Council Chair:
Mayor Rockingham
North Chicago

Council Vice-Chair:
Mayor Ryback
Wadsworth

Members:
Antioch
Bannockburn
Beach Park
Buffalo Grove
Deerfield
Deer Park
Fox Lake
Grayslake
Green Oaks
Gurnee
Hainesville
Hawthorn Woods
Highland Park
Highwood
Indian Creek
Island Lake
Kildeer
Lake Barrington
Lake Bluff
Lake Forest
Lake Villa
Lake Zurich
Libertyville
Lincolnshire
Lindenhurst
Long Grove
Mettawa
Mundelein
North Barrington
North Chicago
Old Mill Creek
Park City
Riverwoods
Round Lake
Round Lake Beach
Round Lake Heights
Round Lake Park
Third Lake
Tower Lakes
Vernon Hills
Volo
Wadsworth
Wauconda
Waukegan
Winthrop Harbor
Zion
County of Lake

LAKE COUNTY COUNCIL OF MAYORS

Full Council Meeting Agenda

Time: 9:00 a.m.
Date: June 25, 2020
Location: **Zoom Meeting**
Registration is required
Click here to register

		Action Requested
1) **Opening of Meeting/Introductions**		Call to Order
2) **Approval of Minutes**		Approval
a. May 7, 2019 Meeting	(Attachment 1)	
3) **Lake Council STP Program**		
a. FFY2020 STP Program		Information
b. FFY2021-2025 Recommended Program	(Attachment 2)	
i. Release for 30-day Public Comment Period		Approval
c. Project Application Rankings	(Attachment 3)	
d. Detailed Project Scores	(Attachment 4)	
e. Program Development Next Steps		
4) **INVEST In America Act**		Information
a. Bill Summary	(Attachment 5)	
5) **NACTO Pandemic Recovery Guide**		Discussion
a. *Streets for Response and Recovery*		

6) **Other Business**

7) **Public Comment**

a. Public comment will be accepted via e-mail at LCCOM@lakecountyil.gov until the start of the meeting. All public comment received will be read during the meeting.

8) **Next Meeting-**August 27, 2020

9) **Adjournment**

LAKE COUNTY
COUNCIL OF MAYORS

Minutes of May 7, 2020 Full Council Meeting
Held via Zoom Virtual Meeting
For a recording of the meeting click here: https://www.youtube.com/watch?v=0OyOp-Vkttc&t=64s

Meeting Attendance

Name	Position	Representing
Mayor Leon Rockingham	Mayor	North Chicago
Mayor Glen Ryback	Mayor	Wadsworth
Robert Phillips	Director of Public Works/Engineering	Deerfield
Dale Sands	Mayor	Deer Park
Bill Jacob	Mayor	Long Grove
Rita O'Conner	Trustee	Long Grove
David Lothspeich	Village Administrator	Long Grove
Anne Marrin	Village Administrator	Fox Lake
David Kilbane	Village Administrator	Round Lake Beach
Marc Huber	Village Administrator	Beach Park
Maria Lasday	Village Administrator	Bannockburn
Michael Talbett	Village Administrator	Kildeer
Ed Wilmes	Director of Public Works	North Chicago
Mike Brown	Director of Public Works	Lake Zurich
Adrian Marquez	Director of Public Works	Beach Park
Marty Neal	Township Highway Commissioner	Libertyville Township
Kevin Carrier	Director of Planning & Programming	Lake County
Bob Ells	City Engineer	Lake Forest
Russell Pietrowiak	Senior Planner	CMAP
Mary Weber	Associate	CMAP
Tim Dilsaver	Community Affairs	Pace
Mike Klemens	Council Liaison	Lake Council
Joe Surdam	Council Liaison	Lake Council
Dan Schug		Consultant
Dan Brinkman		Consultant
Jon Vana		Consultant
Scott Drabicki		Consultant
Joel Christell		Consultant
Lee Fell		Consultant
Mark Kozlowski		Consultant

1.Call to Order

Mayor Rockingham called the meeting to order at 9:05am. Mike Klemens read off thee attendees, a report of the attendees is attached to the minutes.

LAKE COUNTY
COUNCIL OF MAYORS

2. Approval of the Minutes

With a motion from Mike Brown and a second from Anne Marin, on a voice vote the minutes of the February 6th, 2019 meeting were approved unanimously via poll voting. A record of the polling results is attached to the minutes.

4. Functional Classification Request- Lake Forest Westleigh Rd

Mike Klemens presented the request to reclassify Westleigh Road in City of Lake Forest from US 41 on the East to Waukegan Rd on the West. The request is to change the functional classification from a Local Road to a Minor Collector This section of Westleigh Rd is just under 1 mile of roadway, the Average Daily Traffic is approx. 2150 vehicles. Westleigh Road is a collector route for four residential subdivisions between US 41 and Waukegan Road. Lake Forest High Schools West Campus and Athletic Fields are located on Westleigh Road at Waukegan Road. West Skokie Nature Preserve is located on Westleigh Road just west of Wallace Road. The request meets the recommend spacing and traffic volume recommendations from FHWA and IDOT and so staff would recommend approving the City's request. A motion was made by Mayor Glenn Ryback and seconded by Bob Phillips. The motion passed unanimously by poll voting, a report with the poll results is attached to these minutes.

4. Lake Council STP Program

Mr. Klemens gave the Council an update on the status of FFY2020 STP funding. The region ended up having about $13.4 million available for the April letting, by the time CMAP had calculated how much funding was available for the April letting, the IDOT deadlines to make submittals for the April letting had passed, so all the projects had to target the June letting. The Planning Liaisons were opposed to considering projects that had been targeting June from getting the funding, it should only go to the projects that were targeting April. Even though at the time of these discussions we had already told LCCOM communities and IDOT that their project would have to be moved to January of 2021, council staff advocated for our projects to be in consideration since the only reason we moved your projects was because there wasn't funding, not because they were ready to make a letting.

There was a lot of discussion about how to pick which projects should get funded with the small amount of funds that remained in the region. CMAP discussed 3 options for picking projects. The first was to fund the most expensive projects first with the logic that they are the most complex and regional projects. The second option was to fund the least expensive projects first with the logic being that the region could fund the most projects. The third option was the give priority to councils who have spent the least amount of funds during the last 2.5-year transition period. In all three scenarios the projects that LCCOM has on the April letting in Long Grove and Fox Lake did not get funded, the region ran out of funds before they got funding. The region had the most agreement on option 3, Councils that had spent the least amount of funding would be first in line for the funding. After meeting with CMAP, it was clear that although the region ended up having a small amount of funding available for projects that had been in the April letting we were not going to be able to get any to fund either Fox Lake's project or Long Grove's project this fiscal year.

