16 ing “amount of fees collected”; and

17 (B) by striking “), each appropriation”  
18 and inserting “, and determined without regard  
19 to any adjustment made under subsection (l)),  
20 each appropriation”.

21 (c) CONFORMING AMENDMENTS.—Section 13031 of  
22 the Consolidated Omnibus Budget Reconciliation Act of  
23 1985 (19 U.S.C. 58c), as amended by subsections (a) and  
24 (b), is further amended—



1           (1) in subsection (a), in the matter preceding  
2 paragraph (1), by inserting “(subject to adjustment  
3 under subsection (l))” after “following fees”; and

4           (2) in subsection (b)—

5           (A) in paragraph (2), by inserting “(sub-  
6 ject to adjustment under subsection (l))” after  
7 “in fees”;

8           (B) in paragraph (3), by inserting “(sub-  
9 ject to adjustment under subsection (l))” after  
10 “in fees”;

11           (C) in paragraph (5)(A), by inserting  
12 “(subject to adjustment under subsection (l))”  
13 after “in fees”;

14           (D) in paragraph (6), by inserting “(sub-  
15 ject to adjustment under subsection (l))” after  
16 “in fees”;

17           (E) in paragraph (8)(A)—

18           (i) in clause (i), by inserting “or (l)”  
19 after “subsection (a)(9)(B)”; and

20           (ii) in clause (ii), by inserting “(sub-  
21 ject to adjustment under subsection (l))”  
22 after “\$3”; and

23           (F) in paragraph (9)—

24           (i) in subparagraph (A)—

1 (I) in the matter preceding clause  
2 (i), by inserting “and subject to ad-  
3 justment under subsection (l)” after  
4 “Tariff Act of 1930”; and  
5 (II) in clause (ii)(I), by inserting  
6 “(subject to adjustment under sub-  
7 section (l))” after “bill of lading”; and  
8 (ii) in subparagraph (B)(i), by insert-  
9 ing “(subject to adjustment under sub-  
10 section (l))” after “bill of lading”.

11 **SEC. 52203. DIVIDENDS AND SURPLUS FUNDS OF RESERVE**  
12 **BANKS.**

13 Section 7(a)(1)(A) of the Federal Reserve Act (12  
14 U.S.C. 289(a)(1)(A)) is amended by striking “6 percent”  
15 and inserting “6 percent (1.5 percent in the case of a  
16 stockholder having total consolidated assets of more than  
17 \$1,000,000,000 (determined as of September 30 of the  
18 preceding fiscal year))”.

19 **SEC. 52204. STRATEGIC PETROLEUM RESERVE DRAWDOWN**  
20 **AND SALE.**

21 (a) DRAWDOWN AND SALE.—

22 (1) IN GENERAL.—Notwithstanding section 161  
23 of the Energy Policy and Conservation Act (42  
24 U.S.C. 6241), except as provided in subsection (b),

1 the Secretary of Energy shall drawdown and sell  
2 from the Strategic Petroleum Reserve—

3 (A) 4,000,000 barrels of crude oil during  
4 fiscal year 2018;

5 (B) 5,000,000 barrels of crude oil during  
6 fiscal year 2019;

7 (C) 8,000,000 barrels of crude oil during  
8 fiscal year 2020;

9 (D) 8,000,000 barrels of crude oil during  
10 fiscal year 2021;

11 (E) 10,000,000 barrels of crude oil during  
12 fiscal year 2022;

13 (F) 16,000,000 barrels of crude oil during  
14 fiscal year 2023;

15 (G) 25,000,000 barrels of crude oil during  
16 fiscal year 2024; and

17 (H) 25,000,000 barrels of crude oil during  
18 fiscal year 2025.

19 (2) DEPOSIT OF AMOUNTS RECEIVED FROM  
20 SALE.—Amounts received from a sale under para-  
21 graph (1) shall be deposited in the general fund of  
22 the Treasury during the fiscal year in which the sale  
23 occurs.

24 (b) EMERGENCY PROTECTION.—In any 1 fiscal year  
25 described in subsection (a)(1), the Secretary of Energy

1 shall not drawdown and sell crude oil under this section  
2 in quantities that would result in a Strategic Petroleum  
3 Reserve that contains an inventory of petroleum products  
4 representing fewer than 90 days of emergency reserves,  
5 based on the average daily level of net imports of crude  
6 oil and petroleum products in the calendar year preceding  
7 that fiscal year.

8 **SEC. 52205. EXTENSION OF ENTERPRISE GUARANTEE FEE.**

9 Section 1327(f) of the Housing and Community De-  
10 velopment Act of 1992 (12 U.S.C. 4547(f)) is amended  
11 by striking “October 1, 2021” and inserting “October 1,  
12 2025”.

13 **Subtitle C—Outlays**

14 **SEC. 52301. RECISION OF FUNDS FROM HARDEST HIT FUND**  
15 **PROGRAM.**

16 Effective on the date of enactment of this Act, all  
17 unobligated amounts made available under the Hardest  
18 Hit Fund program of the Secretary of the Treasury under  
19 title I of the Emergency Economic Stabilization Act of  
20 2008 (12 U.S.C. 5211 et seq.) are rescinded.

21 **SEC. 52302. INTEREST ON OVERPAYMENT.**

22 Section 111 of the Federal Oil and Gas Royalty Man-  
23 agement Act of 1982 (30 U.S.C. 1721) is amended—

24 (1) by striking subsections (h) and (i);

1           (2) by redesignating subsections (j) through (l)  
2           as subsections (h) through (j), respectively; and  
3           (3) in subsection (h) (as so redesignated), by  
4           striking the fourth sentence.

5 **SEC. 52303. REVISIONS TO PROVISIONS LIMITING PAYMENT**  
6           **OF BENEFITS TO FUGITIVE FELONS UNDER**  
7           **TITLES II, VIII, AND XVI OF THE SOCIAL SE-**  
8           **CURITY ACT.**

9           (a) TITLE II AMENDMENTS.—

10           (1) FUGITIVE FELON WARRANT REQUIRE-  
11           MENT.—Section 202(x)(1)(A)(iv) of the Social Secu-  
12           rity Act (42 U.S.C. 402(x)(1)(A)(iv)) is amended—

13           (A) by striking “fleeing to avoid” and in-  
14           serting “the subject of an arrest warrant for  
15           the purpose of”;

16           (B) by striking “the place from which the  
17           person flees” the first place it appears and in-  
18           serting “the jurisdiction issuing the warrant”;

19           (C) by striking “the place from which the  
20           person flees” the second place it appears and  
21           inserting “the jurisdiction”; and

22           (D) by inserting “, and a Federal, State,  
23           or local law enforcement agency has notified the  
24           Commissioner that such agency intends to pur-  
25           sue the arrest, extradition, or prosecution of the

1 individual” after “ the actual sentence im-  
2 posed”.

3 (2) PROBATION AND PAROLE VIOLATOR WAR-  
4 RANT REQUIREMENT.—Section 202(x)(1)(A)(v) of  
5 the Social Security Act (42 U.S.C. 402(x)(1)(A)(v))  
6 is amended to read as follows:

7 “(v) is the subject of an arrest war-  
8 rant for violating a condition of probation  
9 or parole imposed under Federal or State  
10 law, and a Federal, State, or local law en-  
11 forcement agency has notified the Commis-  
12 sioner that such agency intends to pursue  
13 the arrest or extradition of the individual  
14 or the revocation of the individual’s proba-  
15 tion or parole.”.

16 (b) TITLE VIII AMENDMENTS.—

17 (1) FUGITIVE FELON WARRANT REQUIRE-  
18 MENT.—Section 804(a)(2) of such Act (42 U.S.C.  
19 1004(a)(2)) is amended—

20 (A) by striking “fleeing to avoid” and in-  
21 serting “the subject of an arrest warrant for  
22 the purpose of”;

23 (B) by striking “the jurisdiction within the  
24 United States from which the person has fled”

1           and inserting “any jurisdiction within the  
2           United States”;

3           (C) by striking “place from which the per-  
4           son has fled” and inserting “jurisdiction issuing  
5           the warrant”; and

6           (D) by inserting “, and a Federal, State,  
7           or local law enforcement agency has notified the  
8           Commissioner that such agency intends to pur-  
9           sue the arrest, extradition, or prosecution of the  
10          individual” after “ the actual sentence im-  
11          posed”.

12          (2) PROBATION AND PAROLE WARRANT RE-  
13          QUIREMENT.—Section 804(a)(3) of the Social Secu-  
14          rity Act (42 U.S.C. 1004(a)(3)) is amended to read  
15          as follows:

16                 “(3) during any part of which the individual is  
17                 the subject of an arrest warrant for violating a con-  
18                 dition of probation or parole imposed under Federal  
19                 or State law, and a Federal, State, or local law en-  
20                 forcement agency has notified the Commissioner  
21                 that such agency intends to pursue the arrest or ex-  
22                 tradition of the individual or the revocation of the  
23                 individual’s probation or parole; or”.

1           (3) DISCLOSURE.—Section 804 of such Act (42  
2           U.S.C. 1004) is amended by adding at the end the  
3           following:

4           “(c) Notwithstanding the provisions of section 552a  
5           of title 5, United States Code, or any other provision of  
6           Federal or State law (other than section 6103 of the Inter-  
7           nal Revenue Code of 1986 and section 1106(c) of this  
8           Act), the Commissioner shall furnish any Federal, State,  
9           or local law enforcement officer, upon written request of  
10          the officer, with the current address, Social Security num-  
11          ber, and photograph (if applicable) of any individual who  
12          is a recipient of (or would be such a recipient but for the  
13          application of paragraph (2) or (3) of subsection (a)) ben-  
14          efits under this title, if the officer furnishes the Commis-  
15          sioner with the name of the individual and other identi-  
16          fying information as reasonably required by the Commis-  
17          sioner to establish the unique identity of the individual,  
18          and notifies the Commissioner that—

19                 “(1) the individual is described in paragraph  
20                 (2) or (3) of subsection (a); and

21                 “(2) the location or apprehension of such indi-  
22                 vidual is within the officer’s official duties.”.

23          (c) TITLE XVI AMENDMENTS.—



1           (1) FUGITIVE FELON WARRANT REQUIRE-  
2           MENT.—Section 1611(e)(4)(A)(i) of such Act (42  
3           U.S.C. 1382(e)(4)(A)(i)) is amended—

4                   (A) by striking “fleeing to avoid” and in-  
5                   serting “the subject of an arrest warrant for  
6                   the purpose of”;

7                   (B) by striking “the place from which the  
8                   person flees” the first place it appears and in-  
9                   serting “the jurisdiction issuing the warrant”;

10                   (C) by striking “the place from which the  
11                   person flees” the second place it appears and  
12                   inserting “the jurisdiction”; and

13                   (D) by inserting “, and a Federal, State,  
14                   or local law enforcement agency has notified the  
15                   Commissioner that such agency intends to pur-  
16                   sue the arrest, extradition, or prosecution of the  
17                   person” after “ the actual sentence imposed”.

18           (2) PROBATION AND PAROLE WARRANT RE-  
19           QUIREMENT.—Section 1611(e)(4)(A)(ii) of the So-  
20           cial Security Act (42 U.S.C. 1382(e)(4)(A)(ii)) is  
21           amended to read as follows:

22                   “(ii) the subject of an arrest warrant  
23                   for violating a condition of probation or  
24                   parole imposed under Federal or State law,  
25                   and a Federal, State, or local law enforce-

1           ment agency has notified the Commis-  
2           sioner that such agency intends to pursue  
3           the arrest or extradition of the person or  
4           the revocation of the person’s probation or  
5           parole.”.

6           (3) DISCLOSURE.—Section 1611(e)(5) of such  
7           Act (42 U.S.C. 1382(e)(5)) is amended—

8                   (A) by striking “any recipient of” and in-  
9                   serting “any individual who is a recipient of (or  
10                  would be such a recipient but for the applica-  
11                  tion of paragraph (4)(A)”; and

12                   (B) by striking “the recipient” each place  
13                  it appears and inserting “the individual”.

