



**NARC**

*Building Regional Communities*

## 2015 GROW America Act (Version 2.0)

*Details information most relevant to NARC members – Click [HERE](#) to access full bill text.*

Changes from first proposal are in red

GROW AMERICA Act 2.0 (Admin. Proposal) (released 3/30/15)	Summary
Sec. 1001. Improving State and Federal Agency Engagement in Environmental Reviews (pp. 9-10)	<ul style="list-style-type: none"> <li>• A public entity may request a portion of funds be provided to Federal and state agencies and Tribes participating in the environmental planning and review process</li> <li>• Those funds may be used for activities that contribute to expediting and improving permitting and review processes, including planning, approval and consultation processes</li> </ul>
Sec. 1002. Environmental Review Alignment and Reform (pp. 10-12)	<ul style="list-style-type: none"> <li>• DOT to develop coordinated and concurrent environmental review and permitting process for projects when initiating EIS</li> <li>• DOT and other Federal agencies to create environmental checklist to expedite permitting</li> <li>• Requires annual interagency collaboration sessions</li> </ul>
Sec. 1008. Improving Transparency in Environmental Review (pp. 18-19)	<ul style="list-style-type: none"> <li>• Establish online platform to report progress and status of NEPA review and compliance and any other federal environmental approvals</li> </ul>
Sec. 1009. Infrastructure Permitting Improvement Center (pp. 19-21)	<ul style="list-style-type: none"> <li>• Creates an Infrastructure Permitting Improvement Center, which will be directed by a steering committee that includes representatives from all Federal agencies with infrastructure elements</li> <li>• Activities of the Center:               <ul style="list-style-type: none"> <li>○ Coordinate and implement reform for federal infrastructure permitting and reviews</li> <li>○ Develop metrics to evaluate timeliness of review and approval process</li> <li>○ Develop related online transparency tools</li> <li>○ Support improvements for most infrastructure sectors (beyond transportation)</li> </ul> </li> </ul>
Sec. 1101. Multimodal Freight Investment Program (pp. 25-43)	<ul style="list-style-type: none"> <li>• Creates a <u>Multimodal Freight Incentive Program</u> (states only)               <ul style="list-style-type: none"> <li>○ Eligible projects would include: regional freight plans, demonstrating public freight benefits, facilitating freight regionally/nationally significant economic development issues, and addressing multimodal, multi-jurisdictional, or corridor-based freight needs</li> </ul> </li> <li>• Creates a new discretionary <u>National Freight Infrastructure grant program</u> (<b>MPOs are eligible</b>)               <ul style="list-style-type: none"> <li>○ Eligible projects would include capital infrastructure projects, operational improvements or equipment in the highway, rail, water, air, and pipeline modes, as well as intermodal facilities and facilities related to border crossings.</li> <li>○ Selection criteria: include the effect of the project on achieving the MAP-21 freight goals; the use of innovative technologies, strategies, and practices; the impact on U.S. exports; the degree of leveraging of local funds; the project's likely net benefits; and the extent to which funds for the proposed project are unavailable from other funding sources.</li> </ul> </li> <li>• Mandates creation of <u>state freight plans</u> and <u>state freight advisory panels</u> (both are encouraged but not required under current law)               <ul style="list-style-type: none"> <li>○ Adds MPOs as representatives on freight panels</li> </ul> </li> <li>• Establishes <u>multimodal national freight network</u> that will be designated through using data, fostering connectivity, and reflecting stakeholder input (<b>MPOs listed as a stakeholder</b>)</li> <li>• Develops <u>national freight strategic plan</u> posted on federal website</li> </ul>

