



NARC

Building Regional Communities

2019 Senate EPW Reauthorization Proposal

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

DRIVE Act (S. 1647) (released 6/23/15)	Summary
Overview	The U.S. Senate Environment and Public Works (EPW) Committee transportation reauthorization proposal – the “America’s Transportation Infrastructure Act of 2019” – is a five-year bill with \$287B in contract authority (\$259B of which would be distributed by formula) for fiscal years 2021 to 2025. The ATIA deals only with highways; the funding for the bill and the rail and transit portions are the jurisdiction of other Senate committees.
Title I – Federal-Aid Highways Subtitle A – Authorizations and Programs	
Sec. 1101. Authorization of Appropriations (pp. 4-25)	<ul style="list-style-type: none"> • Federal-aid Highway Program: <ul style="list-style-type: none"> ○ \$47,855,749,000 for FY 2021 ○ \$48,829,248,000 for FY 2022 ○ \$49,849,443,000 for FY 2023 ○ \$50,914,302,000 for FY 2024 ○ \$51,979,162,000 for FY 2025 • TIFIA: \$300M each year for FYs 2021-2025 • Federal Lands and Tribal Transportation Programs <ul style="list-style-type: none"> ○ Tribal Transportation Program: <ul style="list-style-type: none"> ▪ \$565,000,000 for FY 2021 ▪ \$580,000,000 for FY 2022 ▪ \$595,000,000 for FY 2023 ▪ \$610,000,000 for FY 2024 ▪ \$625,000,000 for FY 2025 ○ Federal Lands Transportation Program: <ul style="list-style-type: none"> ▪ \$413,000,000 for FY 2021 ▪ \$423,000,000 for FY 2022 ▪ \$433,000,000 for FY 2023 ▪ \$443,000,000 for FY 2024 ▪ \$453,000,000 for FY 2025 ○ Federal Lands Access Program: <ul style="list-style-type: none"> ▪ \$280,000,000 for FY 2021 ▪ \$285,000,000 for FY 2022 ▪ \$290,000,000 for FY 2023 ▪ \$295,000,000 for FY 2024 ▪ \$300,000,000 for FY 2025 • Territorial and Puerto Rico Highway Program <ul style="list-style-type: none"> ○ \$204,500,000 for FY 2021 ○ \$208,000,000 for FY 2022 ○ \$212,000,000 for FY 2023 ○ \$216,000,000 for FY 2024

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- \$221,500,000 for FY 2025
 - Nationally Significant Freight and Highway Projects
 - \$1,050,000,000 for FY 2021
 - \$1,075,000,000 for FY 2022
 - \$1,100,000,000 for FY 2023
 - \$1,125,000,000 for FY 2024
 - \$1,150,000,000 for FY 2025
 - Bridge Investment Program
 - \$600,000,000 for FY 2021
 - \$640,000,000 for FY 2022
 - \$650,000,000 for FY 2023
 - \$675,000,000 for FY 2024
 - \$700,000,000 for FY 2025
 - Congestion Relief Program: \$40M for each of fiscal years 2021-2025
 - Charging and Fueling Infrastructure Grants
 - \$100,000,000 for FY 2021 and 2022
 - \$200,000,000 for FY 2023
 - \$300,000,000 for FY 2024 and 2025
 - Formula Safety Incentive Program: \$500M for each of fiscal years 2021-2025
 - Fatality Reduction Performance Program: \$100M for each of fiscal years 2021-2025
 - Formula Carbon Reduction Incentive Program: \$600M for each of fiscal years 2021-2025
 - Carbon Reduction Performance Program: \$100M for each of fiscal years 2021-2025
 - PROTECT Grants
 - \$786,000,000 for each of fiscal years 2021-2025 for formula awards to States
 - \$200,000,000 for each of fiscal years 2021-2025 for competitive grants (not less than \$20,000,000 for planning grants)
 - Reduction of Truck Emissions at Port Facilities
 - \$60,000,000 for FY 2021
 - \$70,000,000 for FY 2022 and 2023
 - \$80,000,000 for FY 2024
 - \$90,000,000 for FY 2025
 - Nationally Significant Federal Lands and Tribal Projects: \$50M for each of fiscal years 2021-2025
 - Bridge Investment Program (General Fund)
 - \$600,000,000 for FY 2021
 - \$640,000,000 for FY 2022
 - \$650,000,000 for FY 2023
 - \$675,000,000 for FY 2024
 - \$700,000,000 for FY 2025
 - Nationally Significant Federal Lands and Tribal Projects: \$100M for each of fiscal years 2021-2025
- Research, Technology, and Education Authorizations
- Highway Research and Development Program: \$153,431,378 for each of fiscal years 2021-2025
 - Technology and Innovation Deployment Program: \$135,000,000 for each of fiscal years 2021-2025

	<ul style="list-style-type: none"> • Training and Education <ul style="list-style-type: none"> ○ \$25,000,000 for FY2021 ○ \$26,000,000 for FY2022 ○ \$27,000,000 for FY2023-2025 • Intelligent Transportation System Program: \$110M for each of fiscal years 2021-2025 • University Transportation Centers Program: <ul style="list-style-type: none"> ○ \$82,500,000 for FY2021 ○ \$84,000,000 for FY2022 ○ \$85,500,000 for FY2023 ○ \$87,000,000 for FY2024 ○ \$88,500,000 for FY2025 • Bureau of Transportation Statistics: \$26M each year for FYs 2021-2025 <p>Pilot Programs</p> <ul style="list-style-type: none"> • Wildlife Crossings Pilot Program <ul style="list-style-type: none"> ○ \$55,000,000 for FY2021 ○ \$60,000,000 for FY2022 ○ \$45,000,000 for FY2023-2025 • Prioritization Process Pilot Program: \$10,000,000 for each of fiscal years 2021-2025 • Disaster Relief Mobilization Pilot Program: \$1,000,000 for each of fiscal years 2021-2025 • Community Connectivity Pilot Program <ul style="list-style-type: none"> ○ Planning Grants <ul style="list-style-type: none"> ▪ \$20,000,000 for FY2021 ▪ \$15,000,000 for FY2022 ▪ \$10,000,000 for FY2023 ▪ \$2,500,000 for FY2024-2025 ○ Capital Construction Grants: \$14,000,000 for each of fiscal years 2021-2025 • Open Challenge and Research Initiative Pilot Program: \$15,000,000 for each of fiscal years 2021-2025 • Disadvantaged Business Enterprises must receive not less than 10 percent of the amounts available under title 1 and section 403 of title 23 (highway safety research and development), and shall be expended through small business concerns owned and controlled by socially and economically disadvantaged individuals.
Sec. 1102. Obligation Ceiling (pp. 25-33)	<ul style="list-style-type: none"> • Obligation limitation: <ul style="list-style-type: none"> ○ \$54,388,462,378 for fiscal year 2021 ○ \$55,483,447,378 for fiscal year 2022 ○ \$56,666,082,378 for fiscal year 2023 ○ \$57,930,317,378 for fiscal year 2024 ○ \$59,103,552,378 for fiscal year 2025
Sec. 1103. Definitions (pp. 33-36)	<ul style="list-style-type: none"> • Adds definitions for “natural infrastructure” and “resilience”
Sec. 1104. Apportionment (pp. 36-40)	<ul style="list-style-type: none"> • Administrative expenses for FHWA: <ul style="list-style-type: none"> ○ \$490,282,000 for FY 2021 ○ \$499,768,000 for FY 2022