14           (d) EFFECTIVE DATE.—The amendments made by  
15           this section shall be effective with respect to benefits pay-  
16           able under the Social Security Act for months that begin  
17           after 270 days following the date of the enactment of this  
18           section.

19           **DIVISION F—MISCELLANEOUS**  
20                   **TITLE LXI—FEDERAL**  
21                   **PERMITTING IMPROVEMENT**

22           **SEC. 61001. DEFINITIONS.**

23           In this title:

1           (1) AGENCY.—The term “agency” has the  
2 meaning given the term in section 551 of title 5,  
3 United States Code.

4           (2) AGENCY CERPO.—The term “agency  
5 CERPO” means the chief environmental review and  
6 permitting officer of an agency, as designated by the  
7 head of the agency under section  
8 61002(b)(2)(A)(iii)(I).

9           (3) AUTHORIZATION.—The term “authoriza-  
10 tion” means any license, permit, approval, finding,  
11 determination, or other administrative decision  
12 issued by an agency that is required or authorized  
13 under Federal law in order to site, construct, recon-  
14 struct, or commence operations of a covered project,  
15 whether administered by a Federal or State agency.

16           (4) COOPERATING AGENCY.—The term “cooper-  
17 ating agency” means any agency with—

18                   (A) jurisdiction under Federal law; or

19                   (B) special expertise as described in sec-  
20 tion 1501.6 of title 40, Code of Federal Regula-  
21 tions (as in effect on the date of enactment of  
22 this Act).

23           (5) COUNCIL.—The term “Council” means the  
24 Federal Infrastructure Permitting Improvement  
25 Steering Council established under section 61002(a).

1 (6) COVERED PROJECT.—

2 (A) IN GENERAL.—The term “covered  
3 project” means any activity in the United  
4 States that requires authorization or environ-  
5 mental review by a Federal agency involving  
6 construction of infrastructure for renewable or  
7 conventional energy production, electricity  
8 transmission, surface transportation, aviation,  
9 ports and waterways, water resource projects,  
10 broadband, pipelines, manufacturing, or any  
11 other sector as determined by a majority vote of  
12 the Council that—

13 (i)(I) is subject to NEPA;

14 (II) is likely to require a total invest-  
15 ment of more than \$200,000,000; and

16 (III) does not qualify for abbreviated  
17 authorization or environmental review  
18 processes under any applicable law; or

19 (ii) is subject to NEPA and the size  
20 and complexity of which, in the opinion of  
21 the Council, make the project likely to ben-  
22 efit from enhanced oversight and coordina-  
23 tion, including a project likely to require—

1 (I) authorization from or environ-  
2 mental review involving more than 2  
3 Federal agencies; or

4 (II) the preparation of an envi-  
5 ronmental impact statement under  
6 NEPA.

7 (B) EXCLUSION.—The term “covered  
8 project” does not include—

9 (i) any project subject to section 139  
10 of title 23, United States Code; or

11 (ii) any project subject to section  
12 2045 of the Water Resources Development  
13 Act of 2007 (33 U.S.C. 2348).

14 (7) DASHBOARD.—The term “Dashboard”  
15 means the Permitting Dashboard required under  
16 section 61003(b).

17 (8) ENVIRONMENTAL ASSESSMENT.—The term  
18 “environmental assessment” means a concise public  
19 document for which a Federal agency is responsible  
20 under section 1508.9 of title 40, Code of Federal  
21 Regulations (or successor regulations).

22 (9) ENVIRONMENTAL DOCUMENT.—

23 (A) IN GENERAL.—The term “environ-  
24 mental document” means an environmental as-  
25 sessment, finding of no significant impact, no-

1           tice of intent, environmental impact statement,  
2           or record of decision.

3           (B) INCLUSIONS.—The term “environ-  
4           mental document” includes—

5                   (i) any document that is a supplement  
6                   to a document described in subparagraph  
7                   (A); and

8                   (ii) a document prepared pursuant to  
9                   a court order.

10          (10) ENVIRONMENTAL IMPACT STATEMENT.—

11          The term “environmental impact statement” means  
12          the detailed written statement required under sec-  
13          tion 102(2)(C) of NEPA.

14          (11) ENVIRONMENTAL REVIEW.—The term

15          “environmental review” means the agency proce-  
16          dures and processes for applying a categorical exclu-  
17          sion or for preparing an environmental assessment,  
18          an environmental impact statement, or other docu-  
19          ment required under NEPA.

20          (12) EXECUTIVE DIRECTOR.—The term “Exec-

21          utive Director” means the Executive Director ap-  
22          pointed by the President under section  
23          61002(b)(1)(A).

24          (13) FACILITATING AGENCY.—The term “facili-

25          tating agency” means the agency that receives the

1 initial notification from the project sponsor required  
2 under section 61003(a).

3 (14) INVENTORY.—The term “inventory”  
4 means the inventory of covered projects established  
5 by the Executive Director under section  
6 61002(c)(1)(A).

7 (15) LEAD AGENCY.—The term “lead agency”  
8 means the agency with principal responsibility for an  
9 environmental review of a covered project under  
10 NEPA and parts 1500 through 1508 of title 40,  
11 Code of Federal Regulations (or successor regula-  
12 tions).

13 (16) NEPA.—The term “NEPA” means the  
14 National Environmental Policy Act of 1969 (42  
15 U.S.C. 4321 et seq.).

16 (17) PARTICIPATING AGENCY.—The term “par-  
17 ticipating agency” means an agency participating in  
18 an environmental review or authorization for a cov-  
19 ered project in accordance with section 61003.

20 (18) PROJECT SPONSOR.—The term “project  
21 sponsor” means an entity, including any private,  
22 public, or public-private entity, seeking an authoriza-  
23 tion for a covered project.

1 **SEC. 61002. FEDERAL PERMITTING IMPROVEMENT COUN-**  
2 **CIL.**

3 (a) ESTABLISHMENT.—There is established the Fed-  
4 eral Permitting Improvement Steering Council.

5 (b) COMPOSITION.—

6 (1) CHAIR.—The Executive Director shall—

7 (A) be appointed by the President; and

8 (B) serve as Chair of the Council.

9 (2) COUNCIL MEMBERS.—

10 (A) IN GENERAL.—

11 (i) DESIGNATION BY HEAD OF AGEN-  
12 CY.—Each individual listed in subpara-  
13 graph (B) shall designate a member of the  
14 agency in which the individual serves to  
15 serve on the Council.

16 (ii) QUALIFICATIONS.—A  
17 councilmember described in clause (i) shall  
18 hold a position in the agency of deputy sec-  
19 retary (or the equivalent) or higher.

20 (iii) SUPPORT.—

21 (I) IN GENERAL.—Consistent  
22 with guidance provided by the Direc-  
23 tor of the Office of Management and  
24 Budget, each individual listed in sub-  
25 paragraph (B) shall designate 1 or  
26 more appropriate members of the



1                   agency in which the individual serves  
2                   to serve as an agency CERPO.

3                   (II) REPORTING.—In carrying  
4                   out the duties of the agency CERPO  
5                   under this title, an agency CERPO  
6                   shall report directly to a deputy sec-  
7                   retary (or the equivalent) or higher.

8                   (B) HEADS OF AGENCIES.—The individ-  
9                   uals that shall each designate a councilmember  
10                  under this subparagraph are as follows:

- 11                   (i) The Secretary of Agriculture.  
12                   (ii) The Secretary of the Army.  
13                   (iii) The Secretary of Commerce.  
14                   (iv) The Secretary of the Interior.  
15                   (v) The Secretary of Energy.  
16                   (vi) The Secretary of Transportation.  
17                   (vii) The Secretary of Defense.  
18                   (viii) The Administrator of the Envi-  
19                   ronmental Protection Agency.  
20                   (ix) The Chairman of the Federal En-  
21                   ergy Regulatory Commission.  
22                   (x) The Chairman of the Nuclear  
23                   Regulatory Commission.  
24                   (xi) The Secretary of Homeland Secu-  
25                   rity.

1 (xii) The Secretary of Housing and  
2 Urban Development.

3 (xiii) The Chairman of the Advisory  
4 Council on Historic Preservation.

5 (xiv) Any other head of a Federal  
6 agency that the Executive Director may in-  
7 vite to participate as a member of the  
8 Council.

9 (3) ADDITIONAL MEMBERS.—In addition to the  
10 members listed in paragraphs (1) and (2), the  
11 Chairman of the Council on Environmental Quality  
12 and the Director of the Office of Management and  
13 Budget shall also be members of the Council.

14 (c) DUTIES.—

15 (1) EXECUTIVE DIRECTOR.—

16 (A) INVENTORY DEVELOPMENT.—The Ex-  
17 ecutive Director, in consultation with the Coun-  
18 cil, shall—

19 (i) not later than 180 days after the  
20 date of enactment of this Act, establish an  
21 inventory of covered projects that are  
22 pending the environmental review or au-  
23 thorization of the head of any Federal  
24 agency;

1 (ii)(I) categorize the projects in the  
2 inventory as appropriate, based on sector  
3 and project type; and

4 (II) for each category, identify the  
5 types of environmental reviews and author-  
6 izations most commonly involved; and

7 (iii) add a covered project to the in-  
8 ventory after receiving a notice described  
9 in section 61003(a)(1).

10 (B) FACILITATING AGENCY DESIGNA-  
11 TION.—The Executive Director, in consultation  
12 with the Council, shall—

13 (i) designate a facilitating agency for  
14 each category of covered projects described  
15 in subparagraph (A)(ii); and

16 (ii) publish the list of designated fa-  
17 cilitating agencies for each category of  
18 projects in the inventory on the Dashboard  
19 in an easily accessible format.

20 (C) PERFORMANCE SCHEDULES.—

21 (i) IN GENERAL.—Not later than 1  
22 year after the date of enactment of this  
23 Act, the Executive Director, in consulta-  
24 tion with the Council, shall develop rec-  
25 ommended performance schedules, includ-

1           ing intermediate and final completion  
2           dates, for environmental reviews and au-  
3           thorizations most commonly required for  
4           each category of covered projects described  
5           in subparagraph (A)(ii).

6           (ii) REQUIREMENTS.—

7           (I) IN GENERAL.—The perform-  
8           ance schedules shall reflect employ-  
9           ment of the use of the most efficient  
10          applicable processes.

11          (II) LIMIT.—

12          (aa) IN GENERAL.—The  
13          final completion dates in any per-  
14          formance schedule for the com-  
15          pletion of an environmental re-  
16          view or authorization under  
17          clause (i) shall not exceed the av-  
18          erage time to complete an envi-  
19          ronmental review or authoriza-  
20          tion for a project within that cat-  
21          egory.

22          (bb) CALCULATION OF AV-  
23          ERAGE TIME.—The average time  
24          referred to in item (aa) shall be  
25          calculated on the basis of data

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1 from the preceding 2 calendar  
2 years and shall run from the pe-  
3 riod beginning on the date on  
4 which the Executive Director  
5 must make a specific entry for  
6 the project on the Dashboard  
7 under section 61003(b)(2) (ex-  
8 cept that, for projects initiated  
9 before that duty takes effect, the  
10 period beginning on the date of  
11 filing of a completed application),  
12 and ending on the date of the  
13 issuance of a record of decision  
14 or other final agency action on  
15 the review or authorization.

16 (cc) COMPLETION DATE.—  
17 Each performance schedule shall  
18 specify that any decision by an  
19 agency on an environmental re-  
20 view or authorization must be  
21 issued not later than 180 days  
22 after the date on which all infor-  
23 mation needed to complete the  
24 review or authorization (including  
25 any hearing that an agency holds

1 on the matter) is in the posses-  
2 sion of the agency.

3 (iii) REVIEW AND REVISION.—Not  
4 later than 2 years after the date on which  
5 the performance schedules are established  
6 under this subparagraph, and not less fre-  
7 quently than once every 2 years thereafter,  
8 the Executive Director, in consultation  
9 with the Council, shall review and revise  
10 the performance schedules.