<p>Sec. 1201. Transportation System Resilience Assessment (pp. 45-50)</p>	<ul style="list-style-type: none"> <li>• Adds assessments of infrastructure vulnerability and resilience into state and MPOs long-range plans.</li> <li>• DOTs and MPOs to identify extreme weather events and climate change risk for incorporation into long-range plans.</li> <li>• Adds the following as definitions and factors in the metropolitan planning process: adaptation, climate change, resilience, and critical highway and transit assets.</li> </ul>
<p>Sec. 1202. Consolidated and High Performing Metropolitan Planning Organizations (pp. 50-59)</p>	<ul style="list-style-type: none"> <li>• MPO Consolidation <ul style="list-style-type: none"> <li>○ Limits creation of a new MPO if another MPO already exists within the boundaries of the MSA; also limits creation of a new MPO if it would exist outside of an MSA</li> <li>○ In cases where two MPOs exist within the same MSA, the MPOs may either: <ol style="list-style-type: none"> <li>1. Be consolidated by agreement between the MPOs; OR</li> <li>2. Retain their designation as distinct MPOs, but this decision must be revisited every 10 years with the MPOs and the Governor(s) providing justification on the continued necessity of the designation of multiple MPOs. In cases where MPOs continue to exist within a single MSA, they are required to cooperate with one another to develop a single TIP and LRTP for use by all MPOs within the MSA and establish a single set of performance targets.</li> </ol> </li> </ul> </li> <li>• Designation of High Performing MPOs <ul style="list-style-type: none"> <li>○ An MPO in an urbanized area with population above 200,000 may request a high performing MPO designation from the Secretary; if granted, designation remains for 10 years</li> <li>○ Criteria the Secretary is required to consider: <ol style="list-style-type: none"> <li>1. The extent to which the MPO has an equitable and regional approach to decision-making;</li> <li>2. The extent to which the MPO has incorporated performance targets into its planning process;</li> <li>3. Whether the MPO is a consolidated MPO;</li> <li>4. If the MPO is not a consolidated MPO, the extent to which the MPO is coordinating with all other MPOs designated for the same MSA;</li> <li>5. The technical capacity of the MPO; and</li> <li>6. Other criteria established by the Secretary in guidance.</li> </ol> </li> </ul> </li> <li>• Based on this section, under STP and TAP, funds are suballocated as follows: <ul style="list-style-type: none"> <li>○ 50% by the state based in proportion to their relative shares of the population of the state in urbanized areas over 200,000 population; in urban areas 5,000 to 200,000 in population; and in areas of the state with under 5,000 population</li> <li>○ 25% may be obligated in any area of the state</li> <li>○ The remaining 25% is reserved for high performing MPOs</li> <li>○ Provides 50% additional funding for those high performing MPOs</li> </ul> </li> <li>• Requires states to prioritize the needs of high performing MPOs in the development of the distribution formula for metropolitan planning funds.</li> </ul>
<p>Sec. 1203. Participation of Public Port Authorities (p. 59)</p> <p>(applies to metropolitan and nonmetropolitan planning sections both highways, title 23 and transit, title 49)</p>	<ul style="list-style-type: none"> <li>• Includes public ports as interested parties and requires that states and MPOs provide public ports a reasonable opportunity to comment on the development of transportation plans.</li> </ul>
<p>Sec. 1204. Strengthening the Statewide and Nonmetropolitan Planning Process. (pp. 59-60)</p> <p>(applies to sections both highways, title 23 and transit, title 49)</p>	<ul style="list-style-type: none"> <li>• Amends financial plan so that it shall include (not may) the various elements.</li> <li>• Amends performance-based approach so that it shall include (not may) the various elements.</li> <li>• Adds a certification process for the Secretary to certify a state is meeting requirements at least once every four years. If state does not meet requirements, Secretary may withhold up to 20% of the funds attributed to the state for projects.</li> </ul>

