

**ATTACHMENT – Section-by-Section Summary of**  
**the Developing a Reliable and Innovative Vision for the Economy Act**

**TITLE I—FEDERAL-AID HIGHWAYS**  
**Subtitle A—Authorizations and Programs**

**Sec.1001.Authorization of appropriations.**

Provides contract authority funding amounts for Federal-aid highways and highway safety construction programs for the length of the bill, fiscal years 2016-2021.

**Sec.1002.Obligation ceiling.**

Sets the annual limitation on obligations for Federal-aid highways and highway safety construction programs for the length of the bill, fiscal years 2016-2021.

**Sec.1003.Apportionment.**

Provides the administrative expense amounts for the Federal Highway Administration by fiscal year, includes the percentage division of Federal-aid highway program funding, and establishes funding amounts by fiscal year for the newly proposed National Freight Program.

**Sec.1004.Surface transportation program.**

Modifies the amount of Surface Transportation Program (STP) funds to be suballocated to metropolitan areas from 50% to 55%. Increases the amount setaside from STP funds for bridges and broadens the setaside eligibility to include any bridge not located on the National Highway System.

**Sec.1005.Metropolitan transportation planning.**

Includes references for Metropolitan Planning Organizations to consider ‘resiliency’ during the planning process. Adds new entities, such as public ports and intercity bus operators, as parties that need to be consulted during the planning process.

**Sec.1006.Statewide and nonmetropolitan transportation planning.**

Closely mirrors changes made in Section 1005.

**Sec.1007.Highway use tax evasion projects.**

Reduces the amount of funds to be used in conjunction with the IRS for highway use tax evasion projects.

**Sec.1008.Bundling of bridge projects.**

Provides affirmative authority to allow State and local governments with flexibility to bundle similar bridge projects eligible under the National Highway Performance Program (NHPP) or STP programs in order to increase efficiencies and accelerate the design and project approvals for such projects.

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

Allows the Secretary of Transportation to exercise authorities for certain rural road and bridge projects in order to provide regulatory relief and flexibility to allow for expedited approval and construction of such projects.

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

Provides technical changes to allow for more efficient implementation of the program. Modifies the formula for the program. Funds program at \$75 million for each fiscal year.

**Sec.1011.Highway safety improvement program (HSIP).**

Restricts the use of HSIP funds so that they may only be used on safety infrastructure projects versus behavioral safety projects. Adds new eligibilities. Modifies the high-risk rural road safety special rule.

**Sec.1012.Data collection on unpaved public roads.**

Gives States flexibility with respect to MAP-21 data collection requirements on unpaved public roads. Flexibility is based on unpaved roads and fatality data.

**Sec.1013.Congestion mitigation and air quality improvement (CMAQ) program.**

Makes technical changes to allow for proper implementation of the program. Clarifies the provision related to the priority use of funding for PM2.5 projects. Increases flexibility to address air quality related to transportation activities from ports by making eligible for CMAQ funding projects that reduce emissions from certain port equipment. Provides flexibility with respect to the PM2.5 setaside for States with low population densities.

**Sec.1014.National freight program.**

Authorizes dedicated funding for a new, focused freight program for States to fund projects that enhance regional and national freight movement.

**Sec.1015.Assistance for major projects program.**

Authorizes a new program to fund major surface transportation projects of national and regional significance.

**Sec.1016.Transportation alternatives.**

Makes technical changes to allow for proper implementation of the program. Provides that the program will be 100% suballocated to local governments.

**Sec.1017.Consolidation of programs.**

Provides continued funding for safety clearinghouses and public service programs that have received funding since SAFETEA-LU.

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

Clarifies and makes explicit the authority for States and local governments to review and modify the functional classification of rural and urban principal arterials which were added to the National Highway System under MAP-21.

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

Makes technical changes to allow for proper implementation of the tolling provisions.

**Sec.1020.HOV facilities.**

Makes technical modifications to align HOV and HOT lane authorities and requirements. Updates and modernizes the definition of a low-emission and energy-efficient vehicle. Institutes a more structured procedure that public entities must follow to address degraded performance of an HOV facility.

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

Modifies an existing tolling pilot program to create a use-it-or-lose-it process for States occupying the three slots currently available under the program.

**Sec.1022.Emergency relief for federally owned roads.**

Makes technical changes to allow for proper implementation of the program.

**Sec.1023.Bridges requiring closure or load restrictions.**

Provides authority for the Secretary of Transportation to require States, local governments, and tribal agencies to properly close or restrict loads on bridges when there are unsafe conditions.

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

Requires the Secretary of Transportation to designate electric vehicle charging and natural gas fueling corridors across the nation to identify the needs and most vital locations for such fueling and charging infrastructure.

**Sec.1025.Asset management.**

Modifies the term used to describe the condition of a bridge in need of repair, from “structurally deficient” to a more modern term utilized by FHWA, “poor condition”.

**Sec.1026.Tribal transportation program amendment.**

Decreases program management and oversight and project-related administrative expenses related to the tribal transportation program from 6% to 5%. Increases the set-aside for high-priority tribal bridges from 2% to 3%.