11 (D) GUIDANCE.—The Executive Director,  
12 in consultation with the Council, may rec-  
13 ommend to the Director of the Office of Man-  
14 agement and Budget or to the Council on Envi-  
15 ronmental Quality, as appropriate, that guid-  
16 ance be issued as necessary for agencies—

17 (i) to carry out responsibilities under  
18 this title; and

19 (ii) to effectuate the adoption by  
20 agencies of the best practices and rec-  
21 ommendations of the Council described in  
22 paragraph (2).

23 (2) COUNCIL.—

24 (A) RECOMMENDATIONS.—

1 (i) IN GENERAL.—The Council shall  
2 make recommendations to the Executive  
3 Director with respect to the designations  
4 under paragraph (1)(B) and the perform-  
5 ance schedules under paragraph (1)(C).

6 (ii) UPDATE.—The Council may up-  
7 date the recommendations described in  
8 clause (i).

9 (B) BEST PRACTICES.—Not later than 1  
10 year after the date of enactment of this Act,  
11 and not less frequently than annually there-  
12 after, the Council shall issue recommendations  
13 on the best practices for—

14 (i) enhancing early stakeholder en-  
15 gagement, including fully considering and,  
16 as appropriate, incorporating recommenda-  
17 tions provided in public comments on any  
18 proposed covered project;

19 (ii) ensuring timely decisions regard-  
20 ing environmental reviews and authoriza-  
21 tions, including through the development  
22 of performance metrics;

23 (iii) improving coordination between  
24 Federal and non-Federal governmental en-  
25 tities, including through the development

1 of common data standards and terminology  
2 across agencies;

3 (iv) increasing transparency;

4 (v) reducing information collection re-  
5 quirements and other administrative bur-  
6 dens on agencies, project sponsors, and  
7 other interested parties;

8 (vi) developing and making available  
9 to applicants appropriate geographic infor-  
10 mation systems and other tools;

11 (vii) creating and distributing training  
12 materials useful to Federal, State, tribal,  
13 and local permitting officials; and

14 (viii) addressing other aspects of in-  
15 frastructure permitting, as determined by  
16 the Council.

17 (3) AGENCY CERPOS.—An agency CERPO  
18 shall—

19 (A) advise the respective agency  
20 councilmember on matters related to environ-  
21 mental reviews and authorizations;

22 (B) provide technical support, when re-  
23 quested to facilitate efficient and timely proc-  
24 esses for environmental reviews and authoriza-  
25 tions for covered projects under the jurisdic-



1           tional responsibility of the agency, including  
2           supporting timely identification and resolution  
3           of potential disputes within the agency or be-  
4           tween the agency and other Federal agencies;

5           (C) analyze agency environmental review  
6           and authorization processes, policies, and au-  
7           thorities and make recommendations to the re-  
8           spective agency councilmember for ways to  
9           standardize, simplify, and improve the efficiency  
10          of the processes, policies, and authorities, in-  
11          cluding by implementing guidance issued under  
12          paragraph (1)(D) and other best practices, in-  
13          cluding the use of information technology and  
14          geographic information system tools within the  
15          agency and across agencies, to the extent con-  
16          sistent with existing law; and

17          (D) review and develop training programs  
18          for agency staff that support and conduct envi-  
19          ronmental reviews or authorizations.

20          (d) ADMINISTRATIVE SUPPORT.—The Director of the  
21          Office of Management and Budget shall designate a Fed-  
22          eral agency, other than an agency that carries out or pro-  
23          vides support for projects that are not covered projects,  
24          to provide administrative support for the Executive Direc-  
25          tor, and the designated agency shall, as reasonably nec-

1 essary, provide support and staff to enable the Executive  
2 Director to fulfill the duties of the Executive Director  
3 under this title.

4 **SEC. 61003. PERMITTING PROCESS IMPROVEMENT.**

5 (a) PROJECT INITIATION AND DESIGNATION OF PAR-  
6 TICIPATING AGENCIES.—

7 (1) NOTICE.—

8 (A) IN GENERAL.—A project sponsor of a  
9 covered project shall submit to the Executive  
10 Director and the facilitating agency notice of  
11 the initiation of a proposed covered project.

12 (B) DEFAULT DESIGNATION.—If, at the  
13 time of submission of the notice under subpara-  
14 graph (A), the Executive Director has not des-  
15 ignated a facilitating agency under section  
16 61002(c)(1)(B) for the categories of projects  
17 noticed, the agency that receives the notice  
18 under subparagraph (A) shall be designated as  
19 the facilitating agency.

20 (C) CONTENTS.—Each notice described in  
21 subparagraph (A) shall include—

22 (i) a statement of the purposes and  
23 objectives of the proposed project;

24 (ii) a concise description, including  
25 the general location of the proposed project

1 and a summary of geospatial information,  
2 if available, illustrating the project area  
3 and the locations, if any, of environmental,  
4 cultural, and historic resources;

5 (iii) a statement regarding the tech-  
6 nical and financial ability of the project  
7 sponsor to construct the proposed project;

8 (iv) a statement of any Federal fi-  
9 nancing, environmental reviews, and au-  
10 thorizations anticipated to be required to  
11 complete the proposed project; and

12 (v) an assessment that the proposed  
13 project meets the definition of a covered  
14 project under section 61001 and a state-  
15 ment of reasons supporting the assess-  
16 ment.

17 (2) INVITATION.—

18 (A) IN GENERAL.—Not later than 45 days  
19 after the date on which the Executive Director  
20 must make a specific entry for the project on  
21 the Dashboard under subsection (b)(2)(A), the  
22 facilitating agency or lead agency, as applicable,  
23 shall—

24 (i) identify all Federal and non-Fed-  
25 eral agencies and governmental entities



1                   (ii) does not intend to exercise author-  
2                   ity related to, or submit comments on, the  
3                   proposed project.

4                   (B) CHANGED CIRCUMSTANCES.—On re-  
5                   quest and a showing of changed circumstances,  
6                   the Executive Director may designate an agency  
7                   that has opted out under subparagraph (A)(ii)  
8                   to be a participating or cooperating agency, as  
9                   appropriate.

10                  (4) EFFECT OF DESIGNATION.—The designa-  
11                  tion described in paragraph (3) shall not—

12                   (A) give the participating agency authority  
13                   or jurisdiction over the covered project; or

14                   (B) expand any jurisdiction or authority a  
15                   cooperating agency may have over the proposed  
16                   project.

17                  (5) LEAD AGENCY DESIGNATION.—

18                   (A) IN GENERAL.—On establishment of  
19                   the lead agency, the lead agency shall assume  
20                   the responsibilities of the facilitating agency  
21                   under this title.

22                   (B) REDESIGNATION OF FACILITATING  
23                   AGENCY.—If the lead agency assumes the re-  
24                   sponsibilities of the facilitating agency under  
25                   subparagraph (A), the facilitating agency may

1           be designated as a cooperative or participating  
2           agency.

3           (6) CHANGE OF FACILITATING OR LEAD AGEN-  
4           CY.—

5                   (A) IN GENERAL.—On the request of a  
6           participating agency or project sponsor, the Ex-  
7           ecutive Director may designate a different agen-  
8           cy as the facilitating or lead agency, as applica-  
9           ble, for a covered project, if the facilitating or  
10          lead agency or the Executive Director receives  
11          new information regarding the scope or nature  
12          of a covered project that indicates that the  
13          project should be placed in a different category  
14          under section 61002(c)(1)(B).

15                   (B) RESOLUTION OF DISPUTE.—The Exec-  
16          utive Director shall resolve any dispute over  
17          designation of a facilitating or lead agency for  
18          a particular covered project.

19          (b) PERMITTING DASHBOARD.—

20                   (1) REQUIREMENT TO MAINTAIN.—

21                           (A) IN GENERAL.—The Executive Direc-  
22          tor, in coordination with the Administrator of  
23          General Services, shall maintain an online data-  
24          base to be known as the “Permitting Dash-  
25          board” to track the status of Federal environ-

1           mental reviews and authorizations for any cov-  
2           ered project in the inventory described in sec-  
3           tion 61002(c)(1)(A).

4           (B) SPECIFIC AND SEARCHABLE ENTRY.—  
5           The Dashboard shall include a specific and  
6           searchable entry for each covered project.

7           (2) ADDITIONS.—

8           (A) IN GENERAL.—

9           (i) EXISTING PROJECTS.—Not later  
10          than 14 days after the date on which the  
11          Executive Director adds a project to the  
12          inventory under section 61002(c)(1)(A),  
13          the Executive Director shall create a spe-  
14          cific entry on the Dashboard for the cov-  
15          ered project.

16          (ii) NEW PROJECTS.—Not later than  
17          14 days after the date on which the Execu-  
18          tive Director receives a notice under sub-  
19          section (a)(1), the Executive Director shall  
20          create a specific entry on the Dashboard  
21          for the covered project, unless the Execu-  
22          tive Director, facilitating agency, or lead  
23          agency, as applicable, determines that the  
24          project is not a covered project.

1           (B) EXPLANATION.—If the facilitating  
2 agency or lead agency, as applicable, determines  
3 that the project is not a covered project, the  
4 project sponsor may submit a further expla-  
5 nation as to why the project is a covered project  
6 not later than 14 days after the date of the de-  
7 termination under subparagraph (A).

8           (C) FINAL DETERMINATION.—Not later  
9 than 14 days after receiving an explanation de-  
10 scribed in subparagraph (B), the Executive Di-  
11 rector shall—

12                   (i) make a final and conclusive deter-  
13 mination as to whether the project is a  
14 covered project; and

15                   (ii) if the Executive Director deter-  
16 mines that the project is a covered project,  
17 create a specific entry on the Dashboard  
18 for the covered project.

19 (3) POSTINGS BY AGENCIES.—

20           (A) IN GENERAL.—For each covered  
21 project added to the Dashboard under para-  
22 graph (2), the facilitating or lead agency, as ap-  
23 plicable, and each cooperating and participating  
24 agency shall post to the Dashboard—



1 (i) a hyperlink that directs to a  
2 website that contains, to the extent con-  
3 sistent with applicable law—

4 (I) the notification submitted  
5 under subsection (a)(1);

6 (II)(aa) where practicable, the  
7 application and supporting documents,  
8 if applicable, that have been sub-  
9 mitted by a project sponsor for any  
10 required environmental review or au-  
11 thorization; or

12 (bb) a notice explaining how the  
13 public may obtain access to such doc-  
14 uments;

15 (III) a description of any Federal  
16 agency action taken or decision made  
17 that materially affects the status of a  
18 covered project;

19 (IV) any significant document  
20 that supports the action or decision  
21 described in subclause (III); and

22 (V) a description of the status of  
23 any litigation to which the agency is a  
24 party that is directly related to the  
25 project, including, if practicable, any

1                   judicial document made available on  
2                   an electronic docket maintained by a  
3                   Federal, State, or local court; and

4                   (ii) any document described in clause  
5                   (i) that is not available by hyperlink on an-  
6                   other website.

7                   (B) DEADLINE.—The information de-  
8                   scribed in subparagraph (A) shall be posted to  
9                   the website made available by hyperlink on the  
10                  Dashboard not later than 5 business days after  
11                  the date on which the Federal agency receives  
12                  the information.

13                  (4) POSTINGS BY THE EXECUTIVE DIRECTOR.—  
14                  The Executive Director shall publish to the Dash-  
15                  board—

16                   (A) the permitting timetable established  
17                   under subparagraph (A) or (C) of subsection  
18                   (c)(2);

19                   (B) the status of the compliance of each  
20                   agency with the permitting timetable;

21                   (C) any modifications of the permitting  
22                   timetable;

23                   (D) an explanation of each modification  
24                   described in subparagraph (C); and

1                   (E) any memorandum of understanding es-  
2                   tablished under subsection (c)(3)(B).