<p>Sec. 1205. Removal of the Congestion Management Process (p. 61)</p> <p>(applies to metropolitan and nonmetropolitan planning sections in both highways, title 23 and transit, title 49)</p>	<ul style="list-style-type: none"> <li>• Removes the congestion management process for MPOs that are TMAs.</li> <li>• Removes congestion management process for statewide and nonmetropolitan planning.</li> </ul>
<p>Sec. 1206. Public Involvement in Plan Development (pp. 61-62)</p> <p>(applies to metropolitan planning sections both highways, title 23 and transit, title 49)</p>	<ul style="list-style-type: none"> <li>• Optional scenario planning development is amended by including public involvement requirement</li> <li>• Requires MPOs to include interested parties to “provide input during the development and implementation of the transportation plan,” not just comment on the plan.</li> </ul>
<p>Sec. 1207. Connection to Opportunities National Goal and Potential Performance Measure (pp. 62-63)</p>	<ul style="list-style-type: none"> <li>• Adds multimodal connectivity as a national goal.</li> <li>• Adds the option for the Secretary to establish performance measures to (1) assess the efficiency of the multimodal freight network; and (2) to be used by MPOs to assess the degree to which the transportation system provides multimodal connections to economic opportunities, particularly for disadvantaged populations.</li> </ul>
<p>Sec. 1208. Workforce Development (pp. 63-66)</p>	<ul style="list-style-type: none"> <li>• Work (primarily) with state DOTs to develop workforce plan related to transportation, establish ‘workforce development compact’ with state workforce investment board and others to determine coordinated approach to job training, recruitment and placement</li> <li>• Incentivizes states to do transportation workforce development; grants are 100% federal</li> </ul>
<p>Sec. 1209. Measuring Transportation Connectivity Pilot Activities (pp. 66-73)</p> <p>(2 opportunities one for highways, title 23 and one for transit, title 49)</p>	<ul style="list-style-type: none"> <li>• Connection to Opportunity Pilot Program. <ul style="list-style-type: none"> <li>○ Up to ten MPOs will develop and deploy one or more pilot measures and targets to improve multimodal connectivity and increase connections for disadvantaged Americans and neighborhoods with limited transportation options</li> <li>○ Qualifying MPOs must be sole MPO serving urbanized area of more than 1 million residents. "Mentor grantees" are MPOs that can demonstrate previous successful use of performance measurements and performance-based planning; "novice grantees" are MPOs with limited or no successful previous experience with performance measurement or performance based planning.</li> <li>○ MPOs will carry out the following activities: <ol style="list-style-type: none"> <li>1. Transportation Connectivity Inventory (w/in 6 months of selection), outlining facility conditions, degree to which facilities provide residents with connections to economic opportunities; identity and location of disadvantaged populations; and local challenges to multimodal connectivity</li> <li>2. Performance Indicators (w/in 1 year of selection) to apply the baseline established in the Transportation Connectivity Inventory to adopt one or more provisional indicators to measure multimodal connectivity improvements in the transportation system</li> <li>3. Data Collection and Reporting to report baseline and annual performance data on multimodal transportation connectivity to opportunity</li> <li>4. Knowledge Sharing during which mentor grantees engage with novice grantees through peer exchanges and technical assistance</li> <li>5. Project implementation during which MPOs may implement projects that are reasonably anticipated to address system gaps and improve performance according to the locally-adopted provisional multimodal transportation connectivity measures</li> </ol> </li> </ul> </li> <li>• National Performance Measure Development <ul style="list-style-type: none"> <li>○ Up to \$9M (total) over FYs 16-21 may be reserved for evaluation of multimodal connectivity measures developed by MPOs in pilot areas to consider development of a national measure</li> </ul> </li> </ul>