IDOT also sent out a circular letter that gave the region more money for FY2021. There was a lot of debate if the additional $4 million in "new" money should be spent on projects in June, projects that had been targeting April, or if it should be distributed to all the council's in FY2021. Council staff asked CMAP if the region spent it all on the June letting would all of the projects that had been targeting April would be able to be funded, and the answer was no, there still wouldn't be enough funding. Staff was also told that even if that additional $4 million was spent in June our projects, Nippersink and Long Grove's still would not be funded. Since it was clear to staff that we weren't going to be able to access any of that "new" money this year, staff advocated that it be distributed for all the Council's next year, at least that way LCCOM would get some of it. It ended up that the "new" money will be distributed next year and so the Lake

Council will see an additional $1.2 million next fiscal year. This is in addition to the programming amounts the Council had previously been given. It increases the Councils funding from $8.1 million to $9.3 million.

5. 2020 STP Call for Projects

Mr. Klemens gave the Council an update on the number of applications that were received in the call for projects. The Council received a total of 39 applications from 21 municipalities. The amount of federal funding requested was nearly $71.5 million dollars. Of the application that were received 18 were in the roadways and intersections category and 21 were in the pavement preservation category.

In addition to the new applications the council also has nearly $37 million worth of projects to grandfather into the new program, which will only leave around $2.7 million available for new projects throughout the 5-year program.

Mr. Klemens also gave a presentation about how the council staff will put together the FFY2021-2025 active and contingency programs. Mr. Klemens highlighted the funding and programming rules that the Council had adopted and how they will be used to fill out the program given the fiscal constraint the Council will have moving forward.

A question was asked if it is expected that some Council may not spend all of their money in the coming years, staff responded that this was likely and due to the current COVID pandemic the region has already seen some projects be delayed because communities are concerned with funding availability at the local level.

6. Other Business

Mr. Klemens informed the committee of several open funding opportunities that are available. The first DCEO Rebuild Illinois Program, they have three open grant opportunities. Of the three the public infrastructure grant program has an application deadline of June 15th. The other two programs are open calls.

Mr. Klemens also informed the committee that IDOT has released a circular letter which informs communities that IDOT will be dispersing funds to each community as a part of the Rebuild Illinois Capital Bill. The funds should be deposited into the communities MFT account but will need additional tracking. Communities will have one year to inform IDOT how the funds will be spent, and all funding must be spent by July 1, 2025.

Kevin Carrier from Lake County announced that Mike Klemens had been promoted to the position of Manager of Transportation Planning at LCDOT following the departure of Emily Karry in February.

7. Public Comment

There was no public comment.

8. Next Meeting

The next meeting of the Full Council is scheduled for June 25, 2020 at 9am.

12. Adjournment

A motion to adjourn was made Mayor Ryback and seconded by Bob Phillips, the meeting adjourned at 10:00am.

Name (Original Name)	User Email	Join Time	Leave Time
Mike Klemens	mklemens@lakecountyil.gov	5/7/2020 8:32	5/7/2020 10:00
Robert Ells	Ellsr@cityoflakeforest.com	5/7/2020 8:40	5/7/2020 10:00
David Kilbane	dkilbane@roundlakebeachil.gov	5/7/2020 8:47	5/7/2020 10:00
Rita OConnor	ritaoc@comcast.net	5/7/2020 8:50	5/7/2020 10:00
Glenn Ryback	gryback@villageofwadsworth.org	5/7/2020 8:50	5/7/2020 9:47
Robert Phillips	rphillips@deerfield.il.us	5/7/2020 8:51	5/7/2020 9:22
Michael Talbett	mtalbett@villageofkildeer.com	5/7/2020 8:51	5/7/2020 10:00
Tim Dilsaver	timothy.dilsaver@pacebus.com	5/7/2020 8:52	5/7/2020 10:00
Leon Rockingham	leoroc@northchicago.org	5/7/2020 8:52	5/7/2020 10:00
Michael Brown	Mike.brown@lakezurich.org	5/7/2020 8:52	5/7/2020 10:00
Edward Wilmes	edwwil@northchicago.org	5/7/2020 8:53	5/7/2020 10:00
Anne Marrin	marrina@foxlake.org	5/7/2020 8:54	5/7/2020 10:00
Marty Neal	HighwayDepartment@libertyvilletownship.us	5/7/2020 8:54	5/7/2020 8:55
Kevin Carrier	kcarrier@lakecountyil.gov	5/7/2020 8:55	5/7/2020 10:00
Mark Kozlowski	mkozlowski@infrastructure-eng.com	5/7/2020 8:55	5/7/2020 10:00
Marty Neal	HighwayDepartment@libertyvilletownship.us	5/7/2020 8:55	5/7/2020 9:59
18475049298		5/7/2020 8:55	5/7/2020 10:00
Lee Fell	lfell@cbbel.com	5/7/2020 8:55	5/7/2020 9:57
Marty Neal	HighwayDepartment@libertyvilletownship.us	5/7/2020 8:56	5/7/2020 9:58
Dan Brinkman	dbrinkman@gha-engineers.com	5/7/2020 8:56	5/7/2020 10:00
Joe Surdam	jsurdam@lakecountyil.gov	5/7/2020 8:56	5/7/2020 10:00
Mary Weber	mweber@cmap.illinois.gov	5/7/2020 8:57	5/7/2020 10:00
Adrian Marquez	adrian.marquez@villageofbeachpark.com	5/7/2020 8:57	5/7/2020 10:00
18473441347		5/7/2020 8:57	5/7/2020 9:40
Maria Lasday	mlasday@villageofbannockburn.org	5/7/2020 8:57	5/7/2020 10:00
Dale Sands	dsands@vodp.net	5/7/2020 8:57	5/7/2020 10:00
Russell Pietrowiak	rpietrowiak@cmap.illinois.gov	5/7/2020 8:57	5/7/2020 10:00
Erika Frable	efrable@vhw.org	5/7/2020 8:58	5/7/2020 10:00
Marc Huber	marc.huber@villageofbeachpark.com	5/7/2020 8:59	5/7/2020 10:00
Joel Christell	jchristell@civiltechinc.com	5/7/2020 8:59	5/7/2020 10:00
Jon Vana	jvana@civiltechinc.com	5/7/2020 8:59	5/7/2020 9:58
SCOTT DRABICKI	scott.drabicki@clarkdietz.com	5/7/2020 8:59	5/7/2020 10:00
18473096980		5/7/2020 8:59	5/7/2020 9:09
Dan Schug	dschug@baxterwoodman.com	5/7/2020 9:00	5/7/2020 10:00
David Lothspeich	dlothspeich@longgroveil.gov	5/7/2020 9:00	5/7/2020 10:01
Bill Jacob	billjacob@comcast.net	5/7/2020 9:01	5/7/2020 10:00
Glenn Ryback	gryback@villageofwadsworth.org	5/7/2020 9:05	5/7/2020 10:00
18473096980		5/7/2020 9:10	5/7/2020 9:44
Robert Phillips	rphillips@deerfield.il.us	5/7/2020 9:24	5/7/2020 10:00