	<ul style="list-style-type: none"> ○ \$509,708,000 for FY 2023 ○ \$520,084,000 for FY 2024 ○ \$530,459,000 for FY 2025 <ul style="list-style-type: none"> ● National Freight Program: <ul style="list-style-type: none"> ○ \$1,625,000,000 for FY 2021 ○ \$1,660,000,000 for FY 2022 ○ \$1,700,000,000 for FY 2023 ○ \$1,740,000,000 for FY 2024 ○ \$1,775,000,000 for FY 2025 ● Guaranteed amounts: Requires that each states' apportionment is equal to at least 95% of estimated tax payments paid into the HTF (this language is in existing law), but adds additional language further requiring that a states' apportionment must be at least 2% higher than the apportionment received for FY2020 and at least 1% greater than the apportionment received for the previous fiscal year. ● Transportation Alternatives (now formally called "STP Set-Aside") <ul style="list-style-type: none"> ○ \$1,200,000,000 for fiscal year 2021 ○ \$1,224,000,000 for fiscal year 2022 ○ \$1,248,000,000 for fiscal year 2023 ○ \$1,273,000,000 for fiscal year 2024 ○ \$1,299,000,000 for fiscal year 2025
Sec. 1105. National Highway Performance Program (pp. 40-43)	<ul style="list-style-type: none"> ● Makes allowable the spending of funds on projects to increase resiliency of highways and bridges. Up to 15% of NHPP funds can be expended on "protective features," which includes raising roadway grades, relocating roadways, stabilizing slide areas and slopes, deepening channels, raising bridges, and more.
Sec. 1106. Emergency Relief (pp. 43-46)	<ul style="list-style-type: none"> ● Adds "wildfire" and "sea level rise" to types of events eligible for funding. Makes allowable spending on "protective features" and other related projects.
Sec. 1107. Federal Share Payable (pp. 46-48)	<ul style="list-style-type: none"> ● Makes federal share of "protective features" 100%.
Sec. 1108. Railway-Highway Grade Crossings (pp. 48-49)	<ul style="list-style-type: none"> ● Sets aside within the HSIP program at least \$245,000,000 for each of fiscal years 2021-2025, makes allowable projects to reduce pedestrian fatalities and injuries at grade crossings, and increases the federal share to 100% (previously 90%). Also requires a GAO study about the effectiveness of the railway-highway crossings program.
Sec. 1109. Surface Transportation Block Grant Program (STBGP) (pp. 50-59) [23 USC §133] *MPO-related*	<ul style="list-style-type: none"> ● Maintains suballocation level at 55%. ● Makes eligible for funding: construction of wildlife crossing structures and other projects and strategies to reduce wildlife-vehicle collisions; projects that use "natural infrastructure" to enhance resilience; rural barge landing and waterfront infrastructure projects; and construction of privately-owned ferry terminal facilities (when determined by the Secretary to provide substantial public transportation benefit). ● Substantially increases TAP funding; increases the suballocation of TAP to 57.5% (currently 50%); makes provision by which a state may allocate 100% of its funding to "counties and other local transportation entities"; makes MPOs serving an urbanized population of 200,000 or fewer an "eligible entity" to receive TAP funds; allows states to use up to 7% of its TAP funds to "improve the ability of applicants to access funding for projects"; and increases flexibility in calculating federal share under TAP.
Sec. 1110. Nationally Significant Freight and Highway Projects (pp. 60-78)	<ul style="list-style-type: none"> ● Allows for 2% of the funds to be made available to the National Surface Transportation and Innovative Finance Bureau to review applications. ● Adds to the list of eligible freight projects wildlife crossings and international border projects. ● Reauthorizes the program through 2025 and makes the available funding 30%
Sec. 1111. Highway Safety Improvement Program (pp. 78-80)	<ul style="list-style-type: none"> ● Makes "leading pedestrian intervals" an eligible highway safety improvement project ● Provides funding flexibility so that up to 25% of HSIP funds may be used for public awareness campaigns, traffic safety law enforcement, emergency services infrastructure equipment, or safety-related research.