<p>Sec. 1210. Performance-Based Project Selection (pp. 73-74)</p> <p>(applies to metropolitan and nonmetropolitan planning sections both highways, title 23 and transit, title 49)</p>	<ul style="list-style-type: none"> <li>Amends MPO TIP process by requiring MPOs to create a process to evaluate and select each project or collection of projects based on the inclusion of elements that are known to support or will support outcomes that will achieve the plan's performance targets <ul style="list-style-type: none"> <li>Amends the same for statewide and nonmetro planning</li> </ul> </li> </ul>
<p>Sec. 1211. Stormwater Planning (pp. 74-75)</p> <p>(applies to metropolitan and nonmetropolitan planning sections both highways, title 23 and transit, title 49)</p>	<ul style="list-style-type: none"> <li>Amends MPO planning process by requiring consideration of projects and strategies that will improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</li> <li>Amends the same for statewide and non-metro planning</li> </ul>
<p>Sec. 1301. Eligible Projects (pp. 75-76)</p>	<ul style="list-style-type: none"> <li>Amends language to include projects that are likely to contribute to <b>maintenance</b>, as well as attainment of National Ambient Air Quality Standards</li> </ul>
<p>Sec. 1401. 21<sup>st</sup> Century Infrastructure Investments (pp. 78-88)</p>	<ul style="list-style-type: none"> <li>TIGER Infrastructure Investment Grants <ul style="list-style-type: none"> <li>\$1.25B each year for <b>six</b> years</li> <li>Discretionary, competitive grants for projects that have significant national, metro, or regional impact.</li> <li>MPOs are eligible applicants</li> <li>Eligible projects: highway/bridge, public transportation, passenger and freight rail, port infrastructure, and activities related to planning, preparation or design of project, and regional transportation investment planning.</li> <li>Not less than 20% of funds for rural areas; federal share may be 100%.</li> <li>80/20 funding split</li> <li>Up to 10% of funds can be used for planning, preparation, and design of a single project or regional transportation investment planning.</li> </ul> </li> <li>Fixing and Accelerating Surface Transportation grants (FAST Program) <ul style="list-style-type: none"> <li>New discretionary, competitive grant program</li> <li>MPOs are eligible applicants, but must include state, local governments, or transit agencies as partners in application.</li> <li>Seeks to reform transportation investments and decisions to achieve national transportation outcomes by promoting the implementation of policies and procedures that generate changes and support performance-based management</li> <li>Applications will be evaluated on a variety of adopted/implemented best practices, including improvements to regional governance that increase MPO capacity and strengthens local and stakeholder input</li> <li>State applications must be developed with and include priorities of MPOs and local governments</li> <li>Awards made no less than \$50M</li> <li>\$1B each year for <b>six</b> years (half from HTF, half from MTA)</li> <li>Up to 100% federal funded</li> <li>Includes Metropolitan Mobility Program <ul style="list-style-type: none"> <li>reserves \$1B total over <b>six</b> years</li> <li>provides funding to urbanized areas over 200k: minimum = \$1M, maximum = \$3M</li> <li>funds to be allocated to the state for use in a high performing MPO area</li> <li>eligible uses are for any projects under title 23 and chapter 53, title 49.</li> </ul> </li> </ul> </li> </ul>
<p>Sec. 1402. Transportation Infrastructure Finance and Innovation Act (pp. 88-91)</p>	<ul style="list-style-type: none"> <li>Amends "Rural infrastructure project" definition to mean a surface transportation infrastructure project located outside of a Census-defined urbanized area (50,000). Previously set outside of 250,000 population</li> <li>Inserts new language to reduce burden on small projects <ul style="list-style-type: none"> <li>Secretary may use up to \$5M of funds available for eligible project costs that are below \$75M</li> </ul> </li> </ul>
<p>Sec. 1405. Toll Roads, Bridges, Tunnels, and Ferries (pp. 94-97)</p>	<ul style="list-style-type: none"> <li>Allows for tolling of currently untolled Interstates for the purpose of reconstruction; allows for tolling on all federal-aid highways, bridges, and tunnels for the purpose of congestion management.</li> <li>Mandates use of electronic tolling</li> </ul>

<p>Sec. 1406. Tax-Exempt Financing for Qualified Surface Transportation Projects (p. 97)</p>	<ul style="list-style-type: none"> <li>Increases the national tax-exempt limitation on private activity bonds from \$15B to \$19B.</li> </ul>
<p>Sec. 1407. Pay for Success (p. 97)</p>	<ul style="list-style-type: none"> <li>Secretary will encourage this type of contracting.</li> <li>"Pay for Success" is a general term for performance-based contracting between government and providers of services – government pays when results are achieved as opposed to up-front payments for services.</li> </ul>
<p>Sec. 1408. Assistant Secretary for Innovative Finance (p. 97)</p>	<ul style="list-style-type: none"> <li>Creates the position of Assistant Secretary for Innovative Finance</li> </ul>
<p>Sec. 2001. Authorization of Appropriations (pp. 97-105)</p>	<ul style="list-style-type: none"> <li>Funds Federal-Aid Highway Program (NHPP, STP, HSIP, CMAQ) <ul style="list-style-type: none"> <li>\$38,640,000,000 for fiscal year 2016;</li> <li>\$39,413,000,000 for fiscal year 2017;</li> <li>\$40,182,000,000 for fiscal year 2018;</li> <li>\$40,984,000,000 for fiscal year 2019;</li> <li>\$41,792,000,000 for fiscal year 2020; and</li> <li>\$42,627,000,000 for fiscal year 2021</li> </ul> </li> <li>Funds Critical Immediate Safety Investments program <ul style="list-style-type: none"> <li>\$7,450,000,000 for fiscal year 2016;</li> <li>\$6,250,000,000 for fiscal year 2017;</li> <li>\$5,000,000,000 for fiscal year 2018;</li> <li>\$3,800,000,000 for fiscal year 2019;</li> <li>\$3,550,000,000 for fiscal year 2020; and</li> <li>\$3,350,000,000 for fiscal year 2021</li> </ul> </li> <li>Funds TIFIA at \$1B annually</li> <li>Funds On-the-Job Training <ul style="list-style-type: none"> <li>\$11M for FYs16-18</li> <li>\$12M for FYs19-21</li> </ul> </li> <li>Funds Performance of Management Data Support program at \$10M annually</li> <li>Funds Jobs-drive skills and opportunity programs at \$100M annually <ul style="list-style-type: none"> <li>\$30M for each FY for jobs-drive skills training</li> <li>\$70M for each FY for connection to opportunity pilot program</li> </ul> </li> </ul>
<p>Sec. 2002. Obligation Limitation (pp. 105-110)</p>	<ul style="list-style-type: none"> <li>For Federal-aid highway and highway safety construction programs not to exceed: <ul style="list-style-type: none"> <li>\$50,068,248,000 for fiscal year 2016;</li> <li>\$50,705,248,000 for fiscal year 2017;</li> <li>\$51,263,248,000 for fiscal year 2018;</li> <li>\$51,876,248,000 for fiscal year 2019;</li> <li>\$52,485,293,000 for fiscal year 2020; and</li> <li>\$53,169,199,000 for fiscal year 2021</li> </ul> </li> </ul>
<p>Sec. 2003. Apportionment. (pp. 110-111)</p>	<ul style="list-style-type: none"> <li>Appropriated to FHWA: <ul style="list-style-type: none"> <li>\$442,248,000 for fiscal year 2016;</li> <li>\$451,248,000 for fiscal year 2017;</li> <li>\$460,248,000 for fiscal year 2018;</li> <li>\$469,248,000 for fiscal year 2019;</li> <li>\$478,633,000 for fiscal year 2020; and</li> <li>\$488,206,000 for fiscal year 2021</li> <li>Secretary may set-aside up to \$25M each year from the state amounts for implementing the future strategic highway research program findings and results.</li> </ul> </li> </ul>