18	Leon Rockingham	leoroc@northchicago.org	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
19	Marty Neal	HighwayDepartment@libertyvilletownship.us	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
20	Marc Huber	marc.huber@villageofbeachpark.com	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
21	Robert Ells	Ellsr@cityoflakeforest.com	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
22	Kevin Carrier	kcarrier@lakecountyil.gov	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
23	Erika Frable	efrable@vhw.org	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
24	Mary Weber	mweber@cmap.illinois.gov	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
25	Anne Marrin	marrina@foxlake.org	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
26	Maria Lasday	mlasday@villageofbannockburn.org	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
27	Robert Phillips	rphillips@deerfield.il.us	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
28	David Kilbane	dkilbane@roundlakebeachil.gov	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
29	Dale Sands	dsands@vodp.net	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
30	Michael Brown	Mike.brown@lakezurich.org	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
31	Glenn Ryback	gryback@villageofwadsworth.org	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
32	Bill Jacob	billjacob@comcast.net	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
33	Mark Kozlowski	mkozlowski@infrastructure-eng.com	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
34	Michael Talbett	mtalbett@villageofkildeer.com	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes
35	Edward Wilmes	edwwil@northchicago.org	5/7/2020 9:11	Do you approve of the meeting minutes of the February 7th, 2020 LCCOM Full Council Meeting?	Yes

#	User Name	User Email	Submitted Date/Time		
1	Leon Rockingham	leoroc@northchicago.org	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
2	Marty Neal	HighwayDepartment@libertyvilletownship.us	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
3	Marc Huber	marc.huber@villageofbeachpark.com	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
4	Robert Ells	Ellsr@cityoflakeforest.com	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
5	Kevin Carrier	kcarrier@lakecountyil.gov	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
6	Erika Frable	efrable@vhw.org	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
7	Mary Weber	mweber@cmap.illinois.gov	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
8	Anne Marrin	marrina@foxlake.org	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
9	Maria Lasday	mlasday@villageofbannockburn.org	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
10	Robert Phillips	rphillips@deerfield.il.us	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
11	David Kilbane	dkilbane@roundlakebeachil.gov	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
12	Dale Sands	dsands@vodp.net	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
13	Michael Brown	Mike.brown@lakezurich.org	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
14	Glenn Ryback	gryback@villageofwadsworth.org	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
15	Bill Jacob	billjacob@comcast.net	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
16	Michael Talbett	mtalbett@villageofkildeer.com	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes
17	Edward Wilmes	edwwil@northchicago.org	5/7/2020 9:14	Do you approve resolution 05072020LCC-01 to change the funcitonal classification of the City of Lake Forest's Westleigh Road from a local road to a minor collector?	Yes

SCORE/RANK		PROJECT INFORMATION			REQUESTED PROGRAM						RECOMMENDED PROGRAM					
Points	Rank	CMAP ID	Project	Muni/Lead	Phase	2021	2022	2023	2024	2025		2021	2022	2023	2024	2025
						$42,007,688	$19,857,981	$22,484,617	$6,267,275	$17,790,400	Programmed:	$9,358,713	$7,819,790	$7,512,406	$7,512,406	$7,512,406
											Balance:	$0	$0	$0	$0	$0
N/A	GF	10-16-0035	**Nippersink BLVD -** Oak St to Grand Ave	**Fox Lake**	Con/CE	2,055,200						2,055,200				
N/A	GF	10-15-0024	**N. Krueger Road -** IL 22 to Gilmer Road	**Long Grove**	Con/CE	1,408,000						1,408,000				
N/A	GF	10-16-0037	**Greenbay Rd -** Central Ave to Clavey Rd	**Highland Park**	Eng II	$560,000							$560,000			
N/A	GF	10-15-0026	**Clavey Rd** - US 41 to Green Bay Road Stage 1	**Highland Park**	Con/CE	$937,000						$937,397				
N/A	GF	105-0026	**Clavey Rd** - US 41 to Green Bay Road Stage 2	**Highland Park**	Con/CE	$5,032,120							$5,032,121			
N/A	GF	10-16-0039	**Brandywyn Ln/Thompson Blvd Stage 2**	**Buffalo Grove**	Con/CE	$4,958,116						$4,958,116				
N/A	GF	10-17-0016	**Everett Road at Waukegan Road**	**Lake Forest**	Con	$1,932,938								$1,932,938		
N/A	GF	10-03-0012	**Lakeview Pkwy** - Center Rd to Fairway Dr.	**Vernon Hills**	Con/CE	$4,057,288								$4,057,289		
N/A	GF	10-15-0021	**Fish Lake Rd -** Nippersink Rd to IL 120	**Grant Township**	Con/CE	$1,050,500								$1,050,500		
N/A	GF	10-16-0037	**Green Bay Road -** Central Ave to Clavey Rd **Stage 1**	**Highland Park**	Con/CE	$3,723,000									$3,723,008	
N/A	GF	10-16-0037	**Green Bay Road - Central Ave to Clavey Rd Stage 2**	**Highland Park**	Con/CE	$5,525,000										$5,525,000
N/A	GF	10-14-0002	**Park Ave West -** US 41 to west of Skokie River	**Highland Park**	Con/CE		$750,000						$750,000			
N/A	GF	10-16-0039	**Brandywyn Ln/Thompson Blvd Stage 3**	**Buffalo Grove**	Con/CE		$1,168,544						$1,168,544			
N/A	GF	10-18-0005	**Hook Dr Extension -** Rollins Rd to Nicole Lane	**Round Lake Bch**	Con/CE		$3,789,397								$3,789,398	
150	1		**27th Street**-Galilee Avenue to Emmaus Ave	**Zion**	Con/CE		$855,600									$855,600
146	2		**Wildspring Rd/Amarias Dr**-IL 120 to Cedar Lake	**Round Lake**	Con/CE	$1,163,962										$1,131,806
144	3		**Barclay Blvd**- IL Rte 22 to Aptaksic-Stage 1	**Lincolnshire**	Con/CE		$967,715						$309,125			
144	3		**Barclay Blvd**- IL Rte 22 to Aptaksic-Stage 2	**Lincolnshire**	Con/CE									$471,679		
134	4		Argonne-Kristan to Jackson	North Chicago	Con/CE					$3,953,600						
130	5		Telegraph Road-Village Limits to North Ave	Bannockburn	Con/CE	$897,764										
128	6		Hawthorne/Sprucewood/Lake Shore-Grand to Beck	Lindenhurst	Con/CE	$5,676,000										
127	7		Sayton Road-Industrial to US 12	Fox Lake	Con/CE		$3,140,678									
125	8		Broadway-Argonne to IL 137	North Chicago	Con/CE					$1,551,200						
124	9		Washington Street-IL 131 to Sheridan	Waukegan	Con/CE			$7,500,000								
119	10		Green Bay Road- IL 176 to Village Limits	Lake Bluff	Con/CE		$3,308,928									
117	11		Argonne @ Lewis Avenue	North Chicago	PE2	$1,072,000										
117	11		Argonne @ Lewis Avenue	North Chicago	Con/CE					$2,377,600						
116	12		Argonne -Dugdale to Lewis Ave	North Chicago	Con/CE					$2,864,000						
116	13		Main Street-US 12 to Village Limits	Wauconda	Con		$1,000,000									
114	14	10-18-0005	Hook Drive Extension-Orchard to Rollins	Round Lake Beach	Con/CE		$824,349									
110	15		Central Ave-Sheridan Rd to Beverly Pl	Highland Park	Con/CE				$1,613,600							
110	16		Half Day Road-Trail Way to Western Ave	Highland Park	Con/CE				$885,600							
110	17		Skokie Valley Rd-Clavey Rd to Lake-Cook Rd	Highland Park	Con/CE				$1,477,600							
109	18		Argonne- IL 131 to Dugdale	North Chicago	Con/CE					$3,015,200						
108	19		Bradley Road-IL176 to I-94	Green Oaks	PE2					$247,200						
108	19		Bradley Road-IL176 to I-94	Green Oaks	Con/CE					$3,781,600						
103	20		Saunders Road-Riverwoods to Duffy	Riverwoods	PE1	$67,184										
103	20		Saunders Road-Riverwoods to Duffy	Riverwoods	PE2		$67,184									
103	20		Saunders Road-Riverwoods to Duffy	Riverwoods	Con/CE			$752,479								
102	21		Washington @ Atkinson	Grayslake	Con/CE		$1,503,200									
97	22		Ridge Road-Edewood Road to Clavey Rd	Highland Park	Con/CE				$1,200,800							
94	23		Washington Ave-Sheridan to Western	Highwood	Con/CE				$128,000							
88	24		Old Checker Rd-Checker Rd to Buffalo Grove Rd	Buffalo Grove	Con/CE			$1,086,344								
88	25		Forest Avenue-Oak St to Grand Ave	Fox Lake	Con/CE			$1,093,053								
86	26	10-16-0039	Brandywyn/Thompson Stage 3	Buffalo Grove	Con		$1,641,920									
85	27		Clarendon Lane-Cedar Lake to Hainesville	Round Lake Beach	PE2		$88,863									
85	27		Clarendon Lane-Cedar Lake to Hainesville	Round Lake Beach	Con/CE			$995,263								
85	28		Oak Street-US 12 to Forest Avenue	Fox Lake	Con/CE			$1,166,166								
82	29		Hawthorne Drive-Sunset to Rollins	Round Lake Beach	PE2			$58,153								
82	29		Hawthorne Drive-Sunset to Rollins	Round Lake Beach	Con/CE				$651,329							
76	30		Westleigh @ IL 43	Lake Forest	Con/CE			$2,327,200								
67	31		Bank Lane-Sheridan to Washington	Highwood	Con/CE	$712,800.00										
66	32		Checker Rd- Arlington Heights Rd to Farrington	Buffalo Grove	Con/CE			$3,272,240								
66	32		Checker Rd-Farrington to IL 83	Buffalo Grove	Con/CE			$3,717,984								
62	34		Plum Grove Resurfacing-Lake-Cook to Rand	Deer Park	Con	$228,000										
61	35		Biltmore Drive- Signal Hill to Miller Rd	North Barrington	Con/CE	$402,960										
61	36		Deer Park Blvd-Lake-Cook to Rand	Deer Park	Con	$440,000										
54	37		Oak Spring Rd-St. Marys to Appley/Second	Libertyville	PE2	$63,010										
54	37		Oak Spring Rd-St. Marys to Appley/Second	Libertyville	Con/CE		$724,616									
45	38		Fourth Sreet-Church to Rockland	Libertyville	PE2	$44,846										
45	38		Fourth Sreet-Church to Rockland	Libertyville	Con/CE			$515,735								
33	39		Golf Road-IL 21 to Fourth Ave	Libertyville	PE2		$26,987									
33	39		Golf Road-IL 21 to Fourth Ave	Libertyville	Con/CE				$310,346							
			Recommended for FFY2021-2025 Active Program													
			Recommneded for Contingency Program													