**Sec.1027.Nationally significant Federal lands and Tribal projects program.**

Authorizes a General Fund appropriation for a major project discretionary grant program for transportation projects on facilities owned by federal land management agencies or tribes.

**Sec.1028.Federal lands programmatic activities.**

Makes technical changes to allow for effective implementation of the program.

**Sec.1029.Federal lands transportation program.**

Makes technical changes to allow for effective implementation of the program and adds the Bureau of Reclamation to the list of eligible entities.

**Subtitle B—Acceleration of Project Delivery**

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

Provides for an inflationary adjustment to the categorical exclusion for projects of limited federal assistance.

**Sec.1102.Programmatic agreement template.**

Requires the Secretary of Transportation to create a programmatic agreement template for categorical exclusions.

**Sec.1103.Agency coordination.**

Provides that participating agencies engaging in the environmental review process provide comments, responses, studies, or methodologies on those areas within their special expertise or jurisdiction.

**Sec.1104.Initiation of environmental review process.**

Allows a project sponsor to initiate the environmental review process when sources such as TIFIA loans are the potential funding source for the project. Allows a project sponsor to request a specific

operating administration or secretarial office within DOT to serve as the Federal lead agency for the project. Encourages agencies to reduce duplication in the evaluation of alternatives during the NEPA and planning processes.

**Sec.1105.Improving collaboration for accelerated decision making.**

Requires the lead agency to establish a schedule for completion of the environmental process when an EA or EIS is required. Adjusts the time period for application of financial penalty provision against a Federal agency.

**Sec.1106.Accelerated decisionmaking in environmental reviews.**

Codifies section 1319 of MAP-21 in title 23, United States Code, to clarify that the provision was not intended to amend the NEPA statute.

**Sec.1107.Improving transparency in environmental reviews.**

Requires the Secretary of Transportation to establish an online platform to report project level status of the reviews, approvals, and permits required for compliance with NEPA or other Federal laws.

**Sec.1108.Integration of planning and environmental review.**

Reduces duplication and makes it easier for documents prepared during the transportation planning process to be used during the environmental review process, consistent with NEPA.

**Sec.1109.Use of programmatic mitigation plans.**

Requires a Federal agency responsible for environmental reviews, permits, or approvals for a transportation project to consider any programmatic mitigation plans developed by a State or MPO to address environmental impacts of future transportation projects.

**Sec.1110.Adoption of Departmental environmental documents.**

Allows an operating administration within DOT to adopt a draft EIS, FEIS, EA or any other document issued under NEPA by another operating administration within DOT for a project if the project is substantially similar to the project for which the document was developed.

**Sec.1111.Technical assistance for States.**

Provides that a State may request technical assistance from DOT when assuming responsibility for categorical exclusion determinations. Extends period for corrective action during the termination process when a State assumes such responsibility.

**Sec.1112.Surface transportation project delivery program.**

Extends period for corrective action during the termination process when a State assumes NEPA responsibility from the Secretary of Transportation.

**Sec.1113.Categorical exclusions for multimodal projects.**

Expands the application of categorical exclusions for multimodal projects to all DOT actions rather than only those funded under title 23, United States Code, or chapter 53 of title 49.

**Sec.1114.Modernization of the environmental review process.**

Requires the Secretary to examine ways to modernize, simplify, and improve implementation of the NEPA process.

**Sec.1115.Service club, charitable association, or religious service signs.**

Grandfathers existing service club, charitable association, or religious service signs in all States with

a size of 32 square feet or less.

**Sec.1116.Satisfaction of requirements for certain historic sites.**

Aligns the Section 4(f) and 106 processes to achieve efficiency in reviews for historic sites while continuing to provide important protection for cultural resources including mitigating potential impacts.

**Sec.1117.Bridge exemption from consideration under certain provisions.**

Exempts a category of ordinary concrete and steel bridges constructed after 1945 from Section 4(f) review.

**Sec.1118.Elimination of barriers to improve at-risk bridges.**

Provides a temporary authorization for the taking of nesting swallows when conducting a construction project on a bridge in serious condition. The temporary authorization would expire upon the issuance of a final rule by the Secretary of Interior that provides a process for such takes.

**Sec.1119.At-risk project preagreement authority.**

Allows States or subrecipients of Federal-aid funds to incur preliminary engineering expenses at-risk before project authorization is received and request reimbursement of such expenses from Federal funds if certain criteria are met.

**Subtitle C—Miscellaneous**

**Sec.1201.Credits for untaxed transportation fuels.**

Allows States that collect revenue on vehicles that operate on fuels not taxed at the Federal level to use this revenue as a “soft match” to increase the Federal share on projects.

**Sec.1202.Justification reports for access points on the Interstate System.**

Provides a clarification regarding the type of projects covered by the justification report provision.

**Sec.1203.Exemptions.**

Provides minor exemptions to truck weight laws for natural gas vehicles, emergency vehicles, and a small segment in the state of Arkansas.

**Sec.1204.High priority corridors on the national highway system.**

Provides for three new future Interstate designations.