<p>Sec. 2005. Emergency Relief for Federally Owned Roads (pp. 111-112)</p>	<ul style="list-style-type: none"> <li>• Makes Tribal transportation facilities, Federal lands transportation facilities, or other federally owned roads eligible for emergency funding for debris removal.</li> </ul>
<p>Sec. 2007. Federal Lands Access Program Federal Share (p. 118)</p>	<ul style="list-style-type: none"> <li>• Clarifies that projects funded through the federal lands transportation program or the Tribal transportation program are eligible for up to 100% federal share (previously stated federal funding shall be 100%).</li> <li>• Makes federal share for a project on a Federal lands access transportation facility owned by a county, town, township, municipal, Tribal, or local government may be up to 95 percent".</li> </ul>
<p>Sec. 2008. Nationally Significant Federal Lands and Tribal Projects Program. (pp. 119-121)</p>	<ul style="list-style-type: none"> <li>• Establishes a program to provide funding to construct, reconstruct, or rehabilitate nationally significant Federal lands and Tribal transportation projects.</li> <li>• State, county, or local governments may apply if sponsored by an eligible Federal Land Management Agency or Indian tribe.</li> <li>• Eligible projects include single continuous projects on a Federal lands transportation facility, a Federal lands access transportation facility, or a Tribal transportation facility. Can be used for construction, reconstruction, and rehabilitation activities (but not project design).</li> <li>• Total cost must exceed \$25 million (priority is given to projects over \$50 million).</li> <li>• Federal share is up to 100%.</li> </ul>
<p>Sec. 2011. Broadband Infrastructure Development (pp.124-127)</p>	<ul style="list-style-type: none"> <li>• DOT setting new policy to expand the use of rights-of-way on federal-aid highways for broadband infrastructure and to include transportation stakeholders</li> <li>• Establishes broadband infrastructure deployment initiative <ul style="list-style-type: none"> <li>○ For States receiving federal-aid highway funds</li> <li>○ Each state DOT to coordinate broadband elements into projects and other efforts</li> <li>○ Must coordinate broadband plan with other state and local transportation and land use plans</li> <li>○ Allow for right-of-way access as permissible</li> </ul> </li> <li>• Possible MPO coordination</li> </ul>
<p>Sec. 2012. Critical Immediate Investments Program (pp. 127-131)</p>	<ul style="list-style-type: none"> <li>• Projects include interstate bridge revitalization (25%), systematic safety initiative (25%), and state of good repair (50%) (details more specifics)</li> <li>• Funds go to the state (see Sec. 2001 for totals)</li> <li>• <del>\$75M</del> <del>\$150M</del> reserved for grants to allow local agencies to implement systematic safety improvements and for DOT to evaluate effectiveness <ul style="list-style-type: none"> <li>○ 80/20 split</li> </ul> </li> </ul>
<p>Sec. 2014. Highway Safety Data Improvement (pp. 132-133)</p>	<ul style="list-style-type: none"> <li>• Takes funding from core programs (including STP, CMAQ) to fund states-only program to improve the collection of safety data. Reserves \$100M in FY16 and FY17; \$80M in FY18 and FY19; and \$70M in FY20 and FY21.</li> </ul>
<p>Sec. 2101. Performance Management Data Support Program (pp. 133-134)</p>	<ul style="list-style-type: none"> <li>• Secretary shall create and maintain data sets and data analysis tools to assist MPOs in carrying out performance management analyses.</li> <li>• This may include vehicle probe data, household travel behavior data, enhancing existing collection and analysis tools, and tools to improve performance analysis.</li> <li>• Federal share is 100%.</li> <li>• Total proposed authorization is \$40 million.</li> </ul>
<p>Sec. 2103. Multimodal Accommodations (pp. 134-136)</p>	<ul style="list-style-type: none"> <li>• Amends federal share requirements on Transportation Alternatives Programs to be met based on both an individual project or activity, and a program of projects or activities.</li> <li>• Non-profit organizations and MPOs not developing the competitive process are added as eligible entities for TA funding.</li> </ul>