LAKE COUNTY COUNCIL OF MAYORS

STP Program of Projects
FFY 2021-2025
Recommended Program

6/10/2020

FFY 2021 STP Program

Annual Funding Mark $ 9,358,713

Municipality	Roadway	TIP ID#		Project Type	Total $	Federal $	
=========	=======	======		==========	=====	========	
Fox Lake	**Nippersink BLVD -** Oak St to Grand Ave	10-16-0035	Con	Reconstruction	2,417,000	1,933,600	11/6/2020
Fox Lake	**Nippersink BLVD -** Oak St to Grand Ave	10-16-0035	CE	Reconstruction	190,000	121,600	11/6/2020
Buffalo Grove	**Brandywyn Ln/Thompson Blvd**-Stage 2	10-16-0039	Con	Reconstruction	6,674,316	4,452,931	11/6/2020
Buffalo Grove	**Brandywyn Ln/Thompson Blvd**-Stage 2	10-16-0039	Ce	Reconstruction	631,481	505,185	11/6/2020
Long Grove	**N. Krueger Road -** IL 22 to Gilmer Road	10-15-0024	Con	Reconstruction	1,600,000	1,280,000	1/15/2021
Long Grove	**N. Krueger Road -** IL 22 to Gilmer Road	10-15-0024	CE	Reconstruction	160,000	128,000	1/15/2021
Highland Park	**Clavey Rd**-US41 to Green Bay Road Stage 1	10-15-0026	Con	Reconstruction	4,475,000	920,397	1/15/2021
Highland Park	**Clavey Rd**-US41 to Green Bay Road Stage 1	10-15-0026	Con	Reconstruction	441,250	17,000	1/15/2021
				FFY2021 Expenditures	16,589,047	9,358,713	
				Federal Balance		0	

FFY 2022 STP Program

Annual Funding Mark $ 7,819,790

Municipality	Roadway	TIP ID#		Project Type	Total $	Federal $	
=========	=======	======		==========	=====	========	
Highland Park	**Greenbay Rd -** Central Ave to Clavey Rd	10-16-0037	PE2	Eng II	700,000	560,000	3/1/2022
Highland Park	**Clavey Rd**-US 41 to Green Bay Rd-Stage 2	10-15-0026	Con/CE	Reconstruction	6,290,151	5,032,121	1/21/2022
Buffalo Grove	**Brandywyn Ln/Thompson Blvd**-Stage 3	10-16-0039	Con/CE	Reconstruction	3,862,834	1,168,544	1/21/2022
Highland Park	**Park Ave West**-US 41 to W. of Skokie River	10-14-0002	Con/CE	Reconstruction	4,004,000	750,000	1/21/2022
Lincolnshire	**Barclay Blvd**-IL Rte 22 to Aptakisic Stage 1		Con/CE	Resurfacing	386,486	309,125	9/23/2022
				FFY2022 Expenditures	15,243,471	7,819,790	
				Federal Balance		0	