**Sec.1205.Repeat intoxicated driver law.**

Provides that State laws may be viewed in combination for purposes of meeting the requirements of section 164 of title 23, United States Code.

**Sec.1206.Vehicle-to-infrastructure equipment.**

Adds vehicle-to-infrastructure eligibilities under the NHPP and STP programs.

**Sec.1207.Designated projects.**

Provides States flexibility to repurpose earmarks older than 10 fiscal years that have been obligated less than 10 percent of the amount originally made available.

**Sec.1208.Relinquishment.**

Allows a State transportation agency to relinquish park-and-ride lot facilities to a local government

agency for highway purposes.

**Sec.1209.Transfer and sale of toll credits.**

Establishes a toll credit pilot program to study the feasibility of implementing a toll credit marketplace.

**Sec.1210.Regional infrastructure accelerator demonstration program.**

Establishes a regional infrastructure demonstration program to improve infrastructure priorities and financing strategies for the accelerated development of a project eligible for funding under the TIFIA program.

**TITLE II—TRANSPORTATION INNOVATION**

**Subtitle A—Research**

**Sec.2001.Research, technology, and education.**

Requires that at least 50% of the funds authorized to carry out the Technology and Innovation Deployment Program be distributed through grants to outside entities.

**Sec.2002.Intelligent transportation systems.**

Establishes a competitive grant component to the ITS program to accelerate the deployment, operation, systems management, intermodal integration, and interoperability of ITS.

**Sec.2003.Future interstate study.**

Provides funding for the Secretary to enter into an agreement with the Transportation Research Board of the National Academies to conduct a study on the actions needed to upgrade and restore the Interstate System.

**Sec.2004.Researching surface transportation system funding alternatives.**

Provides funding for the research of user-based alternative revenue mechanisms that preserve a user fee structure to maintain the long-term solvency of the Highway Trust Fund.

**Subtitle B—Data**

**Sec.2101.Tribal data collection.**

Requires entities carrying out a project under the Tribal Transportation Program to collect and submit project level data to the Secretaries of Transportation and Interior.

**Sec.2102.Performance management data support program.**

Provides a funding source for the Federal Highway Administration to develop, use, and maintain data sets and data analysis tools to assist metropolitan planning organizations and States in carrying out performance management analyses.

**Subtitle C—Transparency and Best Practices**

**Sec.2201.Every Day Counts initiative.**

Recognizes and continues the Federal Highway Administration's Every Day Counts initiative.

**Sec.2202.Department of Transportation performance measures.**

Requires the Secretary to report on progress and achievements made by the Department with respect to the performance management requirements established under MAP-21.

**Sec.2203.Grant program for achievement in transportation for performance and innovation.**

Authorizes a General Fund appropriation for a grant program to incentivize high performing States in the area of performance management.

**Sec.2204.Highway trust fund transparency and accountability.**

Requires the Federal Highway Administration to report elemental project level data by fiscal year.

**Sec.2205.Report on highway trust fund administrative expenditures.**

Requires the Comptroller General to submit a report to Congress describing the use of administrative expenses by the Federal Highway Administration.

**Sec.2206.Availability of reports.**

Requires all reports submitted to Congress by DOT to also be posted on the DOT's website.

**Sec.2207.Performance period adjustment.**

Under MAP-21 States and MPOs have two performance periods to meet the targets they set for themselves under each of the performance measures. This provision reduces these to one performance period.

**Sec.2208.Design standards.**

Adds two manuals for consideration by the Secretary when establishing design standard criteria. Provides flexibility to local jurisdictions to use a different roadway design guide than the State when the local jurisdiction owns the roadways on which the project is being undertaken.

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

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

This section updates the TIFIA program to enable it to be better utilized by rural areas and more accessible for small projects. This is accomplished by using the leveraging ability of the program to support state infrastructure banks and allowing U.S. DOT to set-aside program funding for the explicit purpose of replacing the fees typically collected from TIFIA borrowers to pay for independent financial analysis and outside counsel for rural projects. This section also makes technical modifications to the TIFIA program and reinstates the ability of a state to capitalize their state infrastructure bank with their federal-aid highway funds.

**TITLE IV—TECHNICAL CORRECTIONS TO MAP-21**

**Sec.4001.Technical corrections.**

Provides technical corrections identified during implementation of MAP-21.

**TITLE V—MISCELLANEOUS**

**Sec.5001.Appalachian development highway system.**

Provides States flexibility with respect to the Federal match provided for ADHS projects.

**Sec.5002.Appalachian regional development program.**

Provides authority for a high-speed broadband deployment initiative to be carried out by the

Appalachian Regional Commission. Reauthorizes the Appalachian Regional Commission through fiscal year 2021.

**TITLE VI—EXTENSION OF FEDERAL-AID HIGHWAY PROGRAMS**

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

Extends the Federal-aid highway program until the effective date of the Act, fiscal year 2016.

**Sec.6002.Administrative expenses.**

Extends administrative expenses for the Federal-aid highway program until the effective date of the Act, fiscal year 2016.