<p>Sec. 2201. Project Approval and Oversight (pp. 136-137)</p>	<ul style="list-style-type: none"> <li>• A state may use up to 3% of STP funding that is eligible for distribution anywhere in the state (as opposed to the funds distributed based on population) to carry out administration and oversight responsibilities which requires states to determine whether STP subrecipients have adequate project delivery systems and sufficient accounting controls to properly manage Federal funds.</li> <li>• To use the funds this way, states are required to submit for review and approval by the Secretary an annual work plan identified activities to be carried out.</li> <li>• The maximum federal share of projects under this section is 80%.</li> </ul>
<p>Sec. 2303. Green Stormwater Infrastructure (pp. 135-136)</p>	<ul style="list-style-type: none"> <li>• Amends environmental restoration and pollution abatement to include the construction of green stormwater infrastructure.</li> <li>• Amends the surface transportation program to include green infrastructure as an eligible project.</li> </ul>
<p>Sec. 3002a. Capital Investment Grants (pp. 140-142)</p>	<ul style="list-style-type: none"> <li>• Creates a “very small starts” category under the Capital Investments Grant program, for distribution to rural or small urban communities that might not otherwise qualify under this section.</li> </ul>
<p>Sec. 3005. Workforce Development Programs (pp. 143-148)</p>	<ul style="list-style-type: none"> <li>• DOT and DOL may offer grants or other funding opportunities to address public transportation HR needs, e.g. training, research, outreach programs, etc.</li> <li>• Ladders of Opportunity Public Transportation Grant <ul style="list-style-type: none"> <li>○ Administer public transportation workforce grant funding program to prepare for employment in public transportation</li> <li>○ Coordination with workforce investment boards, as well as other relevant entities.</li> <li>○ Local training programs</li> </ul> </li> <li>• Possible competitive award to create National Public Transportation Institute for training and education.</li> </ul>
<p>Sec. 3009. Authorizations (Transit) (pp. 155-160)</p>	<ul style="list-style-type: none"> <li>• Transit Formula Grants: <i>(NOTE: focuses on core funding areas; not a comprehensive list)</i> <ul style="list-style-type: none"> <li>○ \$13,914,400,000 in fiscal year 2016;</li> <li>○ \$14,140,000,000 in fiscal year 2017;</li> <li>○ \$14,372,000,000 in fiscal year 2018;</li> <li>○ \$14,610,000,000 in fiscal year 2019;</li> <li>○ \$14,902,200,000 in fiscal year 2020; and</li> <li>○ \$15,200,244,000 in fiscal year 2021</li> </ul> </li> <li>• Of the above amounts: <ul style="list-style-type: none"> <li>○ Financial Assistance for planning: <ul style="list-style-type: none"> <li>▪ \$131,819,705 for fiscal year 2016;</li> <li>▪ \$135,103,394 for fiscal year 2017;</li> <li>▪ \$138,494,393 for fiscal year 2018;</li> <li>▪ \$141,992,702 for fiscal year 2019;</li> <li>▪ \$146,589,866 for fiscal year 2020; and</li> <li>▪ \$151,316,746 for fiscal year 2021</li> </ul> </li> <li>○ Pilot program for transit oriented development planning <ul style="list-style-type: none"> <li>▪ \$10,234,449 for fiscal year 2016;</li> <li>▪ \$10,489,394 for fiscal year 2017;</li> <li>▪ \$10,752,670 for fiscal year 2018;</li> <li>▪ \$11,024,278 for fiscal year 2019;</li> <li>▪ \$11,381,201 for fiscal year 2020; and</li> <li>▪ \$11,748,195 for fiscal year 2021</li> </ul> </li> <li>○ Urbanized area formula grant program</li> </ul> </li> </ul>