Sec. 1112. Federal Lands Transportation Program (pp. 80-81)	<ul style="list-style-type: none"> Increases amount that may be spent on reducing vehicle-caused mortality to \$20M/year (from \$10M) In carrying out projects under this program, requires for consideration of use of “locally adapted native plant materials” and “designs that minimize runoff and heat generation.”
Sec. 1113. Federal Lands Access Program (pp. 81-82)	<ul style="list-style-type: none"> Adds several categories of eligible project types under this program. In carrying out projects under this program, requires for consideration of use of “locally adapted native plant materials” and “designs that minimize runoff and heat generation.”
Sec. 1114. National Highway Freight Program (pp. 82-84)	<ul style="list-style-type: none"> Increases mileage a state may designate as a “critical rural freight corridor” to 300 miles (from 150) Adds new allowance for states with population per square mile of area that is less than the national average to designate up to 600 miles or 25% of primary highway freight system mileage (whichever is higher) as critical rural freight corridor Increases mileage a state may designate as a “critical urban freight corridor” to 150 miles (from 75) Increases amount a state may obligate to freight intermodal or freight rail projects to 30% (from 10%) of national freight program funding. Makes lock and dam modernization and marine highway corridor projects eligible under this allowance.
Sec. 1115. Congestion Mitigation and Air Quality Improvement Program (pp. 84-87) *MPO-related*	<ul style="list-style-type: none"> Makes lock and dam modernization and marine highway corridor projects eligible under CMAQ in certain circumstances and allows for up to 10% of CMAQ funds to be obligated to these types of projects. Allows for CMAQ funds to be used for operating assistance for public transportation projects. There is no time limit using these funds for operating assistance in non-urbanized areas and in urbanized areas with population of 200,000 or fewer.
Sec. 1116. National Scenic Byways Program (pp. 87-88)	<ul style="list-style-type: none"> Sets deadlines for nominating and designating roads under the national scenic byways program.
Sec. 1117. Alaska Highway (pp. 88-90)	<ul style="list-style-type: none"> Allows for reconstruction of Alaska Highway using funds awarded through competitive grant programs. Outlines what would be required in an agreement between U.S. and Canada in order to allow for funds to be used for construction of portions of this highways that are in Canada.
Sec. 1118. Toll Roads, Bridges, Tunnels, and Ferries (p. 90)	<ul style="list-style-type: none"> Makes allowance for the construction of ferry maintenance facilities and procurement of transit vehicles used exclusively for intermodal ferry trips.
Sec. 1119. Bridge Investment Program (pp. 90-121) *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> Creates a new “bridge investment program” to encourage bridge repair. Allows for bridge bundling and culvert work as well. Large project (\$100M or more) grants will be \$50M or greater but not more than 50% of the project cost; small project grants will be a minimum of \$2.5M, but not more than 80% of the project cost. MPOs with population over 200,000 are eligible to receive grants under this program. To be eligible, projects must begin within 18 months after funds are obligated and preliminary engineering must be complete. The bill lays out in very specific detail how projects will be evaluated and chosen. Please see the legislative text if you are interested in learning more. Funding: \$3.265B over five years
Sec. 1120. Safe Routes to School Program (pp. 121-122)	<ul style="list-style-type: none"> Makes safe routes to school projects to high schools eligible for funding.
Sec. 1121. Highway Use Tax Evasion Projects (p. 122)	<ul style="list-style-type: none"> Extends the existing program through 2025.
Sec. 1122. Construction of Ferry Boats and Ferry Terminal Facilities (p. 122)	<ul style="list-style-type: none"> Extends the authorization through 2025.
Sec. 1123. Balance Exchanges for Infrastructure Program (pp. 123-131)	<ul style="list-style-type: none"> Redistributes unused TIFIA funds for use on Appalachian projects.
Sec. 1124. Safety Incentive Programs (pp. 131-153) *New Formula Program* *New Competitive Program* *MPO-related**RTPO-related*	<ul style="list-style-type: none"> Creates two new programs, one distributed by formula and suballocated and another with a merit-based component. <p><u>Formula safety incentive program</u></p> <ul style="list-style-type: none"> To reduce fatalities and serious injuries, including among “vulnerable road users” (ie. nonmotorists) in areas with higher rates of serious injuries and fatalities among this group. 50% of the funding can be used on safety projects generally, except in a “vulnerable road user safety focus areas” which are urbanized areas with combined fatality rate of vulnerable road users greater than 1.5 per 100,000 individuals or a State in

	<p>which fatalities of vulnerable road users combined represents not less than 15% of total annual crash fatalities in the state. In these areas, funds must be used on projects to improve the safety of vulnerable road users.</p> <ul style="list-style-type: none"> • Within this program, creates an optional “vulnerable road user safety assessment,” which would be prepared by a state in consultation with MPOs within the state, including approximate locations of fatalities of vulnerable road users, corridors on which fatalities have occurred most recently, and a list of projects within the state to address the safety of vulnerable road users. • 50% of the funds may be used for the same projects as above; UNLESS a state has prepared a vulnerable road user safety assessment or recently updated its assessment, that state and any MPO within that state can also spend this half of the funds on any project also eligible under STBGP. In addition, federal share is 100% in states with a vulnerable road user safety assessment. • For 100% of the funds under this section, suballocation requires that 65% of the funds be obligated to: 1) urbanized areas of the state with population over 200,000; and 2) other areas of the state, based on the proportion of their relative shares of the overall population of the state. Further, MPOs over 200,000 population will have authority to obligate these funds, In urbanized areas under 200,000 population, the State must consult with the MPO; in other areas, the state must consult with the RTPO if one exists. • Funding: \$500M for each of fiscal years 2021-2025 <p><u>Fatality reduction performance program</u></p> <ul style="list-style-type: none"> • Rewards states and units of local government served by an MPO that demonstrate reductions in fatalities and serious injuries, with priority given to areas that have most significantly reduce serious injuries and fatalities. Awards will be in the amount of \$5M-\$30M and funds may be used for any activity under this title and to maintain the condition of a federal-aid highway. Federal share is 100%. • Funding: \$100M for each of fiscal years 2021-2025
<p>Sec. 1125. Wildlife Crossing Safety (pp. 153-174) *New Pilot Program* *MPO-related* *RTPO-related*</p>	<ul style="list-style-type: none"> • Creates a new “wildlife crossings pilot program” to reduce wildlife-vehicle collisions and improve habitat connectivity. • MPOs and RTPOs are eligible. • 60% of funds each year are required to be used on projects in rural areas • Also creates a new section on “wildlife-vehicle collision reduction and habitat connectivity improvement” to study current practice methods to reduce collisions between motorists and wildlife; develop a series of in-person and online workforce development and technical training courses to reduce collisions and improve habitat connectivity; and standardize wildlife collision and carcass data. • Funding: \$250M over five years
<p>Sec. 1126. Consolidation of Programs (p. 174)</p>	<ul style="list-style-type: none"> • Extends authorization for operation lifesaver program through 2025.
<p>Sec. 1127. State Freight Advisory Committees (pp. 174-176) *MPO-related*</p>	<ul style="list-style-type: none"> • Modifies the list of entities that should be included on a state freight advisory committee, explicitly listing MPOs as one of those entities (MPOs are not explicitly listed in current law). • Delineates qualifications that members of a freight advisory committee are required meet.
<p>Sec. 1128. Territorial and Puerto Rico Highway Program (pp. 176-177)</p>	<ul style="list-style-type: none"> • Extends the authorization this program through 2025.
<p>Sec. 1129. Nationally Significant Federal Lands and Tribal Projects Program (pp. 178-179)</p>	<ul style="list-style-type: none"> • Reduces minimum project size to \$12.5M (from \$25M) • Makes federal cost share for projects on tribal lands under this program 100%. • Splits funding under this program, with 50% going to projects on Federal lands transportation facilities and access facilities and 50% on tribal transportation facilities.
<p>Sec. 1130. Tribal High Priority Projects Program (p. 180)</p>	<ul style="list-style-type: none"> • Extends authorization for this program through 2025 with \$9M/year from the tribal transportation program and \$30M/year from the general fund.
<p>Title I – Federal-Aid Highways Subtitle B – Planning and Performance Management</p>	