3           (c) COORDINATION AND TIMETABLES.—

4           (1) COORDINATED PROJECT PLAN.—

5                   (A) IN GENERAL.—Not later than 60 days  
6                   after the date on which the Executive Director  
7                   must make a specific entry for the project on  
8                   the Dashboard under subsection (b)(2)(A), the  
9                   facilitating or lead agency, as applicable, in con-  
10                  sultation with each coordinating and partici-  
11                  pating agency, shall establish a concise plan for  
12                  coordinating public and agency participation in,  
13                  and completion of, any required Federal envi-  
14                  ronmental review and authorization for the  
15                  project.

16                  (B) REQUIRED INFORMATION.—The Co-  
17                  ordinated Project Plan shall include the fol-  
18                  lowing information and be updated by the facili-  
19                  tating or lead agency, as applicable, at least  
20                  once per quarter:

21                          (i) A list of, and roles and responsibil-  
22                          ities for, all entities with environmental re-  
23                          view or authorization responsibility for the  
24                          project.

1                   (ii) A permitting timetable, as de-  
2                   scribed in paragraph (2), setting forth a  
3                   comprehensive schedule of dates by which  
4                   all environmental reviews and authoriza-  
5                   tions, and to the maximum extent prac-  
6                   ticable, State permits, reviews and approv-  
7                   als must be made.

8                   (iii) A discussion of potential avoid-  
9                   ance, minimization, and mitigation strate-  
10                  gies, if required by applicable law and  
11                  known.

12                  (iv) Plans and a schedule for public  
13                  and tribal outreach and coordination, to  
14                  the extent required by applicable law.

15                  (C) MEMORANDUM OF UNDERSTANDING.—  
16                  The coordinated project plan described in sub-  
17                  paragraph (A) may be incorporated into a  
18                  memorandum of understanding.

19                  (2) PERMITTING TIMETABLE.—

20                  (A) ESTABLISHMENT.—

21                  (i) IN GENERAL.—As part of the co-  
22                  ordination project plan under paragraph  
23                  (1), the facilitating or lead agency, as ap-  
24                  plicable, in consultation with each cooper-  
25                  ating and participating agency, the project

1 sponsor, and any State in which the  
2 project is located, shall establish a permit-  
3 ting timetable that includes intermediate  
4 and final completion dates for action by  
5 each participating agency on any Federal  
6 environmental review or authorization re-  
7 quired for the project.

8 (ii) CONSENSUS.—In establishing a  
9 permitting timetable under clause (i), each  
10 agency shall, to the maximum extent prac-  
11 ticable, make efforts to reach a consensus.

12 (B) FACTORS FOR CONSIDERATION.—In  
13 establishing the permitting timetable under sub-  
14 paragraph (A), the facilitating or lead agency  
15 shall follow the performance schedules estab-  
16 lished under section 61002(c)(1)(C), but may  
17 vary the timetable based on relevant factors, in-  
18 cluding—

19 (i) the size and complexity of the cov-  
20 ered project;

21 (ii) the resources available to each  
22 participating agency;

23 (iii) the regional or national economic  
24 significance of the project;

1 (iv) the sensitivity of the natural or  
2 historic resources that may be affected by  
3 the project;

4 (v) the financing plan for the project;  
5 and

6 (vi) the extent to which similar  
7 projects in geographic proximity to the  
8 project were recently subject to environ-  
9 mental review or similar procedures under  
10 State law.

11 (C) DISPUTE RESOLUTION.—

12 (i) IN GENERAL.—The Executive Di-  
13 rector, in consultation with appropriate  
14 agency CERPOs and the project sponsor,  
15 shall, as necessary, mediate any disputes  
16 regarding the permitting timetable estab-  
17 lished under subparagraph (A).

18 (ii) DISPUTES.—If a dispute remains  
19 unresolved 30 days after the date on which  
20 the dispute was submitted to the Executive  
21 Director, the Director of the Office of  
22 Management and Budget, in consultation  
23 with the Chairman of the Council on Envi-  
24 ronmental Quality, shall facilitate a resolu-  
25 tion of the dispute and direct the agencies

1 party to the dispute to resolve the dispute  
2 by the end of the 60-day period beginning  
3 on the date of submission of the dispute to  
4 the Executive Director.

5 (iii) FINAL RESOLUTION.—Any action  
6 taken by the Director of the Office of Man-  
7 agement and Budget in the resolution of a  
8 dispute under clause (ii) shall—

9 (I) be final and conclusive; and

10 (II) not be subject to judicial re-  
11 view.

12 (D) MODIFICATION AFTER APPROVAL.—

13 (i) IN GENERAL.—The facilitating or  
14 lead agency, as applicable, may modify a  
15 permitting timetable established under sub-  
16 paragraph (A) only if—

17 (I) the facilitating or lead agen-  
18 cy, as applicable, and the affected co-  
19 operating agencies, after consultation  
20 with the participating agencies, agree  
21 to a different completion date; and

22 (II) the facilitating agency or  
23 lead agency, as applicable, or the af-  
24 fected cooperating agency provides a

1 written justification for the modifica-  
2 tion.

3 (ii) COMPLETION DATE.—A comple-  
4 tion date in the permitting timetable may  
5 not be modified within 30 days of the com-  
6 pletion date.

7 (E) CONSISTENCY WITH OTHER TIME PE-  
8 RIODS.—A permitting timetable established  
9 under subparagraph (A) shall be consistent  
10 with any other relevant time periods established  
11 under Federal law and shall not prevent any co-  
12 operating or participating agency from dis-  
13 charging any obligation under Federal law in  
14 connection with the project.

15 (F) CONFORMING TO PERMITTING TIME-  
16 TABLES.—

17 (i) IN GENERAL.—Each Federal agen-  
18 cy shall conform to the completion dates  
19 set forth in the permitting timetable estab-  
20 lished under subparagraph (A), or with  
21 any completion date modified under sub-  
22 paragraph (D).

23 (ii) FAILURE TO CONFORM.—If a  
24 Federal agency fails to conform with a  
25 completion date for agency action on a cov-



1           ered project or is at significant risk of fail-  
2           ing to conform with such a completion  
3           date, the agency shall—

4                   (I) promptly submit to the Exec-  
5                   utive Director for publication on the  
6                   Dashboard an explanation of the spe-  
7                   cific reasons for failing or significantly  
8                   risking failing to conform to the com-  
9                   pletion date and a proposal for an al-  
10                  ternative completion date;

11                  (II) in consultation with the fa-  
12                  cilitating or lead agency, as applica-  
13                  ble, establish an alternative comple-  
14                  tion date; and

15                  (III) each month thereafter until  
16                  the agency has taken final action on  
17                  the delayed authorization or review,  
18                  submit to the Executive Director for  
19                  posting on the Dashboard a status re-  
20                  port describing any agency activity re-  
21                  lated to the project.

22                  (G)    ABANDONMENT    OF    COVERED  
23                  PROJECT.—

24                   (i) IN GENERAL.—If the facilitating  
25                   or lead agency, as applicable, has a reason-

1           able basis to doubt the continuing technical  
2           or financial ability of the project sponsor  
3           to construct the covered project, the facili-  
4           tating or lead agency may request the  
5           project sponsor provide an updated state-  
6           ment regarding the ability of the project  
7           sponsor to complete the project.

8           (ii) FAILURE TO RESPOND.—If the  
9           project sponsor fails to respond to a re-  
10          quest described in clause (i) by the date  
11          that is 30 days after receiving the request,  
12          the lead or facilitating agency, as applica-  
13          ble, shall notify the Executive Director,  
14          who shall publish an appropriate notice on  
15          the Dashboard.

16          (iii) PUBLICATION TO DASHBOARD.—  
17          On publication of a notice under clause  
18          (ii), the completion dates in the permitting  
19          timetable shall be tolled and agencies shall  
20          be relieved of the obligation to comply with  
21          subparagraph (F) until such time as the  
22          project sponsor submits to the facilitating  
23          or lead agency, as applicable, an updated  
24          statement regarding the technical and fi-

1           nancial ability of the project sponsor to  
2           construct the project.

3           (3) COOPERATING STATE, LOCAL, OR TRIBAL  
4           GOVERNMENTS.—

5           (A) STATE AUTHORITY.—If the Federal  
6           environmental review is being implemented  
7           within the boundaries of a State, the State,  
8           consistent with State law, may choose to par-  
9           ticipate in the environmental review and author-  
10          ization process under this subsection and to  
11          make subject to the process all State agencies  
12          that—

13                   (i) have jurisdiction over the covered  
14                   project;

15                   (ii) are required to conduct or issue a  
16                   review, analysis, opinion, or statement for  
17                   the covered project; or

18                   (iii) are required to make a deter-  
19                   mination on issuing a permit, license, or  
20                   other approval or decision for the covered  
21                   project.

22           (B) COORDINATION.—To the maximum ex-  
23           tent practicable under applicable law, the facili-  
24           tating or lead agency, as applicable, shall co-  
25           ordinate the Federal environmental review and

1 authorization processes under this subsection  
2 with any State, local, or tribal agency respon-  
3 sible for conducting any separate review or au-  
4 thorization of the covered project to ensure  
5 timely and efficient completion of environmental  
6 reviews and authorizations.

7 (C) MEMORANDUM OF UNDERSTANDING.—

8 (i) IN GENERAL.—Any coordination  
9 plan between the facilitating or lead agen-  
10 cy, as applicable, and any State, local, or  
11 tribal agency shall, to the maximum extent  
12 practicable, be included in a memorandum  
13 of understanding.

14 (ii) SUBMISSION TO EXECUTIVE DI-  
15 RECTOR.—The facilitating or lead agency,  
16 as applicable, shall submit to the Executive  
17 Director each memorandum of under-  
18 standing described in clause (i).

19 (d) EARLY CONSULTATION.—The facilitating or lead  
20 agency, as applicable, shall provide an expeditious process  
21 for project sponsors to confer with each cooperating and  
22 participating agency involved and, not later than 60 days  
23 after the date on which the project sponsor submits a re-  
24 quest under this subsection, to have each such agency pro-  
25 vide to the project sponsor information concerning—

1 (1) the availability of information and tools, in-  
2 cluding pre-application toolkits, to facilitate early  
3 planning efforts;

4 (2) key issues of concern to each agency and to  
5 the public; and

6 (3) issues that must be addressed before an en-  
7 vironmental review or authorization can be com-  
8 pleted.

9 (e) COOPERATING AGENCY.—

10 (1) IN GENERAL.—A lead agency may designate  
11 a participating agency as a cooperating agency in  
12 accordance with part 1501 of title 40, Code of Fed-  
13 eral Regulations (or successor regulations).

14 (2) EFFECT ON OTHER DESIGNATION.—The  
15 designation described in paragraph (1) shall not af-  
16 fect any designation under subsection (a)(3).

17 (3) LIMITATION ON DESIGNATION.—Any agency  
18 not designated as a participating agency under sub-  
19 section (a)(3) shall not be designated as a cooper-  
20 ating agency under paragraph (1).

21 (f) REPORTING STATUS OF OTHER PROJECTS ON  
22 DASHBOARD.—

23 (1) IN GENERAL.—On request of the Executive  
24 Director, the Secretary and the Secretary of the  
25 Army shall use best efforts to provide information

1 for inclusion on the Dashboard on projects subject  
2 to section 139 of title 23, United States Code, and  
3 section 2045 of the Water Resources Development  
4 Act of 2007 (33 U.S.C. 2348) likely to require—

5 (A) a total investment of more than  
6 \$200,000,000; and

7 (B) an environmental impact statement  
8 under NEPA.

9 (2) EFFECT OF INCLUSION ON DASHBOARD.—

10 Inclusion on the Dashboard of information regarding  
11 projects subject to section 139 of title 23, United  
12 States Code, or section 2045 of the Water Resources  
13 Development Act of 2007 (33 U.S.C. 2348) shall not  
14 subject those projects to any requirements of this  
15 title.