LAKE COUNTY COUNCIL OF MAYORS

STP Program of Projects
FFY 2021-2025
Recommended Program

6/10/2020

FFY 2023 STP Program

Annual Funding Mark 7,512,406

Municipality	Roadway	TIP ID#		Project Type	Total $	Federal $
=========	=======	======		==========	=====	========
Lake Forest	**Everett Rd @ Waukegan Rd**	10-17-0016	Con/CE	Intersection Impv	2,903,000	1,932,938
Lincolnshire	**Barclay Blvd**-IL Rte 22 to Aptakisic Stage 2		Con/CE	Resurfacing	589,599	471,679
Vernon Hills	**Lakeview Pkwy**-Center Rd to Fairway Dr.	10-03-0012	Con	Intersection Impv	4,651,610	3,721,289
Vernon Hills	**Lakeview Pkwy**-Center Rd to Fairway Dr.	10-03-0012	Con	Intersection Impv	556,000	336,000
Grant Township	**Fish Lake Rd** - Nippersink Rd to IL 120	10-15-0021	Con	Reconstruction	1,364,000	955,000
Grant Township	**Fish Lake Rd** - Nippersink Rd to IL 120	10-15-0021	CE	Reconstruction	136,000	95,500
				FFY2023 Expenditures	10,200,209	7,512,406
				Federal Balance		0

FFY 2024 STP Program

Annual Funding Mark 7,512,406

Municipality	Roadway	TIP ID#		Project Type	Total $	Federal $
=========	=======	======		==========	=====	========
Round Lake Beach	**Hook Dr Extension**- Rollins to Orchard	10-18-0005	Con/CE	Road Extension	4,747,996	3,789,398
Highland Park	**Green Bay Road**-Central Ave to Clavey Rd Stage 1	10-16-0037	Con/CE	Reconstruction	4,653,760	3,723,008
				FFY2024 Expenditures	9,401,756	7,512,406
				Federal Balance		0

FFY 2025 STP Program

Annual Funding Mark 7,512,406

Municipality	Roadway	TIP ID#		Project Type	Total $	Federal $
=========	=======	======		==========	=====	========
Highland Park	**Green Bay Road**-Central Ave to Clavey Rd Stage 2	10-16-0037	Con/CE	Reconstruction	6,906,250	5,525,000
Zion	**27th Street**-Galilee Ave to Emmaus Ave		Con	Resurfacing	972,250	777,800
Zion	**27th Street**-Galilee Ave to Emmaus Ave		CE	Resurfacing	97,250	77,800
Round Lake	**Wildspring Rd**-IL 120 to Cedar Lake Rd		Con	Resurfacing	1,322,684	1,025,991
Round Lake	**Wildspring Rd**-IL 120 to Cedar Lake Rd		CE	Resurfacing	132,269	105,815
				FFY2025 Expenditures	9,430,703	7,512,406
				Federal Balance		0

FFY2021-2021 Programming Mark	39,715,721
FFY2021-2025 Federal Expenditures	39,715,721
FFY2021-2025 Federal Balance	0

Rank	Score	Project/Location	From/At	To	Municipality
1	150	**27th Street**	Galilee	Emmaus	Zion
2	146	**Wildspring Rd**	Il 120	Cedar Lake	Round Lake
3	144	**Barclay Blvd**	IL Rte 22	Aptakisic	Lincolnshire
4	134	**Argonne Drive**	Kristan	Jackson	North Chicago
5	130	**Telegraph Rd**	Village Limits	North Ave	Bannockburn
6	128	**Hawthorne/Sprucewood/Lak**	IL 132	Beck Road	Lindenhurst
7	127	**Sayton**	Industrial Ave	US 12	Fox Lake
8	125	**Broadway**	Argonne Dr	IL 137	North Chicago
9	124	**Washington Street**	IL 131	Sheridan	Waukegan
10	119	**Green Bay Road**	IL 176	Village Limits	Lake Bluff
11	117	**Argonne Drive**	at Lewis Avenue		North Chicago
12	116	**Argonne Drive**	Dugdale	Lewis Ave	North Chicago
13	116	**Main Street**	US Route 12	Village Limit	Wauconda
14	114	**Hook Drive Extension**	Orchard	Rollins	Round Lake Beach
15	110	**Central Ave**	Sheridan Rd	Beverly Place	Highland Park
16	110	**Half Day Rd**	Trail Way	Western Avenue	Highland Park
17	110	**Skokie Valley Rd**	Clavey Rd	Lake-Cook Road	Highland Park
18	109	**Argonne Drive**	IL 131	Dugdale	North Chicago
19	108	**Bradley Rd**	IL 176	I-94	Green Oaks
20	103	**Saunders**	Riverwoods	Duffy	Riverwoods
21	102	**Washington**	Atkinson		Grayslake
22	97	**Ridge Road**	Edgewood Road	Clavey Road	Highland Park
23	94	**Washington Avenue**	Sheridan Rd	Western Ave	Highwood
24	88	**Old Checker Rd**	Checker Rd	Buffalo Grove Rd	Buffalo Grove
25	88	**Forest Ave**	Oak	Grand	Fox Lake
26	86	**Brandywyn/Thompson**	Stage 3		Buffalo Grove
27	85	**Clarendon Lane**	Cedar Lake Rd	Hainesville Rd	Round Lake Beach
28	85	**Oak**	US 12	Forest	Fox Lake
29	82	**Hawthorne Drive**	Sunset Ave	Rollins Rd	Round Lake Beach
30	76	**Westleigh**	IL 43		Lake Forest
31	67	**Bank Lane**	Sheridan Rd	Washington Ave	Highwood
32	66	**Checker Rd**	Arlington Heights Rd	Farrington Rd	Buffalo Grove
33	66	**Checker Rd**	Farrington Rd	IL 83	Buffalo Grove
34	62	**Plum Grove Rd**	Lake-Cook Rd	Rand Rd	Deer Park
35	61	**Biltmore Drive**	Signal Hill Rd	Miller Rd	North Barrington
36	61	**Deer Park Blvd**	Lake-Cook Rd	Rand Rd	Deer Park
37	54	**Oak Spring Rd**	St. Marys	Appley/Second	Libertyville
38	45	**Fourth Street**	Church St	Rockland Road	Libertyville
39	33	**Golf Rd**	IL 21	Fourth Avenue	Libertyville