Sec. 1201. Transportation planning (pp. 181-183) [23 USC §134] *MPO-related*	<ul style="list-style-type: none"> Requires MPOs, when first designating officials, to consider “the equitable and proportional representation of the population of the metropolitan planning area.” Clarifies language regarding the designation of more than 1 MPO in an urbanized area; requires consistency in data used for planning when there is more than 1 MPO within an urbanized area; and clarifies that there is no requirement that these MPOs perform joint planning (as would have been required under the MPO rule) Allows states to use social media and other web-based tools to encourage public participation and solicit public feedback. I think this was supposed to allow MPOs to do the same, but there was a drafting error. Will clarify.
Sec. 1202. Fiscal constraint on long-range transportation plans (p. 183) *MPO-related*	<ul style="list-style-type: none"> Requires USDOT, within one year, to update the Code of Federal Regulations “to ensure that the outer years of a metropolitan transportation planning are defined as ‘beyond the first 4 years.’” This would ease the requirement for fiscal constraint after the 4-year horizon but would not eliminate the requirement altogether.
Sec. 1203. State Human Capital Plans (pp. 183-187)	<ul style="list-style-type: none"> Creates a State-based voluntary “human capital plan” to consider “immediate and long-term personnel and workforce needs of the State with respect to the capacity of the State to deliver transportation and public infrastructure.”
Sec. 1204. Accessibility Data Pilot Program (pp. 187-192) *New Pilot Program* *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> Creates a new pilot program to “develop or procure an accessibility data set and make that data set available to each eligible entity” to improve transportation planning by measuring access by modes to various destinations, disaggregating the level of access by population categories, and assessing the change in accessibility from new transportation investments. MPOs and RTPOs are eligible to participate.
Sec. 1205. Prioritization Process Pilot Program (pp. 192-200) *New Pilot Program* *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> Creates a pilot program to “support data-driven approaches to planning that, on completion, can be evaluated for planning benefit.” Participants will develop priority objectives and assess and score projects on the basis of the project’s contribution to achieving these objectives, then use the scores in development of the transportation plan and TIP. Maximum awards under this program are \$2M. Funding: \$10M for each of fiscal years 2021-2025
Sec. 1206. Exemptions for Low Population Density States (pp. 200-206) *MPO-related*	<ul style="list-style-type: none"> Low density states are eligible for an exemption to several requirements under the performance requirements, including IHS and NHS performance, traffic congestion, and freight movement. Qualifying states are those: 1. with below average population per square mile that do not have an urbanized area over 200,000 population and do not have persistent travel impediments on the NHS; and 2. States with population density under 15 persons per square mile that do not have an urbanized area over 200,000 population. MPOs contained wholly within states that apply for and receive an exemption are also exempted from these requirements.
Sec. 1207. Travel Demand Data and Modeling (pp. 206-209) *MPO-related*	<ul style="list-style-type: none"> Within 2 years and every 5 years thereafter, a study will be conducted to gather travel data and travel demand forecasts from a representative sample of states and MPOs to compare forecasts with observed data and uses the results to develop best practices or guidelines to use in forecasting travel demand for future investments, evaluate past investments, and support better forecasting overall. Contains a provision for the development of a tool to “evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets...”
Sec. 1208. Increasing Safe and Accessible Transportation Options (pp. 209-211) *MPO-related*	<ul style="list-style-type: none"> Requires states to use no less than 2.5% of state planning and research funds and MPOs to use no less than 2.5% of metropolitan planning (PL) funds to carry out 1 or more activities “to increase safe and accessible options for multiple travel modes for people of all ages and abilities,” which may include development of Complete Streets standards; development of Complete Streets prioritization plan; development of active transportation plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development.
Title I – Federal-Aid Highways	
Subtitle C – Project Delivery and Process Improvement	
Sec. 1301. Efficient Environmental Reviews for Project Decisionmaking and One Federal Decision (pp. 211-225)	<ul style="list-style-type: none"> Attempts to speed federal decisionmaking for major projects under the One Federal Decision initiative.
Sec. 1302. Work Zone Process Reviews (p. 225)	<ul style="list-style-type: none"> Changes requirement for states to conduct a review of work zone safety and mobility procedures to every five years (currently required every two years).

Sec. 1303. Transportation Management Plans (p. 225)	<ul style="list-style-type: none"> Requires a change to 23 CFR 630.1010(c) to modify the definition of a significant project, to exempt a state from preparing a Transportation Management Plan for highway projects not on the Interstate System if the project requires fewer than 3 consecutive days of lane closures.
Sec. 1304. Intelligent Transportation Systems (p. 226)	<ul style="list-style-type: none"> Requires development of guidance “for using flexibilities with respect to the systems engineering analysis described in part 940 of title 23 CFR.”
Sec. 1305. Alternative Contracting Methods (pp. 226-229)	<ul style="list-style-type: none"> Adds a provision that allows any contracting method available to a state to be used by a Federal land management agency and Tribal government.
Sec. 1306. Flexibility for Projects (p. 230)	<ul style="list-style-type: none"> Makes changes to FAST Act section 1420
Sec. 1307. Improved Federal-State Stewardship and Oversight Agreements (pp. 230-235)	<ul style="list-style-type: none"> Requires creation of a template for improving Federal-state stewardship and oversight agreements.
Sec. 1308. Geomatic Data (pp. 235-236)	<ul style="list-style-type: none"> Requires the development of guidance for “acceptance and use of information obtained from a non-Federal entity through geomatic techniques, including remote sensing and land surveying, cartography, geographic information systems, global navigation satellite systems, photogrammetry, or other remote means.”
Sec. 1309. Evaluation of Projects Within an Operational Right-of-Way (pp. 236-239)	<ul style="list-style-type: none"> Encourages rapid preliminary evaluation of certain types of projects that are within the existing right-of-way.
Sec. 1310. Department of Transportation Reports (pp. 240-242)	<ul style="list-style-type: none"> Requires an annual report about projects on the agencies “permitting dashboard” under the FAST-41 program, including median time of decision-making, new categorical exclusions adopted, and regulator requirements that have been removed or reduced and related cost savings.
Sec. 1311. Preliminary Engineering (p. 243)	<ul style="list-style-type: none"> Strikes a provision that currently requires states to return preliminary engineering funds if they fail to commence on-site construction or right-of-way acquisition within 10 years after Federal funds are first made available for preliminary engineering.
Title I – Federal-Aid Highways Subtitle D – Climate Change	
Sec. 1401. Grants for Charging and Fueling Infrastructure to Modernize and Reconnect America for the 21 st Century (pp. 243-258) *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> Establishes a new grant program to “strategically deploy electric vehicle charging infrastructure and hydrogen and natural gas fueling infrastructure along designed alternative fuel corridors. Requires USDOT to periodically update alternative fueling corridors and consider present and future needs; requires corridor redesignation every 5 years. Establishes a new grant program to support acquisition and installation of electric vehicle charging infrastructure and hydrogen and natural gas fueling infrastructure along designated alternative fuel corridors. Funds can be used as operating assistance for the first 5 years of operation. Federal share is 80%. MPOs are eligible recipients. \$1B over five years
Sec. 1402. Reduction of Truck Emissions at Port Facilities (pp. 258-261) *New Competitive Program*	<ul style="list-style-type: none"> Establishes a new program to reduce idling at port facilities, under which USDOT will: study how ports and intermodal port transfer facilities would benefit from reduced emissions, including through electrification; study emerging technologies; and coordinate and fund how to test, evaluate, and deploy projects. Federal share is 80%.
Sec. 1403. Carbon Reduction Incentive Programs (pp. 261-276) *New Formula Program* *New Competitive Program* *MPO-related*	Creates two new programs, one distributed by formula and suballocated and another with a merit-based component. <u>Formula carbon reduction incentive program</u> <ul style="list-style-type: none"> Formula funds are provided to each state based on their share of the overall base apportionment. 50% of the funds can be used by states and MPOs for most categories of projects under CMAQ (regardless of the project is in a project non-attainment area or will contribute to attainment or maintenance of the area), public transportation projects, bicycle and pedestrian facilities, a number of technology-based projects, port-related emissions reduction projects, street light and traffic control device replacements, and carbon reduction strategies. Funds may not be used for projects that will result in new capacity for single-occupant drivers. Federal share will vary.