16 **SEC. 61004. INTERSTATE COMPACTS.**

17 (a) IN GENERAL.—The consent of Congress is given  
18 for 3 or more contiguous States to enter into an interstate  
19 compact establishing regional infrastructure development  
20 agencies to facilitate authorization and review of covered  
21 projects, under State law or in the exercise of delegated  
22 permitting authority described under section 61006, that  
23 will advance infrastructure development, production, and  
24 generation within the States that are parties to the com-  
25 pact.

1 (b) REGIONAL INFRASTRUCTURE.—For the purpose  
2 of this title, a regional infrastructure development agency  
3 referred to in subsection (a) shall have the same authori-  
4 ties and responsibilities of a State agency.

5 **SEC. 61005. COORDINATION OF REQUIRED REVIEWS.**

6 (a) CONCURRENT REVIEWS.—To integrate environ-  
7 mental reviews and authorizations, each agency shall, to  
8 the maximum extent practicable—

9 (1) carry out the obligations of the agency with  
10 respect to a covered project under any other applica-  
11 ble law concurrently, and in conjunction with, other  
12 environmental reviews and authorizations being con-  
13 ducted by other cooperating or participating agen-  
14 cies, including environmental reviews and authoriza-  
15 tions required under NEPA, unless the agency de-  
16 termines that doing so would impair the ability of  
17 the agency to carry out the statutory obligations of  
18 the agency; and

19 (2) formulate and implement administrative,  
20 policy, and procedural mechanisms to enable the  
21 agency to ensure completion of the environmental re-  
22 view process in a timely, coordinated, and environ-  
23 mentally responsible manner.

24 (b) ADOPTION, INCORPORATION BY REFERENCE,  
25 AND USE OF DOCUMENTS.—

1           (1) STATE ENVIRONMENTAL DOCUMENTS; SUP-  
2           PLEMENTAL DOCUMENTS.—

3           (A) USE OF EXISTING DOCUMENTS.—

4           (i) IN GENERAL.—On the request of a  
5           project sponsor, a lead agency shall con-  
6           sider and, as appropriate, adopt or incor-  
7           porate by reference, the analysis and docu-  
8           mentation that has been prepared for a  
9           covered project under State laws and pro-  
10          cedures as the documentation, or part of  
11          the documentation, required to complete  
12          an environmental review for the covered  
13          project, if the analysis and documentation  
14          were, as determined by the lead agency in  
15          consultation with the Council on Environ-  
16          mental Quality, prepared under cir-  
17          cumstances that allowed for opportunities  
18          for public participation and consideration  
19          of alternatives and environmental con-  
20          sequences that are substantially equivalent  
21          to what would have been available had the  
22          documents and analysis been prepared by  
23          a Federal agency pursuant to NEPA.



1                   (ii) GUIDANCE BY CEQ.—The Council  
2                   on Environmental Quality may issue guid-  
3                   ance to carry out this subsection.

4                   (B) NEPA OBLIGATIONS.—An environ-  
5                   mental document adopted under subparagraph  
6                   (A) or a document that includes documentation  
7                   incorporated under subparagraph (A) may serve  
8                   as the documentation required for an environ-  
9                   mental review or a supplemental environmental  
10                  review required to be prepared by a lead agency  
11                  under NEPA.

12                  (C) SUPPLEMENTATION OF STATE DOCU-  
13                  MENTS.—If the lead agency adopts or incor-  
14                  porates analysis and documentation described  
15                  in subparagraph (A), the lead agency shall pre-  
16                  pare and publish a supplemental document if  
17                  the lead agency determines that during the pe-  
18                  riod after preparation of the analysis and docu-  
19                  mentation and before the adoption or incorpora-  
20                  tion—

21                         (i) a significant change has been made  
22                         to the covered project that is relevant for  
23                         purposes of environmental review of the  
24                         project; or

1                   (ii) there has been a significant cir-  
2                   cumstance or new information has emerged  
3                   that is relevant to the environmental re-  
4                   view for the covered project.

5                   (D) COMMENTS.—If a lead agency pre-  
6                   pares and publishes a supplemental document  
7                   under subparagraph (C), the lead agency shall  
8                   solicit comments from other agencies and the  
9                   public on the supplemental document for a pe-  
10                  riod of not more than 45 days, beginning on the  
11                  date on which the supplemental document is  
12                  published, unless—

13                   (i) the lead agency, the project spon-  
14                   sor, and any cooperating agency agree to a  
15                   longer deadline; or

16                   (ii) the lead agency extends the dead-  
17                   line for good cause.

18                   (E) NOTICE OF OUTCOME OF ENVIRON-  
19                   MENTAL REVIEW.—A lead agency shall issue a  
20                   record of decision or finding of no significant  
21                   impact, as appropriate, based on the document  
22                   adopted under subparagraph (A) and any sup-  
23                   plemental document prepared under subpara-  
24                   graph (C).

25                   (c) ALTERNATIVES ANALYSIS.—

1           (1) PARTICIPATION.—As early as practicable  
2 during the environmental review, but not later than  
3 the commencement of scoping for a project requiring  
4 the preparation of an environmental impact state-  
5 ment, the lead agency, in consultation with each co-  
6 operating agency, shall determine the range of rea-  
7 sonable alternatives to be considered for a covered  
8 project.

9           (2) RANGE OF ALTERNATIVES.—

10           (A) IN GENERAL.—Following participation  
11 under paragraph (1) and subject to subpara-  
12 graph (B), the lead agency shall determine the  
13 range of reasonable alternatives for consider-  
14 ation in any document that the lead agency is  
15 responsible for preparing for the covered  
16 project.

17           (B) ALTERNATIVES REQUIRED BY LAW.—  
18 In determining the range of alternatives under  
19 subparagraph (A), the lead agency shall include  
20 all alternatives required to be considered by  
21 law.

22           (3) METHODOLOGIES.—

23           (A) IN GENERAL.—The lead agency shall  
24 determine, in collaboration with each cooper-  
25 ating agency at appropriate times during the

1 environmental review, the methodologies to be  
2 used and the level of detail required in the anal-  
3 ysis of each alternative for a covered project.

4 (B) ENVIRONMENTAL REVIEW.—A cooper-  
5 ating agency shall use the methodologies re-  
6 ferred to in subparagraph (A) when conducting  
7 any required environmental review, to the ex-  
8 tent consistent with existing law.

9 (4) PREFERRED ALTERNATIVE.—With the con-  
10 currence of the cooperating agencies with jurisdic-  
11 tion under Federal law and at the discretion of the  
12 lead agency, the preferred alternative for a project,  
13 after being identified, may be developed to a higher  
14 level of detail than other alternatives to facilitate the  
15 development of mitigation measures or concurrent  
16 compliance with other applicable laws if the lead  
17 agency determines that the development of the high-  
18 er level of detail will not prevent—

19 (A) the lead agency from making an im-  
20 partial decision as to whether to accept another  
21 alternative that is being considered in the envi-  
22 ronmental review; and

23 (B) the public from commenting on the  
24 preferred and other alternatives.

25 (d) ENVIRONMENTAL REVIEW COMMENTS.—

1           (1) COMMENTS ON DRAFT ENVIRONMENTAL IM-  
2           PACT STATEMENT.—For comments by an agency or  
3           the public on a draft environmental impact state-  
4           ment, the lead agency shall establish a comment pe-  
5           riod of not less than 45 days and not more than 60  
6           days after the date on which a notice announcing  
7           availability of the environmental impact statement is  
8           published in the Federal Register, unless—

9                   (A) the lead agency, the project sponsor,  
10                  and any cooperating agency agree to a longer  
11                  deadline; or

12                   (B) the lead agency, in consultation with  
13                  each cooperating agency, extends the deadline  
14                  for good cause.

15           (2) OTHER REVIEW AND COMMENT PERIODS.—  
16           For all other review or comment periods in the envi-  
17           ronmental review process described in parts 1500  
18           through 1508 of title 40, Code of Federal Regula-  
19           tions (or successor regulations), the lead agency  
20           shall establish a comment period of not more than  
21           45 days after the date on which the materials on  
22           which comment is requested are made available, un-  
23           less—

1           (A) the lead agency, the project sponsor,  
2           and any cooperating agency agree to a longer  
3           deadline; or

4           (B) the lead agency extends the deadline  
5           for good cause.

6           (e) ISSUE IDENTIFICATION AND RESOLUTION.—

7           (1) COOPERATION.—The lead agency and each  
8           cooperating and participating agency shall work co-  
9           operatively in accordance with this section to iden-  
10          tify and resolve issues that could delay completion of  
11          an environmental review or an authorization re-  
12          quired for the project under applicable law or result  
13          in the denial of any approval under applicable law.

14          (2) LEAD AGENCY RESPONSIBILITIES.—

15           (A) IN GENERAL.—The lead agency shall  
16           make information available to each cooperating  
17           and participating agency and project sponsor as  
18           early as practicable in the environmental review  
19           regarding the environmental, historic, and so-  
20           cioeconomic resources located within the project  
21           area and the general locations of the alter-  
22           natives under consideration.

23           (B) SOURCES OF INFORMATION.—The in-  
24           formation described in subparagraph (A) may

1           be based on existing data sources, including ge-  
2           ographic information systems mapping.

3           (3) COOPERATING AND PARTICIPATING AGENCY  
4           RESPONSIBILITIES.—Each cooperating and partici-  
5           pating agency shall—

6                   (A) identify, as early as practicable, any  
7                   issues of concern regarding any potential envi-  
8                   ronmental impacts of the covered project, in-  
9                   cluding any issues that could substantially delay  
10                  or prevent an agency from completing any envi-  
11                  ronmental review or authorization required for  
12                  the project; and

13                   (B) communicate any issues described in  
14                  subparagraph (A) to the project sponsor.

15           (f) CATEGORIES OF PROJECTS.—The authorities  
16           granted under this section may be exercised for an indi-  
17           vidual covered project or a category of covered projects.

18   **SEC. 61006. DELEGATED STATE PERMITTING PROGRAMS.**

19           (a) IN GENERAL.—If a Federal statute permits a  
20           Federal agency to delegate to or otherwise authorize a  
21           State to issue or otherwise administer a permit program  
22           in lieu of the Federal agency, the Federal agency with au-  
23           thority to carry out the statute shall—

24                   (1) on publication by the Council of best prac-  
25                  tices under section 61002(c)(2)(B), initiate a na-

1 tional process, with public participation, to deter-  
2 mine whether and the extent to which any of the  
3 best practices are generally applicable on a  
4 delegation- or authorization-wide basis to permitting  
5 under the statute; and

6 (2) not later than 2 years after the date of en-  
7 actment of this Act, make model recommendations  
8 for State modifications of the applicable permit pro-  
9 gram to reflect the best practices described in sec-  
10 tion 61002(c)(2)(B), as appropriate.

11 (b) BEST PRACTICES.—Lead and cooperating agen-  
12 cies may share with State, tribal, and local authorities best  
13 practices involved in review of covered projects and invite  
14 input from State, tribal, and local authorities regarding  
15 best practices.

16 **SEC. 61007. LITIGATION, JUDICIAL REVIEW, AND SAVINGS**  
17 **PROVISION.**

18 (a) LIMITATIONS ON CLAIMS.—

19 (1) IN GENERAL.—Notwithstanding any other  
20 provision of law, a claim arising under Federal law  
21 seeking judicial review of any authorization issued  
22 by a Federal agency for a covered project shall be  
23 barred unless—

24 (A) the action is filed not later than 2  
25 years after the date of publication in the Fed-



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1           eral Register of the final record of decision or  
2           approval or denial of a permit, unless a shorter  
3           time is specified in the Federal law under which  
4           judicial review is allowed; and

5           (B) in the case of an action pertaining to  
6           an environmental review conducted under  
7           NEPA—

8           (i) the action is filed by a party that  
9           submitted a comment during the environ-  
10          mental review or a party that lacked a rea-  
11          sonable opportunity to submit a comment;  
12          and

13          (ii) a party filed a sufficiently detailed  
14          comment so as to put the lead agency on  
15          notice of the issue on which the party  
16          seeks judicial review.