Project/Location	From/At	To	Municipality	Score	Project Readiness	ON TO 2050	Pavement Condition	Participatio-Need	Sustained Participation	Community Need	Multi-Agency Participation	Traffic Volumes	ADT Calc	AADT
27th Street	Galilee	Emmaus	Zion	150	55	50	40	0	0	0	0	5	5	2650
Wildspring Rd	Il 120	Cedar Lake	Round Lake	146	55	50	30	5	0	5	0	6	6	3177
Barclay Blvd	IL Rte 22	Aptakisic	Lincolnshire	144	35	50	40	10	0	10	0	9	9	4300
Telegraph Rd	Village Limits	North Ave	Bannockburn	130	40	50	30	5	0	5	0	5	5	2550
Main Street	US Route 12	Village Limit	Wauconda	116	5	50	40	10	0	10	0	11	11	5300
Central Ave	Sheridan Rd	Beverly Place	Highland Park	110	0	50	40	0	0	0	0	20	25	12600
Half Day Rd	Trail Way	Western Avenue	Highland Park	110	0	50	40	0	0	0	0	20	24	11900
Skokie Valley Rd	Clavey Rd	Lake-Cook Road	Highland Park	110	0	50	40	0	0	0	0	20	28	14100
Saunders	Riverwoods	Duffy	Riverwoods	103	0	50	40	10	0	10	0	3	3	1500
Ridge Road	Edgewood Road	Clavey Road	Highland Park	97	0	50	40	0	0	0	0	7	7	3500
Washington Avenue	Sheridan Rd	Western Ave	Highwood	94	0	50	40	0	0	0	0	4	4	2200
Old Checker Rd	Checker Rd	Buffalo Grove Rd	Buffalo Grove	88	0	50	30	0	0	0	0	8	8	4200
Clarendon Lane	Cedar Lake Rd	Hainesville Rd	Round Lake Beach	85	0	50	30	0	0	0	0	5	5	2550
Hawthorne Drive	Sunset Ave	Rollins Rd	Round Lake Beach	82	0	50	30	0	0	0	0	2	2	1050
Plum Grove Rd	Lake-Cook Rd	Rand Rd	Deer Park	62	0	50	0	10	0	10	0	2	2	1100
Biltmore Drive	Signal Hill Rd	Miller Rd	North Barrington	61	0	50	0	10	0	10	0	1	1	400
Deer Park Blvd	Lake-Cook Rd	Rand Rd	Deer Park	61	0	50	0	10	0	10	0	1	1	322
Oak Spring Rd	St. Marys	Appley/Second	Libertyville	54	0	0	40	0	0	0	5	9	9	4700
Fourth Street	Church St	Rockland Road	Libertyville	45	0	0	40	0	0	0	0	5	5	2550
Golf Rd	IL 21	Fourth Avenue	Libertyville	33	0	0	30	0	0	0	0	3	3	1450

Project/Location	From/At	To	Municipality	Score	ON TO 2050 Factors	Project Readiness	Milestone	Financial Commitment	Impact	Functional Classification	Multiple Participants	In A Plan	Pavement Condition	Safety	SRI	CMF's	Sustained Participation	Community Need	Congestion Mitigation	Traffic Volumes	ADT Calc	AADT
Argonne Drive	Kristan	Jackson	North Chicago	134	50	10	10	0	9	4	0	5	25	10	0	10	5	10	8	7	9	4300
Hawthorne/Sprucewood/Lake Shore	IL 132	Beck Road	Lindenhurst	128	50	32	30	2	14	4	5	5	5	10	0	10	0	10	5	2	2	900
Sayton	Industrial Ave	US 12	Fox Lake	127	50	16	15	1	9	4	0	5	25	8	0	8	15	0	0	4	4	1850
Broadway	Argonne Dr	IL 137	North Chicago	125	50	11	10	1	9	4	0	5	25	10	0	10	0	10	8	2	2	900
Washington Street	IL 131	Sheridan	Waukegan	124	50	9	5	4	12	7	0	5	15	18	8	10	0	5	8	7	43	21600
Green Bay Road	IL 176	Village Limits	Lake Bluff	119	50	32	30	2	9	4	0	5	15	6	6	0	0	0	0	7	18	8750
Argonne Drive	at Lewis Avenue		North Chicago	117	50	10	10	0	9	4	0	5	5	13	3	10	5	10	8	7	12	6100
Argonne Drive	Dugdale	Lewis Ave	North Chicago	116	50	10	10	0	9	4	0	5	15	10	0	10	5	10	0	7	12	6200
Hook Drive Extension	Orchard	Rollins	Round Lake Beach	114	50	23	20	3	9	4	0	5	10	10	0	10	0	0	5	7	13	6700
Argonne Drive	IL 131	Dugdale	North Chicago	109	50	10	10	0	9	4	0	5	0	10	0	10	5	10	8	7	15	7500
Bradley Rd	IL 176	I-94	Green Oaks	108	50	1	0	1	9	4	5	0	15	11	3	8	0	10	5	7	8	4050
Washington	Atkinson		Grayslake	102	50	10	10	0	12	7	5	0	5	8	8	0	5	0	5	7	61	30700
Forest Ave	Oak	Grand	Fox Lake	88	50	1	0	1	9	4	0	5	15	8	0	8	0	0	0	5	5	2400
Brandywyn/Thompson	Stage 3		Buffalo Grove	86	50	20	20	0	4	4	0	0	5	0	0	0	0	0	0	7	9	4500
Oak	US 12	Forest	Fox Lake	85	50	0	0	0	9	4	0	5	15	8	0	8	0	0	0	3	3	1300
Westleigh	IL 43		Lake Forest	76	0	21	20	1	17	7	5	5	5	18	8	10	0	0	8	7	39	19600
Bank Lane	*Sheridan Rd*	*Washington Ave*	*Highwood*	67	50	6	5	1	0	0	0	0	0	0	0	0	0	10	0	1	1	322
Checker Rd	Arlington Heights Rd	Farrington Rd	Buffalo Grove	66	50	0	0	0	4	4	0	0	5	0	0	0	0	0	0	7	10	4900
Checker Rd	Farrington Rd	IL 83	Buffalo Grove	66	50	0	0	0	4	4	0	0	5	0	0	0	0	0	0	7	10	4900

THE INVEST IN AMERICA ACT

FOR THE PEOPLE

H.R. _____, "INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT"

SECTION BY SECTION SUMMARY

June 3, 2020

DIVISION A – COVID-19 RESPONSE AND RECOVERY

Sec. 101. Extension of Federal surface transportation programs.
Extends Fiscal Year (FY) 2020 enacted levels for Federal-aid highway, transit, and safety programs through FY21. Provides additional administrative expenses out of the Highway Trust Fund for FHWA and NHTSA and out of the General Fund for FTA.

Sec. 102. Federal Highway Administration.
Authorizes an additional $14.742 billion in contract authority from the Highway Account above FY20 levels, provides an equal amount of obligation authority to be distributed with these funds, and distributes these amounts according to existing formulas. Funds made available under this section may be used for the broadest construction eligibilities under the Federal-aid highway program, as well as for transportation-related administrative expenses, including salaries and benefits. Allows any highway funds obligated in FY21 to be up to 100 percent Federal share, except for obligations under the Nationally Significant Freight and Highway Projects (INFRA), the TIFIA program, or advanced construction. Distributes the funds among States, Tribes, Puerto Rico, the Territories, and Federal land management agencies in the proportion to their share of total FY20 authorized funds. Suballocates the funds made available to the States in the same proportion as the total funds apportioned to the States in FY20 were suballocated. Any obligation authority that remains available at the end of the fiscal year will be redistributed to the States in August redistribution. Provides additional transparency and oversight for the INFRA program and any funds obligated on administrative expenses. Exempts funds obligated on administrative expenses from transportation planning requirements.