	<ul style="list-style-type: none"> • A state in consultation with an MPO may develop a carbon reduction strategy, which will identify projects and strategies to reduce transportation emissions, set targets for reductions, be appropriate to the population density and context of the state, provide for input from interested parties, and be updated every three years. • 50% of the funds may be used for the same projects as listed above; however, if a state has prepared a carbon reduction strategy or recently updated its strategy, that state and any MPO within that state can also spend this half of the funds on any project also eligible under STBGP. In addition, federal share is 100% in states with a carbon reduction strategy. • For 100% of the funds under this section, suballocation requires that 65% of the funds be obligated to: 1) urbanized areas of the state with population over 200,000; and 2) other areas of the state, based on the proportion of their relative shares of the overall population of the state. Further, MPOs over 200,000 population will have authority to obligate these funds, In urbanized areas under 200,000 population, the State must consult with the MPO; in other areas, the state must consult with the RTPO if one exists. • Funding: \$600M for each of fiscal years 2021-2025 <p><u>Carbon reduction performance program</u></p> <ul style="list-style-type: none"> • Rewards states and units of local government served by an MPO that demonstrate reductions in overall or per capita transportation emissions or slower growth in emissions over the most recent 2-year period, with priority given to areas that have most significantly reduced emissions. Awards will be in the amount of \$5M-\$30M and funds may be used for any activity under this title and to maintain the condition of a federal-aid highway. Federal share is 100%. • Funding: \$100M for each of fiscal years 2021-2025
<p>Sec. 1404. Congestion Relief Program (pp. 276-283) *New Competitive Program* *MPO-related*</p>	<ul style="list-style-type: none"> • Establishes a congestion relief program to provide discretionary grants to “advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas...” • Eligible projects include integrated congestion management system; HOV toll lanes, cordon price, parking pricing or congestion pricing; mobility services such as commuter buses and vans; and incentive programs to encourage carpooling. • Priority given to urbanized areas experiencing a high degree of recurrent congestion. • Minimum grant award is \$10M, federal share is 80%. Interstate tolling is allowed as part of a project funded with a grant from this program, under specific conditions and restriction. • MPOs over 1,000,000 population are eligible; States are eligible to obligate funds in urbanized areas under 1M population. • Funding: \$40M for each of fiscal years 2021-2025.
<p>Sec. 1405. Freight Plans (pp. 283-287)</p>	<ul style="list-style-type: none"> • The national freight strategic plan must now also include possible strategies to increase the resilience of the freight system, including anticipating, withstanding, responding to, or recovering rapidly from disruptions; strategies to promote U.S. economic growth and international competitiveness; and strategies to reduce local air pollution, water runoff, and wildlife habitat loss resulting from freight movement. • State freight plans must now contain commercial motor vehicle parking facilities assessment; strategies and goals to decrease impacts of extreme weather and natural disasters on freight mobility, impacts of freight on local air, flooding, water runoff, and wild habitat loss; and how to decrease adverse impacts of freight on communities with freight railroad lines. Each State must, as part of activities undertaking in their freight plan, enhance reliability or redundancy of freight transportation or incorporate the ability to rapidly restore access and reliability of freight transportation. • Makes development of a commercial motor vehicle parking facilities assessment mandatory under the state freight plan. • Requires studies of preparing to supply power to electric freight infrastructure and safely integrating freight into ITS.
<p>Sec. 1406. Utilizing Significant Emissions with Innovative Technologies (pp. 287-318) *New Program*</p>	<ul style="list-style-type: none"> • Makes provision under Clean Air Act for direct air capture research, creates a program to provide competitive awards for direct air capture, and creates a direct air capture technology advisory board. Authorizes \$35M (not annually) for these activities. • Creates a new program to carry out research and development for carbon dioxide utilization. Authorizes \$50M (not annually) for these activities. • Requires reports by USDOT on deep saline formation and on carbon dioxide non-regulatory strategies and technologies; by GAO on all federal grant programs under which a grant is to perform research on carbon capture and utilization and the