- \$4,563,182,693 for fiscal year 2016;
- \$4,676,853,640 for fiscal year 2017;
- \$4,794,239,323 for fiscal year 2018;
- \$4,915,339,743 for fiscal year 2019;
- \$5,074,479,068 for fiscal year 2020; and
- \$5,238,108,767 for fiscal year 2021
  
- Enhanced mobility of seniors and individuals with disabilities
  - \$264,355,823 for fiscal year 2016;
  - \$270,941,046 for fiscal year 2017;
  - \$277,741,473 for fiscal year 2018;
  - \$284,757,103 for fiscal year 2019;
  - \$293,976,415 for fiscal year 2020; and
  - \$303,455,865 for fiscal year 2021
  
- Financial assistance for rural areas under section 5311
  - \$622,049,823 for fiscal year 2016;
  - \$637,545,365 for fiscal year 2017;
  - \$653,547,297 for fiscal year 2018;
  - \$670,055,621 for fiscal year 2019;
  - \$691,749,381 for fiscal year 2020; and
  - \$714,055,265 for fiscal year 2021
  
- State of good repair activities
  - \$5,719,000,000 for fiscal year 2016;
  - \$5,775,000,000 for fiscal year 2017;
  - \$5,832,000,000 for fiscal year 2018;
  - \$5,890,000,000 for fiscal year 2019;
  - \$5,949,000,000 for fiscal year 2020; and
  - \$6,007,000,000 for fiscal year 2021
  
- Bus and bus facilities program
  - \$1,939,000,000 for fiscal year 2016;
  - \$1,950,000,000 for fiscal year 2017;
  - \$1,961,000,000 for fiscal year 2018;
  - \$1,972,000,000 for fiscal year 2019;
  - \$1,984,000,000 for fiscal year 2020; and
  - \$1,996,000,000 for fiscal year 2021
  
- Fixed Guideway Capital Investment Grants
  - \$3,250,000,000 in fiscal year 2016;
  - \$3,315,000,000 in fiscal year 2017;
  - \$3,380,000,000 in fiscal year 2018;
  - \$3,450,000,000 in fiscal year 2019;
  - \$3,520,000,000 in fiscal year 2020; and
  - \$3,590,000,000 in fiscal year 2021