Sec. 103. Federal Transit Administration.
Authorizes an additional $5.79 billion in contract authority from the Mass Transit Account above FY20 levels and allows funds obligated in FY21 to be up to 100 percent Federal share. Distributes funds through the 5307, 5310, and 5311 programs in the same ratio as such funds were provided in FY20. Allows funds to be used for both capital and operating expenses, including the purchase of personal protective equipment and paying for administrative leave costs due to reductions in service. Requires transit agencies to use these funds, to the maximum extent possible, for payroll and provision of public transit service. Increases the base authorization for the Capital Investment Grants (CIG) program by $958 million above FY20 levels and provides an additional authorization for such sums as may be necessary through an emergency CIG authorization to allow project

sponsors to increase their Federal share to account for lost local revenue sources due to COVID-19. Provides authority for CIG project sponsors to defer to later years their local share payments. Waives the application of the Rostenkowski test to the Mass Transit Account for FY21.

Sec. 104. National Highway Traffic Safety Administration.
Provides an additional $244.5 million in contract authority in FY21 for NHTSA highway safety programs. Provides that activities carried out in FY21 shall at 100 percent Federal share and extends the period of availability for funds that would otherwise expire in FY21 by one year.

Sec. 105 Federal Motor Carrier Safety Administration.
Provides an additional $209.9 million in contract authority FY21 for FMCSA motor carrier safety programs. Allows FMCSA to provide financial assistance to States for carrying out motor carrier safety activities in FY21 at a Federal share of up to 100 percent, to waive maintenance of effort requirements in FY21, and to extend the period of availability for grant funds by one year.

Sec. 106. Definitions.
Provides definitions for Division A.

DIVISION B – SURFACE TRANSPORTATION REAUTHORIZATION

TITLE I—FEDERAL-AID HIGHWAYS

Subtitle A—Authorizations and Program Conditions

Sec. 1101. Authorization of appropriations.
Authorizes $257.4 billion in contract authority for FY22 through FY25 for the Federal-aid highway program. Reauthorizes U.S. DOT's Disadvantaged Business Enterprise program.

Sec. 1102. Obligation limitation.
Provides obligation authority to match the contract authority authorized for FY22 through FY25. Makes the Federal Land Transportation Program under 23 USC 203 exempt from obligation limitation to ensure Federal land management agencies can enter into contracts at the beginning of the fiscal year. Ensures that Tribes, territories, and Puerto Rico receive a dollar of obligation authority for every dollar of contract authority authorized.

Sec. 1103. Definitions and statement of policy. [23 USC 101]
Adds new definitions to 23 USC 101. Incorporates new Departmental policy goals for safety, climate change, resilience, and environmental protection.

Sec. 1104. Apportionment. [23 USC 104]
Establishes the distribution formulas for the nine Federal-aid highway programs apportioned to States– the National Highway Performance Program (NHPP), the Surface Transportation Program (STP), the Highway Safety Improvement Program (HSIP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the National Highway Freight Program (NHFP), metropolitan planning, the railway crossing program, the Predisaster Mitigation Program (PDM), and the Carbon Pollution Reduction Program.

Sec. 1105. Additional deposits into Highway Trust Fund. [23 USC 105]
Extends a provision to allow any additional sums deposited into the Highway Trust Fund to be distributed through existing statutory formulas without a need for further authorization and ensures that set-asides are included in this calculation.

Sec. 1106. Transparency. [23 USC 104(g); 106]
Revises the reporting requirements in 23 USC 104(g) to ensure the Federal Highway Administration (FHWA) publishes programmatic and project-level information about the Federal-aid highway program online in a user-friendly format. Project-level information includes detailed data on the cost, funding source, status, and location of all projects funded under title 23 with a total cost of over $5 million. In addition, the website must provide an interactive map searchable by project number, State, and Congressional district.

Revises 23 USC 106 to ensure transparency and accountability in the Federal-aid highway program. Provides additional technical assistance to States and subrecipients to ensure that Federal requirements are met. Establishes guardrails to ensure that Federal-State funds exchange programs do not circumvent labor and Buy America requirements. Ensures that major projects carried out through a public private partnership conduct an analysis demonstrating that the procurement process provides the best value for money. Establishes additional oversight of "megaprojects" with a cost of over $2 billion, including the establishment of an independent peer review group to monitor the progress of the project and provide project reports to the Secretary. Requires that all Special Experimental Projects be subject to public notice, an opportunity to comment, and Congressional reporting for any activities conducted under this authority.

Significantly strengthens accountability and oversight of discretionary grant programs authorized under the bill. Requires that project selection be based on data driven determinations, quantified, and documented. Provides all unsuccessful grant applicants with an opportunity to be debriefed by the Department. Ensures that Congress receives and is given the opportunity to review the proposed list of grant awards and the basis of selections prior to award of grant funds.

Sec. 1107. Complete and context sensitive street design. [23 USC 109]
Revises roadway design standards under 23 USC 109 to require consideration of all users of the transportation facility, including pedestrians, bicyclists, public transit users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. Instructs project sponsors to design in a manner that is tailored to the context of that facility, rather than a "one size fits all" approach.

Ensures that the plans and specifications for all Federal-aid highways take into consideration context sensitive design principles. Requires the Secretary to publish guidance outlining context sensitive design, including providing model policies and procedures that States and other project sponsors can use when adopting their plans to implement context sensitive design principles.

Replaces the requirement that Interstate design accommodate strict 20-year traffic forecasts on the Interstate, and instead allows States to focus on the existing and future operational performance of the facility. Requires the Secretary, in consultation with AASHTO, to approve design standards for the National Highway System (NHS) that take into consideration context sensitive design principles and authorizes design flexibility for local governments for Federal-aid projects off the NHS.

Sec. 1108. Innovative project delivery Federal share. [23 USC 120]
Increases the Federal share for projects that use innovative materials or processes that reduce greenhouse gas emissions.

Sec. 1109. Transferability of Federal-aid highway funds. [23 USC 126]
Limits the transferability of Transportation Alternatives Program (TAP) funds unless the State runs a competition and is unable to distribute the suballocated funds. Limits the transferability of railway crossing program funds unless the State demonstrates that it has met all its needs for the installation of protective devices at railway highway grade crossings.

Limits transfer out of programs related to carbon pollution reduction and air quality but maintains flexibility by allowing up to 50 percent of apportioned contract authority per year to be transferred between the Carbon Pollution Reduction Program and CMAQ.

Sec. 1110. Tolling. [23 USC 129]
Ensures, by reinstating a requirement for tolling agreements with FHWA, that project sponsors seeking to institute tolls on any Federal-aid highway project or for conversion of any part of the NHS (including the Interstate) consider the following factors: congestion and air quality impacts on both the toll facility and non-tolled routes onto which traffic might be diverted; planned investments to improve public transportation or other non-tolled alternatives in the corridor; environmental justice and equity impacts; impacts on freight movement; and economic impacts. Ensures that public transportation vehicles and intercity buses can use new toll facilities without paying a toll. Requires that any new toll facilities provide for electronic interoperability with other providers in the region.