	<p>extent to which federal grant programs are duplicative; and by EPA describing how funds have been used to carry out section 103 of Clean Air Act (research title).</p> <ul style="list-style-type: none"> • Adds carbon capture infrastructure projects to list of “covered projects” under provisions about federal permitting improvement. • Requires a report by CEQ to compile permitting information regarding carbon capture, utilization, and sequestration projects; inventories current or emerging activities and existing initiatives and recent publications; inventories gaps; and identifies federal financing mechanisms. Thereafter, requires guidance be developed to facilitate federal review of these projects. • Establishes not less than 2 task forces to identify permitting challenges and improve performance of the permitting process and regional coordination.
<p>Sec. 1407. Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program (pp. 318-357) *New Competitive Program* *New Formula Program* *MPO-related*</p>	<ul style="list-style-type: none"> • Adds a new section establishing a new PROTECT grant program to provide grants for resilience improvements. • Funding distributed by formula and through competitive grants. • Formula funds are provided to each state based on their share of the overall base apportionment. Requires that 2% of funds each year be set aside for planning purposes. Eligible projects may include the use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements related to highway projects, public transportation facilities, intercity rail facilities or service, or port facilities. Federal share is 80%. States may not use more than 25% for new capacity and not more than 10% for development phase activities. • MPOs are eligible to receive resilience planning grants, which can be used for developing a resilience improvement plan; resilience planning including scenario development and vulnerability assessments; technical capacity building; or evacuation planning and preparation. Federal share is 100%. • MPOs are eligible for resilience improvement grants, which can be used for a wide variety of uses to “enable an existing surface transportation infrastructure asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters.” Federal share is 80%. • MPOs are eligible for community resilience and evacuation route grants for projects to will strengthen and protect evacuation routes. Federal share is 80%. • MPOs in coastal states are eligible for at-risk coastal infrastructure grants for “strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure such as culverts and tide gates.” Federal share is 80%. • 25% of funding must be used for projects located in areas outside an urbanized area with population over 200,000 and 2% must be set-aside for grants to Indian tribes. • Federal share can be increased by 7% if the recipient state or MPO has developed a resilience improvement plan and prioritized the funded project on that plan. • Federal share can be increased by 3% for MPOs that have incorporated their resilience improvement plan into the metropolitan transportation plan. • Resilience improvement plan shall be for immediate and long-range planning activities and investments; demonstrate a systematic approach to transportation system resilience; include risk-based assessment of vulnerabilities of assets; designate evacuation routes; plan for response to anticipated emergencies; describe resilience improvement policies; include an investment plan with priority projects and how funds provided would be invested and matched; use science and data; include a description of how the plan will improve the ability of the MPO to respond promptly to impacts and be prepared for changing conditions; assess the resilience of other community assets; and use a long-term planning period. This document is voluntary and is not required as part of the planning process. • Funding: Formula funding is \$786M for each of fiscal years 2021-2025; competitive grants is \$200M for each of fiscal years 2021-2025
<p>Sec. 1408. Diesel Emissions Reduction (pp. 357-359)</p>	<ul style="list-style-type: none"> • Reauthorizes diesel emissions reduction program until 2024 and makes changes to the program.

Title I – Federal-Aid Highways Subtitle E – Miscellaneous	
Sec. 1501. Additional Deposits into Highway Trust Fund (p. 359)	<ul style="list-style-type: none"> Repeals a provision, added at the insistence of Mr. DeFazio, that would allow any new funds that are committed to the HTF to flow immediately out through the program.
Sec. 1502. Stopping Threats on Pedestrians (pp. 359-360) *New Competitive Program*	<ul style="list-style-type: none"> Competitive grant program for local government entities to install bollards for pedestrian protection. Funding: \$5M for each of fiscal years 2021-2025.
Sec. 1503. Transfer and Sale of Toll Credits (pp. 361-367) *New Pilot Program*	<ul style="list-style-type: none"> Establishes a pilot program under which up to ten states may sell toll credits to other states for use as non-Federal match, to establish the demand for purchasing such credits, the cash price of the credits, and test the feasibility of expanding such an exchange program.
Sec. 1504. Forest Service Legacy Roads and Trails Remediation Program (pp. 367-369) *New Program*	<ul style="list-style-type: none"> Establishes a “Forest Service Legacy Roads and Trails Remediation Program” within the <i>Forest Roads and Trails Act</i> to carry out critical maintenance and urgent repairs on National Forest System roads, trails, and bridges. Funding provided at \$50M/year.
Sec. 1505. Disaster Relief Mobilization Pilot Program (pp. 369-375) *New Pilot Program* *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> Establishes a pilot program that will provide up to 10 grants, up to \$125,000, “to local communities to develop disaster preparedness and disaster response plans that include the use of bicycles.” MPOs and RTPOs are eligible recipients but must enter into partnership with a nonprofit organization or bicycle or pedestrian advocacy organization. Each recipient must carry out a vulnerability assessment including a public participation element; develop or modify disaster preparedness and disaster response plans to include the use of bicycles by first responders, emergency workers, and community organization representatives; and conduct preparedness training and exercises and provide equipment. Funding: \$1M for each of fiscal years 2021-2025
Sec. 1506. Appalachian Regional Development (pp. 375-380)	<ul style="list-style-type: none"> Makes several changes to ARC planning process, including making allowance for an “Appalachian regional energy hub initiative” to study ethane storage and providing \$5M/year for this purpose. The bill provides \$180M/year for the ARC, of which up to \$20M/year can be used for high-speed broadband deployment
Sec. 1507. Requirements for Transportation Projects Carried Out Through Public-Private Partnerships (pp. 380-384)	<ul style="list-style-type: none"> Requires public sponsors of P3 projects over \$100M to provide a report within 3 years of the date of opening that reviews the compliance of the private partner with the terms of the P3 agreement; and to certify that the private partner continues to meet the terms or notify the Secretary if they are not. Requires projects carried out through a P3 to include a “detailed value for money analysis or similar comparative analysis for the project.”
Sec. 1508. Community connectivity pilot program (pp. 384-395) *New Pilot Program* *MPO-related*	<ul style="list-style-type: none"> Establishes new pilot program to study the feasibility and impacts of removing an existing transportation facility that “creates a barrier to community activity” including mobility, economic development, and more. Planning grants can be awarded, up to \$2M per recipient and federal share of 80%, including to MPOs or other units of local government, to perform the necessary planning functions to establish the feasibility and impacts and conduct public engagement. Gives priority consideration to communities that are “economically disadvantaged.” Owners of these facilities can also receive capital grants, up to \$5,000,000 per recipient and federal share of 50%, to remove an eligible facility or replace it in a more context sensitive manner. Authorizes a GAO report on highway removals Funding: Planning grants \$50M over five years; capital construction grants \$14M for each of fiscal years 2021-2025.
Sec. 1509. Repeal of Rescission (p. 395)	<ul style="list-style-type: none"> Repeals the \$7.57B rescission of contract authority contained in the FAST Act.
Sec. 1510. Federal Interagency Working Group for Conversion of Federal Fleet to Hybrid-Electric Vehicles, Electric Vehicles, and Alternative Fueled Vehicles (pp. 396-397)	<ul style="list-style-type: none"> Requires Chair of CEQ to coordinate a Federal interagency working group to develop a strategy to transition Federal fleets to hybrid-electric, plug-in electric, and alternative fuels.
Sec. 1511. Cybersecurity Tool; Cyber Coordinator (pp. 397-400)	<ul style="list-style-type: none"> Requires FHWA Administrator, within 2 years of enactment, to develop a tool “to assist transportation authorities in identifying, detecting, protecting against, responding to, and recovering from cyber incidents.”