	<ul style="list-style-type: none"> <li>• Transit Research &amp; Training <ul style="list-style-type: none"> <li>○ \$60,000,000 for fiscal year 2016;</li> <li>○ \$61,000,000 for fiscal year 2017;</li> <li>○ \$63,000,000 for fiscal year 2018;</li> <li>○ \$67,000,000 for fiscal year 2019;</li> <li>○ \$68,000,000 for fiscal year 2020; and</li> <li>○ \$70,000,000 for fiscal year 2021</li> </ul> </li> <li>• \$25M for each FYs 16-21 for emergency relief</li> <li>• Rapid Growth Area Transit Program <ul style="list-style-type: none"> <li>○ \$500,000,000 for fiscal year 2016;</li> <li>○ \$525,000,000 for fiscal year 2017;</li> <li>○ \$550,000,000 for fiscal year 2018;</li> <li>○ \$600,000,000 for fiscal year 2019;</li> <li>○ \$612,000,000 for fiscal year 2020; and</li> <li>○ \$624,240,000 for fiscal year 2021</li> </ul> </li> </ul>
Sec. 3010. Bus and Bus Facilities Program (pp. 160-161)	<ul style="list-style-type: none"> <li>• Clarifies eligible recipients as states and local government entities that operate said bus service</li> <li>• Makes 30% of the funding for this program available for distribution on a competitive basis.</li> </ul>
Sec. 3011. Rapid Growth Area Transit Program (pp. 161-162)	<ul style="list-style-type: none"> <li>• Competitive grant program for states and local governments to build bus rapid transit projects.</li> <li>• For areas experiencing large population increases who have seen significant increases in transit use.</li> <li>• Federal share is up to 50% of capital costs; an additional 30% can be derived from STP or CMAQ.</li> </ul>
Sec. 4001. Authorization of Appropriations (pp. 166-168)	<ul style="list-style-type: none"> <li>• For carrying out Highway Safety Programs: <ul style="list-style-type: none"> <li>○ \$241,146,000 for fiscal year 2016</li> <li>○ \$248,380,380 for fiscal year 2017</li> <li>○ \$255,831,791 for fiscal year 2018</li> <li>○ \$263,506,745 for fiscal year 2019</li> <li>○ \$271,411,947 for fiscal year 2020 and</li> <li>○ \$279,554,306 for fiscal year 2021</li> </ul> </li> </ul>
Sec. 4002. Highway Safety Programs (pp. 168-170)	<ul style="list-style-type: none"> <li>• At discretion of the Secretary, states could receive at minimum 20% of highway safety program funding if there is not a highway safety program or is not approved. <ul style="list-style-type: none"> <li>○ Secretary to also take steps if state is deemed “high-risk” and can redirect funds to address deficiency.</li> </ul> </li> </ul>
Sec. 4003. Amendment to Section 405 National Priority Safety Programs Transfer Authority (pp. 170-171)	<ul style="list-style-type: none"> <li>• State receiving a transfer under this section must use a minimum of 30% of the transferred funds for bicycle and pedestrian safety if the state’s combined pedestrian and bicycle fatalities exceed 5% of the state’s total crash fatalities.</li> </ul>
Sec. 8111. Office of Intermodalism (p. 282)	<ul style="list-style-type: none"> <li>• Eliminates the Office of Intermodalism, which served as a technical adviser for MPOs over 1,000,000 population.</li> </ul>
Sec. 9101. Purpose and Objectives (pp. 283-284)	<ul style="list-style-type: none"> <li>• Promote a comprehensive national network of integrated passenger and freight rail services, and to authorize funds for the planning, development, construction, and implementation of rail corridors and related infrastructure improvement.</li> <li>• The objectives are to increase safety, mobility of goods and people, energy efficiency and environmentally friendly, preparedness for potential disasters, and protect both private and public interests.</li> </ul>

<p>Sec. 9102. Grant Programs (pp. 284-309)</p>	<ul style="list-style-type: none"> <li>• Adds National High Performance Rail System to include: high-speed passenger rail, regional passenger rail, and state or regional passenger rail.</li> <li>• Authorizes funding for current passenger service, commuter rail service, planning, positive train control, safety</li> <li>• The local rail facilities and safety program is to mitigate the impact of railroad operations in local communities and includes MPOs as eligible entities. Funding is provided for capital projects and training and technical assistance.</li> <li>• The planning program is to facilitate the development of comprehensive plans to guide future investment in the rail systems and develop necessary workforce. MPOs as eligible entities. Secretary may retain up to 2% for other national, multi-state and regional plans and related environmental reviews.</li> </ul>
<p>Sec. 9201. Regional Rail Development Authorities (pp. 316-321)</p>	<ul style="list-style-type: none"> <li>• Secretary to establish Regional Rail Development Authorities (RRDAs) in consultation with governors.</li> <li>• RRDAs will facilitate the development of multi-state high-performance rail services and coordinate these investments with other rail, transit, highway, and aviation system services.</li> <li>• Membership includes elected officials and community leaders, economic development bodies, business, freight carriers, commuter rail agencies, rail labor, regional transportation and air quality agencies, and others.</li> <li>• RRDAs are eligible to receive Federal funding under the Rail Service Improvement Program.</li> </ul>
<p>Sec. 9301. National and Regional Rail Planning (pp.330-335)</p>	<ul style="list-style-type: none"> <li>• Defines and provides requirements for a National Rail Development Plan and Regional Rail Development Plans, including setting national policy and strategies for high-performance rail.</li> <li>• Secretary to complete a National Rail Development Plan one year after enactment and facilitate development of Regional Rail Development Plans to describe a multi-state region's plans for a comprehensive and integrated rail network. MPO work must be considered and have substantial involvement.</li> <li>• This will provide a long-range blueprint for both passenger and freight rail investments.</li> </ul>