17          (2) NEW INFORMATION.—

18          (A) IN GENERAL.—The head of a lead  
19          agency or participating agency shall consider  
20          new information received after the close of a  
21          comment period if the information satisfies the  
22          requirements under regulations implementing  
23          NEPA.

24          (B) SEPARATE ACTION.—If Federal law  
25          requires the preparation of a supplemental envi-

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1           ronmental impact statement or other supple-  
2           mental environmental document, the prepara-  
3           tion of such document shall be considered a  
4           separate final agency action and the deadline  
5           for filing a claim for judicial review of the agen-  
6           cy action shall be 2 years after the date on  
7           which a notice announcing the final agency ac-  
8           tion is published in the Federal Register, unless  
9           a shorter time is specified in the Federal law  
10          under which judicial review is allowed.

11          (3) RULE OF CONSTRUCTION.—Nothing in this  
12          subsection creates a right to judicial review or places  
13          any limit on filing a claim that a person has violated  
14          the terms of an authorization.

15          (b) PRELIMINARY INJUNCTIVE RELIEF.—In addition  
16          to considering any other applicable equitable factors, in  
17          any action seeking a temporary restraining order or pre-  
18          liminary injunction against an agency or a project sponsor  
19          in connection with review or authorization of a covered  
20          project, the court shall—

21                 (1) consider the effects on public health, safety,  
22                 and the environment, the potential for significant job  
23                 losses, and other economic harm resulting from an  
24                 order or injunction; and

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1           (2) not presume that the harms described in  
2 paragraph (1) are reparable.

3           (c) JUDICIAL REVIEW.—Except as provided in sub-  
4 section (a), nothing in this title affects the reviewability  
5 of any final Federal agency action in a court of competent  
6 jurisdiction.

7           (d) SAVINGS CLAUSE.—Nothing in this title—

8           (1) supersedes, amends, or modifies any Fed-  
9 eral statute or affects the responsibility of any Fed-  
10 eral officer to comply with or enforce any statute; or

11           (2) creates a presumption that a covered  
12 project will be approved or favorably reviewed by any  
13 agency.

14           (e) LIMITATIONS.—Nothing in this section preempts,  
15 limits, or interferes with—

16           (1) any practice of seeking, considering, or re-  
17 sponding to public comment; or

18           (2) any power, jurisdiction, responsibility, or  
19 authority that a Federal, State, or local govern-  
20 mental agency, metropolitan planning organization,  
21 Indian tribe, or project sponsor has with respect to  
22 carrying out a project or any other provisions of law  
23 applicable to any project, plan, or program.

1 **SEC. 61008. REPORT TO CONGRESS.**

2 (a) IN GENERAL.—Not later than April 15 of each  
3 year for 10 years beginning on the date of enactment of  
4 this Act, the Executive Director shall submit to Congress  
5 a report detailing the progress accomplished under this  
6 title during the previous fiscal year.

7 (b) CONTENTS.—The report described in subsection  
8 (a) shall assess the performance of each participating  
9 agency and lead agency based on the best practices de-  
10 scribed in section 61002(c)(2)(B).

11 (c) OPPORTUNITY TO INCLUDE COMMENTS.—Each  
12 councilmember, with input from the respective agency  
13 CERPO, shall have the opportunity to include comments  
14 concerning the performance of the agency in the report  
15 described in subsection (a).

16 **SEC. 61009. FUNDING FOR GOVERNANCE, OVERSIGHT, AND**  
17 **PROCESSING OF ENVIRONMENTAL REVIEWS**  
18 **AND PERMITS.**

19 (a) IN GENERAL.—The heads of agencies listed in  
20 section 61002(b)(2)(B), with the guidance of the Director  
21 of the Office of Management and Budget and in consulta-  
22 tion with the Executive Director, may, after public notice  
23 and opportunity for comment, issue regulations estab-  
24 lishing a fee structure for project proponents to reimburse  
25 the United States for reasonable costs incurred in con-

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1 ducting environmental reviews and authorizations for cov-  
2 ered projects.

3 (b) REASONABLE COSTS.—As used in this section,  
4 the term “reasonable costs” shall include costs to imple-  
5 ment the requirements and authorities required under sec-  
6 tions 61002 and 61003, including the costs to agencies  
7 and the costs of operating the Council.

8 (c) FEE STRUCTURE.—The fee structure established  
9 under subsection (a) shall—

10 (1) be developed in consultation with affected  
11 project proponents, industries, and other stake-  
12 holders;

13 (2) exclude parties for which the fee would im-  
14 pose an undue financial burden or is otherwise de-  
15 termined to be inappropriate; and

16 (3) be established in a manner that ensures  
17 that the aggregate amount of fees collected for a fis-  
18 cal year is estimated not to exceed 20 percent of the  
19 total estimated costs for the fiscal year for the re-  
20 sources allocated for the conduct of the environ-  
21 mental reviews and authorizations covered by this  
22 title, as determined by the Director of the Office of  
23 Management and Budget.

24 (d) ENVIRONMENTAL REVIEW AND PERMITTING IM-  
25 PROVEMENT FUND.—

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1           (1) IN GENERAL.—All amounts collected pursu-  
2           ant to this section shall be deposited into a separate  
3           fund in the Treasury of the United States to be  
4           known as the “Environmental Review Improvement  
5           Fund” (referred to in this section as the “Fund”).

6           (2) AVAILABILITY.—Amounts in the Fund shall  
7           be available to the Executive Director, without ap-  
8           propriation or fiscal year limitation, solely for the  
9           purposes of administering, implementing, and en-  
10          forcing this title, including the expenses of the Coun-  
11          cil.

12          (3) TRANSFER.—The Executive Director, with  
13          the approval of the Director of the Office of Man-  
14          agement and Budget, may transfer amounts in the  
15          Fund to other agencies to facilitate timely and effi-  
16          cient environmental reviews and authorizations for  
17          proposed covered projects.

18          (e) EFFECT ON PERMITTING.—The regulations  
19          adopted pursuant to subsection (a) shall ensure that the  
20          use of funds accepted under subsection (d) will not impact  
21          impartial decision-making with respect to environmental  
22          reviews or authorizations, either substantively or proce-  
23          durally.

24          (f) TRANSFER OF APPROPRIATED FUNDS.—

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1           (1) IN GENERAL.—The heads of agencies listed  
2           in section 61002(b)(2)(B) shall have the authority to  
3           transfer, in accordance with section 1535 of title 31,  
4           United States Code, funds appropriated to those  
5           agencies and not otherwise obligated to other af-  
6           fected Federal agencies for the purpose of imple-  
7           menting the provisions of this title.

8           (2) LIMITATION.—Appropriations under title  
9           23, United States Code and appropriations for the  
10          civil works program of the Army Corps of Engineers  
11          shall not be available for transfer under paragraph  
12          (1).

13 **SEC. 61010. APPLICATION.**

14          This title applies to any covered project for which—

15           (1) a notice is filed under section 61003(a)(1);

16          or

17           (2) an application or other request for a Fed-  
18          eral authorization is pending before a Federal agen-  
19          cy 90 days after the date of enactment of this Act.

20 **SEC. 61011. GAO REPORT.**

21          Not later than 3 years after the date of enactment  
22          of this Act, the Comptroller General of the United States  
23          shall submit to Congress a report that includes an analysis  
24          of whether the provisions of this title could be adapted

1 to streamline the Federal permitting process for smaller  
2 projects that are not covered projects.

3 **DIVISION G—SURFACE**  
4 **TRANSPORTATION EXTENSION**

5 **SEC. 70001. SHORT TITLE.**

6 This division may cited as the “Surface Transpor-  
7 tation Extension Act of 2015”.

8 **TITLE LXXI—EXTENSION OF**  
9 **FEDERAL-AID HIGHWAY PRO-**  
10 **GRAMS**

11 **SEC. 71001. EXTENSION OF FEDERAL-AID HIGHWAY PRO-**  
12 **GRAMS.**

13 (a) IN GENERAL.—Section 1001 of the Highway and  
14 Transportation Funding Act of 2014 (Public Law 113–  
15 159; 128 Stat. 1840; 129 Stat. 219) is amended—

16 (1) in subsection (a), by striking “July 31,  
17 2015” and inserting “September 30, 2015”;

18 (2) in subsection (b)(1)—

19 (A) by striking “July 31, 2015” and in-  
20 sserting “September 30, 2015”; and

21 (B) by striking “<sup>304</sup>/<sub>365</sub>” and inserting  
22 “<sup>365</sup>/<sub>365</sub>”; and

23 (3) in subsection (c)—

24 (A) in paragraph (1)—



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1 (i) by striking “July 31, 2015” and  
2 inserting “September 30, 2015”; and

3 (ii) by striking “<sup>304</sup>/<sub>365</sub>” and inserting  
4 “<sup>365</sup>/<sub>365</sub>”; and

5 (B) in paragraph (2)(B), by striking “by  
6 this subsection”.

7 (b) OBLIGATION CEILING.—Section 1102 of MAP—  
8 21 (23 U.S.C. 104 note; Public Law 112–141) is amend-  
9 ed—

10 (1) in subsection (a)(3)—

11 (A) by striking “\$33,528,284,932” and in-  
12 serting “\$40,256,000,000”; and

13 (B) by striking “July 31, 2015” and in-  
14 serting “September 30, 2015”;

15 (2) in subsection (b)(12)—

16 (A) by striking “July 31, 2015” and in-  
17 serting “September 30, 2015”; and

18 (B) by striking “<sup>304</sup>/<sub>365</sub>” and inserting  
19 “<sup>365</sup>/<sub>365</sub>”;

20 (3) in subsection (c)—

21 (A) in the matter preceding paragraph (1),  
22 by striking “July 31, 2015” and inserting  
23 “September 30, 2015”; and

24 (B) in paragraph (2)—

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1 (i) by striking “July 31, 2015” and  
2 inserting “September 30, 2015”; and

3 (ii) by striking “<sup>304</sup>/<sub>365</sub>” and inserting  
4 “<sup>365</sup>/<sub>365</sub>”; and

5 (4) in subsection (f)(1), in the matter preceding  
6 subparagraph (A), by striking “July 31, 2015” and  
7 inserting “September 30, 2015”.

8 (c) TRIBAL HIGH PRIORITY PROJECTS PROGRAM.—  
9 Section 1123(h)(1) of MAP-21 (23 U.S.C. 202 note; Pub-  
10 lic Law 112–141) is amended—

11 (1) by striking “\$24,986,301” and inserting  
12 “\$30,000,000”; and

13 (2) by striking “July 31, 2015” and inserting  
14 “September 30, 2015”.

15 **SEC. 71002. ADMINISTRATIVE EXPENSES.**

16 (a) AUTHORIZATION OF CONTRACT AUTHORITY.—  
17 Section 1002(a) of the Highway and Transportation  
18 Funding Act of 2014 (Public Law 113–159; 128 Stat.  
19 1842; 129 Stat. 220) is amended—

20 (1) by striking “\$366,465,753” and inserting  
21 “\$440,000,000”; and

22 (2) by striking “July 31, 2015” and inserting  
23 “September 30, 2015”.

24 (b) CONTRACT AUTHORITY.—Section 1002(b)(2) of  
25 the Highway and Transportation Funding Act of 2014

1 (Public Law 113–159; 128 Stat. 1842; 129 Stat. 220) is  
2 amended by striking “July 31, 2015” and inserting “Sep-  
3 tember 30, 2015”.

4 **TITLE LXXII—TEMPORARY EX-**  
5 **TENSION OF PUBLIC TRANS-**  
6 **PORTATION PROGRAMS**

7 **SEC. 72001. FORMULA GRANTS FOR RURAL AREAS.**

8 Section 5311(c)(1) of title 49, United States Code,  
9 is amended—

10 (1) in subparagraph (A), by striking “ending  
11 before” and all that follows through “July 31,  
12 2015,”; and

13 (2) in subparagraph (B), by striking “ending  
14 before” and all that follows through “July 31,  
15 2015,”.