	<ul style="list-style-type: none"> Requires FHWA Administrator to designate an office as a “cyber coordinator” for “monitoring, alerting, and advising transportation authorities of cyber incidents.”
Sec. 1512. Study on Most Effective Upgrades to Roadway Infrastructure (pp. 400-401)	<ul style="list-style-type: none"> Calls for a study to identify specific improvements to roadway infrastructure that would benefit the largest segment of road users, AVs, and automated driving systems and how best to achieve uniformity in roadway infrastructure to facilitate safe deployment of AVs and automated driving systems.
Sec. 1513. Study on Vehicle-to-Infrastructure Communication Technology (pp. 401-403)	<ul style="list-style-type: none"> Calls for a study on the immediate and long-term safety benefits of V-2-I and other technologies that allow motor vehicles and roadway infrastructure to communicate.
Sec. 1514. Nonhighway Recreational Fuel Study (pp. 403-406)	<ul style="list-style-type: none"> Requires an assessment within 1 year of enactment and every 5 years thereafter of the best estimate of total amount of nonhighway recreational fuel taxes received by the Treasury and transferred to the HTF, to help Congress determine the appropriate level of funding for the recreational trails program.
Sec. 1515. Buy America (p. 406)	<ul style="list-style-type: none"> Makes changes to Buy America waiver provisions.
Sec. 1516. Report on Data-Driven Infrastructure Traffic Safety Improvements (p. 407)	<ul style="list-style-type: none"> Requires a study from FHWA Administrator to consider “data-driven infrastructure traffic safety improvements for priority focus areas.”
Sec. 1517. High Priority Corridors on the National Highway System (pp. 408-411)	<ul style="list-style-type: none"> Adds segments of Interstate as High Priority Corridors and authorizes a GAO report on weight limits on specific segments.
Sec. 1518. Interstate Weight Limits (pp. 411-413)	<ul style="list-style-type: none"> Grandfathers weight limits on specific segments, even if those segments become part of the Interstate Highway System.
Sec. 1519. Interstate Exemption (p. 413)	<ul style="list-style-type: none"> Grandfathers commercial rest area operations on specific segments, in the case that those segments become part of the Interstate Highway System.
Sec. 1520. Report on Air Quality Improvements (pp. 413-415) *MPO-related*	<ul style="list-style-type: none"> Requires a report from the Comptroller General that evaluates the CMAQ program, including reductions of specific emissions resulting from projects under the program; the cost-effectiveness of these reductions; how funds have been invested in minority and low-income communities; the effectiveness of performance measures at helping with attainment for ozone, CO, and particulate matter; whether there are projects that are not eligible under CMAQ that should be; and the extent to which CMAQ projects reduce sulfur dioxide, nitrogen dioxide, and lead.
Sec. 1521. Roadway Highway Safety Hardware (pp. 415-416)	<ul style="list-style-type: none"> Requires implementation of recommendations from a GAO report about guardrails
Sec. 1522. Permeable Pavement Study (pp. 416-417)	<ul style="list-style-type: none"> Requires a study of the effects of permeable pavement on flood control and fill gaps in existing information to develop models for the performance of permeable pavements and best practices to designing permeable pavement to meet flood control requirements.
Sec. 1523. Emergency Relief Projects (pp. 417-418)	<ul style="list-style-type: none"> Within 90 days, requires a revision of the FHWA emergency relief manual to: include the term resilience; identify procedures States may use to incorporate resilience into emergency relief projects; encourage the use of Complete Streets design principles and access for moderate- and low-income families impacted by a disaster; develop best practices; communicate this information to State DOTs; and develop a process to track these efforts.
Sec. 1524. Certain Gathering Lines Located on Federal Land and Indian Land (pp. 418-423)	<ul style="list-style-type: none"> Provides a categorical exclusion (CE) under NEPA for certain pipeline projects.
Sec. 1525. Sense of Senate Relating to Offsets (p. 424)	<ul style="list-style-type: none"> Emphasizes user fees and the need to offset spending beyond what the HTF will provide for this bill.
Sec. 1526. Study on Stormwater Best Management Practices (pp. 424-427)	<ul style="list-style-type: none"> Calls for a study to estimate pollutant loads from stormwater runoff from highways and sidewalks and provide recommendations for strategies to mitigate. Requires they solicit input from, among others, stakeholders with experience in implementing stormwater management practices for projects.
Sec. 1527. Stormwater Best Management Practice Reports (pp. 427-428)	<ul style="list-style-type: none"> Requires within 1 year and every 5 years thereafter that the FHWA Administrator update stormwater best practices reports that were previously issued.
Sec. 1528. Invasive Plant Elimination Program (pp. 428-432) *New Competitive Program*	<ul style="list-style-type: none"> Provides \$50M/year for grants to states to eliminate or control invasive species. Prioritizes and incentivizes projects that utilize revegetation with native plants and wildflowers.
Sec. 1529. Over-the-Road Bus Tolling Equity (pp. 432-435)	<ul style="list-style-type: none"> Requires a public authority that operates a toll facility to report any “rates, terms, or conditions for access to the toll facility by public transportation vehicles that differ from the rates, terms, or conditions applicable to over-the-road buses.” Further,

	requires them to report changes to rates that may result in such a difference within 30 days and an annual audit to ensure compliance.
Sec. 1530. Bridge Terminology (p. 435)	<ul style="list-style-type: none"> Changes terminology from “structurally deficient” to “bridges classified as in poor condition” or similar in several places in federal law.
Sec. 1531. Technical Corrections (pp. 436-441)	<ul style="list-style-type: none"> Technical Corrections
Title II – Transportation Infrastructure Finance and Innovation	
Sec. 2001. Transportation Infrastructure Finance and Innovation Act of 1998 amendments (pp. 441-454)	<ul style="list-style-type: none">
Title III – Research, Technology, and Education	
Sec. 3001. Surface Transportation System Funding Alternatives (pp. 454-462) *New Pilot Program*	<ul style="list-style-type: none"> Creates a new program to “test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund.” Designed to utilize pilot projects at state, regional, and national levels. Provides for grants to a state or group of states to carry out pilot projects to: test design, acceptance, equity and implementation including among differing income groups and rural and urban drivers; provide recommendations; quantify administrative costs; test a variety of solutions for collection of data and fees; test solutions to ensure privacy and security of data; conduct public education; and evaluate the ease of compliance and enforcement. Federal share is 70%. Creates a national research program to test an alternate roadway funding mechanism nationwide, including the use of voluntary participation by drivers. Purpose would be to: evaluate cost and feasibility of a nationwide mechanism; evaluate options for deployment; evaluate impacts on transportation revenues, personal mobility, and freight movement and costs; and evaluate options for integrating such a mechanism with state-based revenue collections, toll revenue collection platforms, and TNCs.
Sec. 3002. Performance Management Data Support Program (p. 462)	<ul style="list-style-type: none"> Extends this program through 2025.
Sec. 3003. Data Integration Pilot Program (pp. 462-463) *New Pilot Program*	<ul style="list-style-type: none"> A pilot program to provide research and develop models that integrate in near-real-time data regarding weather and roadway conditions, non-recurring events, information from emergency responders and to facilitate data integration between USDOT, NWS, and other data sources regarding winter weather, heavy rainfall, and tropical weather events. Further requires USDOT to address the safety, resiliency, and vulnerability of the transportation system to disasters and develop tools for decisionmakers to improve public safety and mobility. Funding: \$2.5M/year for each of 2021-2025.
Sec. 3004. Emerging Technology Research Pilot Program (pp. 464-465) *New Pilot Program*	<ul style="list-style-type: none"> A pilot program to “conduct emerging technology research” including additive manufacturing and R&D including pavement testing research into the impacts of CAVs. Funding: \$5M/year for each of 2021-2025.
Sec. 3005. Research and Technology Development and Deployment (pp. 465-490) *MPO-related*	<ul style="list-style-type: none"> In carrying out the highway research and development program, adds new requirements to engage the public and private entities “to spur advancement of emerging transformative innovations through accelerated market readiness” and consult frequently with public and private entities on new transportation technologies. Adds new eligibilities under this program: study of safety measures to reduce wildlife-vehicle collisions and eligible expense; studies on the deployment and revenue potential of energy and broadband deployment in highway rights-of-way; research on non-market-ready technologies in consultation with public and private entities; the evaluation of information from accelerated non-market-ready technologies at Turner-Fairbank; and development by USDOT of interactive modeling tools and databases that track the condition of highway assets, assess transportation options, monitor and model network-level traffic flows, and further understanding of regional connectivity. Updates infrastructure investment needs report prepared by USDOT to include conditions and performance of the highway network for freight movement, ITS, resilience, and backlog of current highway, bridge, and tunnel needs.