16 **SEC. 72002. APPORTIONMENT OF APPROPRIATIONS FOR**  
17 **FORMULA GRANTS.**

18 Section 5336(h)(1) of title 49, United States Code,  
19 is amended by striking “before October 1, 2014” and all  
20 that follows through “July 31, 2015,” and inserting “be-  
21 fore October 1, 2015”.

22 **SEC. 72003. AUTHORIZATIONS FOR PUBLIC TRANSPOR-**  
23 **TATION.**

24 (a) FORMULA GRANTS.—Section 5338(a) of title 49,  
25 United States Code, is amended—

## 1012

1 (1) in paragraph (1), by striking “for fiscal  
2 year 2014” and all that follows and inserting “for  
3 fiscal year 2014, and \$8,595,000,000 for fiscal year  
4 2015.”;

5 (2) in paragraph (2)—

6 (A) in subparagraph (A), by striking  
7 “\$107,274,521 for the period beginning on Oc-  
8 tober 1, 2014, and ending on July 31, 2015,”  
9 and inserting “\$128,800,000 for fiscal year  
10 2015”;

11 (B) in subparagraph (B), by striking  
12 “2013 and 2014 and \$8,328,767 for the period  
13 beginning on October 1, 2014, and ending on  
14 July 31, 2015,” and inserting “2013, 2014,  
15 and 2015”;

16 (C) in subparagraph (C), by striking  
17 “\$3,713,505,753 for the period beginning on  
18 October 1, 2014, and ending on July 31,  
19 2015,” and inserting “\$4,458,650,000 for fiscal  
20 year 2015”;

21 (D) in subparagraph (D), by striking  
22 “\$215,132,055 for the period beginning on Oc-  
23 tober 1, 2014, and ending on July 31, 2015,”  
24 and inserting “\$258,300,000 for fiscal year  
25 2015”;

## 1013

1 (E) in subparagraph (E)—

2 (i) by striking “\$506,222,466 for the  
3 period beginning on October 1, 2014, and  
4 ending on July 31, 2015,” and inserting  
5 “\$607,800,000 for fiscal year 2015”;

6 (ii) by striking “\$24,986,301 for the  
7 period beginning on October 1, 2014, and  
8 ending on July 31, 2015,” and inserting  
9 “\$30,000,000 for fiscal year 2015”; and

10 (iii) by striking “\$16,657,534 for the  
11 period beginning on October 1, 2014, and  
12 ending on July 31, 2015,” and inserting  
13 “\$20,000,000 for fiscal year 2015”;

14 (F) in subparagraph (F), by striking  
15 “2013 and 2014 and \$2,498,630 for the period  
16 beginning on October 1, 2014, and ending on  
17 July 31, 2015,” and inserting “2013, 2014,  
18 and 2015”;

19 (G) in subparagraph (G), by striking  
20 “2013 and 2014 and \$4,164,384 for the period  
21 beginning on October 1, 2014, and ending on  
22 July 31, 2015,” and inserting “2013, 2014,  
23 and 2015”;

24 (H) in subparagraph (H), by striking  
25 “2013 and 2014 and \$3,206,575 for the period

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1 beginning on October 1, 2014, and ending on  
2 July 31, 2015,” and inserting “2013, 2014,  
3 and 2015”;

4 (I) in subparagraph (I), by striking  
5 “\$1,803,927,671 for the period beginning on  
6 October 1, 2014, and ending on July 31,  
7 2015,” and inserting “\$2,165,900,000 for fiscal  
8 year 2015”;

9 (J) in subparagraph (J), by striking  
10 “\$356,304,658 for the period beginning on Oc-  
11 tober 1, 2014, and ending on July 31, 2015,”  
12 and inserting “\$427,800,000 for fiscal year  
13 2015”; and

14 (K) in subparagraph (K), by striking  
15 “\$438,009,863 for the period beginning on Oc-  
16 tober 1, 2014, and ending on July 31, 2015,”  
17 and inserting “\$525,900,000 for fiscal year  
18 2015”.

19 (b) RESEARCH, DEVELOPMENT DEMONSTRATION  
20 AND DEPLOYMENT PROJECTS.—Section 5338(b) of title  
21 49, United States Code, is amended by striking  
22 “\$58,301,370 for the period beginning on October 1,  
23 2014, and ending on July 31, 2015” and inserting  
24 “\$70,000,000 for fiscal year 2015”.

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1 (c) TRANSIT COOPERATIVE RESEARCH PROGRAM.—  
2 Section 5338(e) of title 49, United States Code, is amend-  
3 ed by striking “\$5,830,137 for the period beginning on  
4 October 1, 2014, and ending on July 31, 2015” and in-  
5 serting “\$7,000,000 for fiscal year 2015”.

6 (d) TECHNICAL ASSISTANCE AND STANDARDS DE-  
7 VELOPMENT.—Section 5338(d) of title 49, United States  
8 Code, is amended by striking “\$5,830,137 for the period  
9 beginning on October 1, 2014, and ending on July 31,  
10 2015” and inserting “\$7,000,000 for fiscal year 2015”.

11 (e) HUMAN RESOURCES AND TRAINING.—Section  
12 5338(e) of title 49, United States Code, is amended by  
13 striking “\$4,164,384 for the period beginning on October  
14 1, 2014, and ending on July 31, 2015” and inserting  
15 “\$5,000,000 for fiscal year 2015”.

16 (f) CAPITAL INVESTMENT GRANTS.—Section  
17 5338(g) of title 49, United States Code, is amended by  
18 striking “\$1,558,295,890 for the period beginning on Oc-  
19 tober 1, 2014, and ending on July 31, 2015” and inserting  
20 “\$1,907,000,000 for fiscal year 2015”.

21 (g) ADMINISTRATION.—Section 5338(h) of title 49,  
22 United States Code, is amended—

23 (1) in paragraph (1), by striking “\$86,619,178  
24 for the period beginning on October 1, 2014, and

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1 ending on July 31, 2015” and inserting  
2 “\$104,000,000 for fiscal year 2015”;

3 (2) in paragraph (2), by striking “2013 and  
4 2014 and not less than \$4,164,384 for the period  
5 beginning on October 1, 2014, and ending on July  
6 31, 2015,” and inserting “2013, 2014, and 2015”;  
7 and

8 (3) in paragraph (3), by striking “2013 and  
9 2014 and not less than \$832,877 for the period be-  
10 ginning on October 1, 2014, and ending on July 31,  
11 2015,” and inserting “2013, 2014, and 2015”.

12 **SEC. 72004. BUS AND BUS FACILITIES FORMULA GRANTS.**

13 Section 5339(d)(1) of title 49, United States Code,  
14 is amended—

15 (1) by striking “2013 and 2014 and  
16 \$54,553,425 for the period beginning on October 1,  
17 2014, and ending on July 31, 2015,” and inserting  
18 “2013, 2014, and 2015”;

19 (2) by striking “and \$1,041,096 for such pe-  
20 riod”; and

21 (3) by striking “and \$416,438 for such period”.





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1           (5) HIGH VISIBILITY ENFORCEMENT PRO-  
2           GRAM.—

3           (A) AUTHORIZATION OF APPROPRIA-  
4           TIONS.—Section 31101(a)(5)(C) of MAP-21  
5           (126 Stat. 733) is amended to read as follows:

6                   “(C) \$29,000,000 for fiscal year 2015.”.

7           (B) LAW ENFORCEMENT CAMPAIGNS.—  
8           Section 2009(a) of SAFETEA-LU (23 U.S.C.  
9           402 note) is amended—

10                   (i) in the first sentence, by striking  
11                   “and 2014 and in the period beginning on  
12                   October 1, 2014, and ending on July 31,  
13                   2015” and inserting “through 2015”; and

14                   (ii) in the second sentence, by striking  
15                   “and 2014 and in the period beginning on  
16                   October 1, 2014, and ending on July 31,  
17                   2015,” and inserting “through 2015”.

18           (6) ADMINISTRATIVE EXPENSES.—Section  
19           31101(a)(6)(C) of MAP-21 (126 Stat. 733) is  
20           amended to read as follows:

21                   “(C) \$25,500,000 for fiscal year 2015.”.

22           (b) COOPERATIVE RESEARCH AND EVALUATION.—  
23           Section 403(f)(1) of title 23, United States Code, is  
24           amended by striking “under subsection 402(c) in each fis-  
25           cal year ending before October 1, 2014, and \$2,082,192

1 of the total amount available for apportionment to the  
2 States for highway safety programs under section 402(c)  
3 in the period beginning on October 1, 2014, and ending  
4 on July 31, 2015,” and inserting “under section 402(c)  
5 in each fiscal year ending before October 1, 2015,”.

6 (c) **APPLICABILITY OF TITLE 23.**—Section 31101(c)  
7 of MAP–21 (126 Stat. 733) is amended by striking “fiscal  
8 years 2013 and 2014 and for the period beginning on Oc-  
9 tober 1, 2014, and ending on July 31, 2015,” and insert-  
10 ing “each of fiscal years 2013 through 2015”.

11 **SEC. 73102. EXTENSION OF FEDERAL MOTOR CARRIER**  
12 **SAFETY ADMINISTRATION PROGRAMS.**

13 (a) **MOTOR CARRIER SAFETY GRANTS.**—Section  
14 31104(a)(10) of title 49, United States Code, is amended  
15 to read as follows:

16 “(10) \$218,000,000 for fiscal year 2015.”.

17 (b) **ADMINISTRATIVE EXPENSES.**—Section  
18 31104(i)(1)(J) of title 49, United States Code, is amended  
19 to read as follows:

20 “(J) \$259,000,000 for fiscal year 2015.”.

21 (c) **GRANT PROGRAMS.**—

22 (1) **COMMERCIAL DRIVER’S LICENSE PROGRAM**  
23 **IMPROVEMENT GRANTS.**—Section 4101(c)(1) of  
24 **SAFETEA–LU** (119 Stat. 1715) is amended by  
25 striking “each of fiscal years 2013 and 2014 and

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1       \$24,986,301 for the period beginning on October 1,  
2       2014, and ending on July 31, 2015” and inserting  
3       “each of fiscal years 2013 through 2015”.

4           (2) BORDER ENFORCEMENT GRANTS.—Section  
5       4101(c)(2) of SAFETEA–LU (119 Stat. 1715) is  
6       amended by striking “each of fiscal years 2013 and  
7       2014 and \$26,652,055 for the period beginning on  
8       October 1, 2014, and ending on July 31, 2015” and  
9       inserting “each of fiscal years 2013 through 2015”.

10          (3) PERFORMANCE AND REGISTRATION INFOR-  
11       MATION SYSTEM MANAGEMENT GRANT PROGRAM.—  
12       Section 4101(c)(3) of SAFETEA–LU (119 Stat.  
13       1715) is amended by striking “each of fiscal years  
14       2013 and 2014 and \$4,164,384 for the period begin-  
15       ning on October 1, 2014, and ending on July 31,  
16       2015” and inserting “each of fiscal years 2013  
17       through 2015”.

18          (4) COMMERCIAL VEHICLE INFORMATION SYS-  
19       TEMS AND NETWORKS DEPLOYMENT PROGRAM.—  
20       Section 4101(c)(4) of SAFETEA–LU (119 Stat.  
21       1715) is amended by striking “each of fiscal years  
22       2013 and 2014 and \$20,821,918 for the period be-  
23       ginning on October 1, 2014, and ending on July 31,  
24       2015” and inserting “each of fiscal years 2013  
25       through 2015”.

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1           (5) SAFETY DATA IMPROVEMENT GRANTS.—  
2           Section 4101(c)(5) of SAFETEA–LU (119 Stat.  
3           1715) is amended by striking “each of fiscal years  
4           2013 and 2014 and \$2,498,630 for the period begin-  
5           ning on October 1, 2014, and ending on July 31,  
6           2015” and inserting “each of fiscal years 2013  
7           through 2015”.