	<ul style="list-style-type: none"> • Creates a new study of high-friction surface treatment applications. • Creates a new program to “promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits” and provides \$20M/year for this effort and requires a new report to Congress on this issue. • Modifies the “advance transportation technologies deployment” program to become the “advanced transportation technologies and innovative mobility deployment,” adds new eligibilities, creates a rural set-aside of 20%, and makes MPOs of 50-200K population eligible recipients (previously only TMAs were eligible). • Creates a “Center of Excellence on New Mobility and Automated Vehicles,” including research on impacts on land use, urban design, transportation, real estate, equity, and municipal budgets of AVs, docked and dockless bicycles, docked and dockless electric scooters, and TNCs. • Creates an “Open Challenge and Research Initiative Pilot Program,” under which eligible entities “may propose open highway challenges and research proposals that are linked to identified or potential research needs.” MPOs are not explicitly listed as eligible, but there is a provision that allows any entity to apply that is determined by USDOT to be appropriate. Federal share is 80%. Funding: \$15M for each of fiscal years 2021-2025.
Sec. 3006. Workforce Development, Training, and Education (pp. 490-495)	<ul style="list-style-type: none"> • Adds as eligible expenses: pre-apprenticeships, apprenticeships, and career opportunities for on-the-job training; and targeted outreach and partnerships with industry, economic development organizations, workforce development boards, and labor organizations. Expands the definition of “surface transportation workforce development training, and education” to include address workforce gaps, developing a robust surface transportation workforce, and activities to attract new sources of job-creating investment. • Expands the transportation education program to include training development, including hands-on career opportunities. Requires an annual report to Congress on this program.
Sec. 3007. Wildlife-Vehicle Collision Research (pp. 495-496)	<ul style="list-style-type: none"> • Adds to the ITS Advisory Board a representative from a wildlife, land use or resource management agency; an academic researcher who is a biological or economic scientist with expertise in transportation issues; and a representative from a public interest group concerned with the impact of the transportation system on terrestrial and aquatic species and the habitat of those species. • Adds “animal detection systems to reduce the number of wildlife-vehicle collisions” as a priority focus area under this section.
Title IV – Indian Affairs	
Sec. 4001. Definition of Secretary (p. 496)	<ul style="list-style-type: none"> • Clarifies that Secretary means Secretary of the Interior for purposes of this section.
Sec. 4002. Environmental Reviews for Certain Tribal Transportation Facilities (pp. 497-499)	<ul style="list-style-type: none"> • Requires tribal transportation safety projects be reviewed under NEPA or other applicable federal law on “an expeditious basis using the shortest existing applicable process.” Within 45 days, either final action is required or a schedule for completion of the review shall be provided to the relevant tribe. A 30-day extension is allowed.
Sec. 4003. Programmatic Agreements for Tribal Categorical Exclusions (pp. 500-501)	<ul style="list-style-type: none"> • Allows for programmatic agreements between tribes and federal agencies to establish efficient procedures for environmental review on any project eligible under the tribal transportation program. This can include allowing a tribe to determine whether a project is categorically included and so long as the tribe maintain adequate capability to make these determinations; setting for tribal responsibilities for making CE determinations; allow for monitoring of compliance; and have a term of not more than five years.
Sec. 4004. Use of Certain Tribal Transportation Funds (pp. 501-502)	<ul style="list-style-type: none"> • Clarifies eligible projects and activities under the tribal bridge program.
Sec. 4005. Bureau of Indian Affairs Road Maintenance Program (pp. 502-503)	<ul style="list-style-type: none"> • Authorizes funding for a new maintenance program: <ul style="list-style-type: none"> ○ \$50,000,000 for fiscal year 2021 ○ \$52,000,000 for fiscal year 2022 ○ \$54,000,000 for fiscal year 2023 ○ \$56,000,000 for fiscal year 2024 ○ \$58,000,000 for fiscal year 2025

Sec. 4006. Study of Road Maintenance on Indian Land (pp. 503-506)	<ul style="list-style-type: none"> • Requires a study by USDOT, within 2 years and every 2 years thereafter, of long-term viability and useful life of existing roads on Indian land; steps necessary to address deferred maintenance backlog; reforms and enhancements necessary to streamline road maintenance programs; and recommendations for implementation.
Sec. 4007. Maintenance of Certain Indian Reservation Roads (p. 506)	<ul style="list-style-type: none"> • Allows transfers of funds under specific conditions for tribal roads.
Sec. 4008. Tribal Transportation Safety Needs (pp. 506-508)	<ul style="list-style-type: none"> • Requires a report by DOT including best practices and standardized form for compiling, analyzing, and sharing crash data on Indian reservations and in Alaska Native communities. Requires law enforcement officers of BIA to upload crash data to the Incident Management Analysis and Reporting System (IMARS) of the Department of the Interior. • Increases the set-aside under the tribal transportation program for safety projects to 4% (currently 2%).
Sec. 4009. Office of Tribal Government Affairs (pp. 509-510)	<ul style="list-style-type: none"> • Creates an “Assistant Secretary for Tribal Government Affairs” and an “Office of Tribal Government Affairs.”