8           (d) HIGH-PRIORITY ACTIVITIES.—Section  
9           31104(k)(2) of title 49, United States Code, is amended  
10          by striking “each of fiscal years 2006 through 2014 and  
11          up to \$12,493,151 for the period beginning on October  
12          1, 2014, and ending on July 31, 2015,” and inserting  
13          “each of fiscal years 2006 through 2015”.

14          (e) NEW ENTRANT AUDITS.—Section  
15          31144(g)(5)(B) of title 49, United States Code, is amend-  
16          ed by striking “per fiscal year and up to \$26,652,055 for  
17          the period beginning on October 1, 2014, and ending on  
18          July 31, 2015,” and inserting “per fiscal year”.

19          (f) OUTREACH AND EDUCATION.—Section 4127(e) of  
20          SAFETEA–LU (119 Stat. 1741) is amended by striking  
21          “each of fiscal years 2013 and 2014 and \$3,331,507 to  
22          the Federal Motor Carrier Safety Administration for the  
23          period beginning on October 1, 2014, and ending on July  
24          31, 2015,” and inserting “each of fiscal years 2013  
25          through 2015”.

1 (g) GRANT PROGRAM FOR COMMERCIAL MOTOR VE-  
2 HICLE OPERATORS.—Section 4134(c) of SAFETEA-LU  
3 (49 U.S.C. 31301 note) is amended by striking “each of  
4 fiscal years 2005 through 2014 and \$832,877 for the pe-  
5 riod beginning on October 1, 2014, and ending on July  
6 31, 2015” and inserting “each of fiscal years 2005  
7 through 2015”.

8 **SEC. 73103. DINGELL-JOHNSON SPORT FISH RESTORATION**  
9 **ACT.**

10 Section 4 of the Dingell-Johnson Sport Fish Restora-  
11 tion Act (16 U.S.C. 777c) is amended—

12 (1) in subsection (a), in the matter preceding  
13 paragraph (1) by striking “each fiscal year through  
14 2014 and for the period beginning on October 1,  
15 2014, and ending on July 31, 2015,” and inserting  
16 “each fiscal year through 2015”; and

17 (2) in subsection (b)(1)(A) by striking “for  
18 each fiscal year ending before October 1, 2014, and  
19 for the period beginning on October 1, 2014, and  
20 ending on July 31, 2015,” and inserting “for each  
21 fiscal year ending before October 1, 2015”.

22 **Subtitle B—Hazardous Materials**

23 **SEC. 73201. AUTHORIZATION OF APPROPRIATIONS.**

24 (a) IN GENERAL.—Section 5128(a)(3) of title 49,  
25 United States Code, is amended to read as follows:

1 “(3) \$42,762,000 for fiscal year 2015.”.

2 (b) HAZARDOUS MATERIALS EMERGENCY PRE-  
3 PAREDNESS FUND.—Section 5128(b)(2) of title 49,  
4 United States Code, is amended to read as follows:

5 “(2) FISCAL YEAR 2015.—From the Hazardous  
6 Materials Emergency Preparedness Fund established  
7 under section 5116(i), the Secretary may expend  
8 during fiscal year 2015—

9 “(A) \$188,000 to carry out section 5115;

10 “(B) \$21,800,000 to carry out subsections  
11 (a) and (b) of section 5116, of which not less  
12 than \$13,650,000 shall be available to carry out  
13 section 5116(b);

14 “(C) \$150,000 to carry out section  
15 5116(f);

16 “(D) \$625,000 to publish and distribute  
17 the Emergency Response Guidebook under sec-  
18 tion 5116(i)(3); and

19 “(E) \$1,000,000 to carry out section  
20 5116(j).”.

21 (c) HAZARDOUS MATERIALS TRAINING GRANTS.—  
22 Section 5128(c) of title 49, United States Code, is amend-  
23 ed by striking “each of fiscal years 2013 and 2014 and  
24 \$3,331,507 for the period beginning on October 1, 2014,

1 and ending on July 31, 2015,” and inserting “each of fis-  
2 cal years 2013 through 2015”.

3 **TITLE LXXIV—REVENUE**  
4 **PROVISIONS**

5 **SEC. 74001. EXTENSION OF TRUST FUND EXPENDITURE AU-**  
6 **THORITY.**

7 (a) HIGHWAY TRUST FUND.—Section 9503 of the  
8 Internal Revenue Code of 1986 is amended—

9 (1) by striking “August 1, 2015” in subsections  
10 (b)(6)(B), (c)(1), and (e)(3) and inserting “October  
11 1, 2015”, and

12 (2) by striking “Highway and Transportation  
13 Funding Act of 2015” in subsections (c)(1) and  
14 (e)(3) and inserting “Surface Transportation Exten-  
15 sion Act of 2015”.

16 (b) SPORT FISH RESTORATION AND BOATING TRUST  
17 FUND.—Section 9504 of the Internal Revenue Code of  
18 1986 is amended—

19 (1) by striking “Highway and Transportation  
20 Funding Act of 2015” each place it appears in sub-  
21 section (b)(2) and inserting “Surface Transportation  
22 Extension Act of 2015”, and

23 (2) by striking “August 1, 2015” in subsection  
24 (d)(2) and inserting “October 1, 2015”.



1 (c) LEAKING UNDERGROUND STORAGE TANK TRUST  
2 FUND.—Paragraph (2) of section 9508(e) of the Internal  
3 Revenue Code of 1986 is amended by striking “August  
4 1, 2015” and inserting “October 1, 2015”.

5 (d) EFFECTIVE DATE.—The amendments made by  
6 this section shall take effect on August 1, 2015.

7 **DIVISION H—BUDGETARY**  
8 **EFFECTS**

9 **SEC. 80001. BUDGETARY EFFECTS.**

10 The budgetary effects of this Act, for the purpose of  
11 complying with the Statutory Pay-As-You-Go-Act of 2010,  
12 shall be determined by reference to the latest statement  
13 titled “Budgetary Effects of PAYGO Legislation” for this  
14 Act, submitted for printing in the Congressional Record  
15 by the Chairman of the Senate Budget Committee, pro-  
16 vided that such statement has been submitted prior to the  
17 vote on passage.

18 **SEC. 80002. MAINTENANCE OF HIGHWAY TRUST FUND CASH**

19 **BALANCE.**

20 (a) DEFINITIONS.—In this section:

21 (1) HIGHWAY ACCOUNT.—The term “Highway  
22 Account” has the meaning given the term in section  
23 9503(e)(5)(B) of the Internal Revenue Code of  
24 1986.

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1           (2) HIGHWAY TRUST FUND.—The term “High-  
2           way Trust Fund” means the Highway Trust Fund  
3           established by section 9503(a) of the Internal Rev-  
4           enue Code of 1986.

5           (3) MASS TRANSIT ACCOUNT.—The term “Mass  
6           Transit Account” means the Mass Transit Account  
7           established by section 9503(e)(1) of the Internal  
8           Revenue Code of 1986.

9           (b) RESTRICTION ON OBLIGATIONS.—If the Sec-  
10          retary, in consultation with the Secretary of the Treasury,  
11          determines under the test or reevaluation described under  
12          subsection (c) or (d) that the projected cash balances of  
13          either the Highway Account or the Mass Transit Account  
14          of the Highway Trust Fund will fall below the levels de-  
15          scribed in subparagraph (A) or (B) of subsection (c)(2)  
16          at any time during the fiscal year for which that deter-  
17          mination applies, the Secretary shall not approve any obli-  
18          gation of funds authorized out of the Highway Account  
19          or the Mass Transit Account of the Highway Trust Fund  
20          during that fiscal year.

21          (c) CASH BALANCE TEST.—On July 15 prior to the  
22          beginning of each of fiscal years 2019 through 2021, the  
23          Secretary, in consultation with the Secretary of the Treas-  
24          ury, shall—

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1           (1) based on data available for the midsession  
2 review described under section 1106 of title 31,  
3 United States Code, estimate the projected cash bal-  
4 ances of the Highway Account and the Mass Transit  
5 Account of the Highway Trust Fund for the upcom-  
6 ing fiscal year; and

7           (2) determine if those cash balances—

8                 (A) are projected to fall below the amount  
9 of \$4,000,000,000 at any time during that up-  
10 coming fiscal year in the Highway Account of  
11 the Highway Trust Fund; or

12                 (B) are projected to fall below the amount  
13 of \$1,000,000,000 at any time during that up-  
14 coming fiscal year in the Mass Transit Account  
15 of the Highway Trust Fund.

16         (d) REEVALUATION.—The Secretary shall conduct  
17 the test described under subsection (c) again during a re-  
18 spective fiscal year—

19           (1) if a law is enacted that provides additional  
20 revenues, deposits, or transfers to the Highway  
21 Trust Fund; or

22           (2) when the President submits to Congress  
23 under section 1105(a) of title 31, United States  
24 Code, updated outlay estimates or revenue projec-  
25 tions related to the Highway Trust Fund.

1 (e) NOTIFICATION.—Not later than 15 days after a  
2 determination is made under subsection (c) or (d), the  
3 Secretary shall provide notification of the determination  
4 to—

5 (1) the Committee on Environment and Public  
6 Works of the Senate;

7 (2) the Committee on Transportation and In-  
8 frastructure of the House of Representatives;

9 (3) the Committee on Banking, Housing, and  
10 Urban Affairs of the Senate;

11 (4) the Committee on Commerce, Science, and  
12 Transportation of the Senate; and

13 (5) State transportation departments and des-  
14 ignated recipients.

15 (f) EXCEPTIONS.—Notwithstanding subsection (b),  
16 the Secretary shall approve obligations in every fiscal year  
17 for—

18 (1) administrative expenses of the Federal  
19 Highway Administration, including any administra-  
20 tive expenses funded under—

21 (A) section 104(a) of title 23, United  
22 States Code;

23 (B) the tribal transportation program  
24 under section 202(a)(6), of title 23, United  
25 States Code;

1 (C) the Federal lands transportation pro-  
2 gram under section 203 of title 23, United  
3 States Code; and

4 (D) chapter 6 of title 23, United States  
5 Code;

6 (2) funds for the national highway performance  
7 program under section 119 of title 23, United States  
8 Code, that are exempt from the limitation on obliga-  
9 tions;

10 (3) the emergency relief program under section  
11 125 of title 23, United States Code;

12 (4) the administrative expenses of the National  
13 Highway Traffic Safety Administration in carrying  
14 out chapter 4 of title 23, United States Code;

15 (5) the highway safety programs under section  
16 402 of title 23, United States Code, and national  
17 priority safety programs under section 405 of title  
18 23, United States Code;

19 (6) the high visibility enforcement program  
20 under section 2009 of SAFETEA-LU (23 U.S.C.  
21 402 note; Public Law 109–59);

22 (7) the highway safety research and develop-  
23 ment program under section 403 of title 23, United  
24 States Code;

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1 (8) the national driver register under chapter  
2 303 of title 49, United States Code;

3 (9) the motor carrier safety assistance program  
4 under section 31102 of title 49, United States Code;

5 (10) the administrative expenses of the Federal  
6 Motor Carrier Safety Administration under section  
7 31110 of title 49, United States Code; and

8 (11) the administrative expenses of the Federal  
9 Transit Administration funded under section  
10 5338(h) of title 49, United States Code, to carry out  
11 section 5329 of title 49, United States Code.

12 **SEC. 80003. PROHIBITION ON RESCISSIONS OF CERTAIN**  
13 **CONTRACT AUTHORITY.**

14 For purposes of the enforcement of a point of order  
15 established under the Congressional Budget Act of 1974  
16 (2 U.S.C. 621 et seq.), the determination of levels under  
17 the Balanced Budget and Emergency Deficit Control Act  
18 of 1985 (2 U.S.C. 900 et seq.) or the Statutory Pay-As-  
19 You-Go Act of 2010 (2 U.S.C. 931 et seq.), and the en-  
20 forcement of a point of order established under or the de-  
21 termination of levels under a concurrent resolution on the  
22 budget, the rescission of contract authority that is pro-  
23 vided under this Act or an amendment made by this Act  
24 for fiscal year 2019, 2020, or 2021 shall not be counted.