Repeals the Value Pricing Pilot and Interstate System Reconstruction and Rehabilitation Pilot programs, and provides mainstream authority for congestion pricing, subject to the considerations above, as well as impacts on congestion on the facility, adjacent routes, and the corridor to ensure that any planned investments in operational improvements or in alternate travel options reduce congestion in the corridor.

Strengthens the limitations on surplus revenues to ensure that any additional funds must be used within the corridor to improve operations or capacity of public transportation, operational improvements, or other alternatives to the tolled facility. Allows toll revenues to be used to fund toll rebate programs for commuters with no reasonable alternative to the toll facility. Toll revenues may only be invested outside the corridor if all the needs of both the facility and the corridor have been met.

Sec. 1111. HOV facilities. [23 USC 166]
Ensures that only low emission single occupancy vehicles can utilize HOV lanes.

Sec. 1112. Buy America. [23 USC 313]
Ensures a transparent public process before waiving Buy America requirements. Strengthens existing domestic content requirements by requiring the Secretary to reevaluate any standing nationwide waivers every five years, including the manufactured products waiver, to determine whether those waivers remain necessary. Codifies longstanding Congressional reporting requirements.

Subtitle B—Programmatic Infrastructure Investments

Sec. 1201. National highway performance program. [23 USC 119]
Revises the NHPP to emphasize state of good repair needs identified in the transportation asset management plan before constructing new highway capacity. States must also consider whether an operational improvement or transit project would be more cost-effective than a capacity expansion for single occupancy vehicles. Any new capacity project must support the achievement of the State's performance targets.

Adds eligibilities for resilience improvements, natural infrastructure, evacuation routes, reducing carbon pollution, and wildlife crossings and requires States to consider climate change when preparing their transportation asset management plans.

Sec. 1202. Increasing the resilience of transportation assets. [new 23 USC 124]
Revises sections 134 and 135 of title 23 to require the Metropolitan Planning Organization (MPO) and State-prepared long-range transportation plans to include strategies to mitigate and reduce climate impacts and a vulnerability assessment of critical transportation assets, evacuation routes, and facilities repeatedly damaged by disasters. The MPO and State must identify projects to address identified vulnerabilities, and these projects are eligible for funding under the newly established pre-disaster mitigation program.

Establishes a pre-disaster mitigation program under 23 USC 124, which receives $6.25 billion in apportioned funds over the life of the bill for resilience projects identified in the State and MPO vulnerability assessments. Construction of resilience improvements, including construction of natural infrastructure or protective features, are eligible on any existing highway or transit asset eligible under titles 23 or 49. In addition, funds can be used to relocate or construct alternatives to transportation infrastructure that are repeatedly damaged by extreme weather events, or to address current and future vulnerabilities to evacuation routes designated in an MPO or State's vulnerability assessment. Projects eligible for funding under this section must be designed to ensure resilience over the life of the facility and take into consideration current and projected changes in flooding based on climate science and projected land use.

Sec. 1203. Emergency relief. [23 USC 125]
Clarifies that cost-justified resilience improvements are eligible for Emergency Relief (ER) funding. Ensures that wildfires are covered under the definition of natural disaster. Gives eligible entities additional time after a disaster to carry out an ER project.

Sec. 1204. Railway crossings. [23 USC 130]
Establishes a standalone railway crossing program, based on the railway-highway grade crossing set aside, raising the overall level of investment in safety projects under the bill. Requires railroads to contribute the share for projects that provide a benefit to the railroad. Expands eligibilities to include projects to mitigate lost access from a crossing closure and strategies to prevent or reduce trespasser fatalities and injuries along railroad rights-of-way. Allows railway crossing funds to be used toward the cost of projects selected for the Federal Railroad Administration's Consolidated Rail Infrastructure and Safety Improvements discretionary grant program. Requires the Government Accountability Office to assess the effectiveness of the railway crossing program. Emphasizes Congressional intent that U.S. DOT should coordinate Departmental efforts to reduce trespasser deaths at railroad rights-of-way.

Sec. 1205. Surface transportation program. [23 USC 133]
Adds eligibilities for resilience improvements, natural infrastructure, reducing carbon pollution, bus frequency and ridership enhancement projects, and wildlife crossings. In addition to existing off-system eligibilities, allows for investment on certain local roads and rural minor collectors.

Revises the suballocation to four population bands: 200,000 and above; 50,000-200,000; 50,000-5,000; and under 5,000. Provides for additional transparency and coordination requirements for suballocated funds to ensure that local governments receive their equitable share of funds based on population. Establishes a technical assistance program for areas with a population of 200,000 and above to ensure efficient project delivery and facilitate compliance with applicable requirements. Such technical assistance can include a State DOT liaison to help local governments carry out Federal aid highway projects.

Increases the off-system bridge set-aside to 20 percent of STP funds made available in any area of the State for FY20, which will provide an approximately $1 billion investment annually in off-system bridges. A State can receive an exemption from this requirement if it can demonstrate insufficient off-system bridge rehabilitation needs to justify the expenditure. Amounts expended under the off-system bridge set-aside can be used to meet a State's minimum bridge investment requirement under 23 USC 144(l).

Sec. 1206. Transportation alternatives program. [23 USC 133(h)]
Provides funding for the Transportation Alternatives Program (TAP) as a 10 percent set-aside out of STP. Increases the share of the program's funds that must be suballocated to areas of the State based on population from 50 percent to 66 percent. A State may suballocate up to 100 percent of its TAP funding if certain conditions are met and upon approval of the Secretary. Boosts the recreational trails set-aside in proportion to the increase for TAP.

Lists eligibilities under the program directly in 23 USC 133(h), and adds vulnerable road user safety planning as an eligibility. Adds metropolitan planning organizations that serve urbanized areas with a population of 200,000 or fewer as eligible recipients. Allows a State DOT to carry out TAP projects at the request of any other eligible applicant. Allows a State to set aside up to five percent of the program's funds to assist project sponsors with improving their applications and expediting project delivery.

Allows a State to use HSIP funds to cover the non-Federal share of the cost of a TAP project, and places restrictions on the ability of the State to transfer TAP funds out of the program. Provides flexibility for a State to meet the non-Federal match on a multiple-project or programmatic basis.

Sec. 1207. Bridge investment. [23 USC 144]
Streamlines bridge project delivery by removing the prohibition against using multiple sources of Federal funding for one bundle of bridge projects and allows the bundling of bridge resiliency projects. Creates a new minimum bridge investment requirement that ensures States spend no less than 20 percent of their two largest apportioned programs on bridge repair and rehabilitation projects. Provides States with flexibility to meet that goal over the four-year period from FY22 through FY25.

Establishes program goals that include improving state of good repair for bridges; improving the safety, efficiency, and reliability of bridges; and reducing the number of bridges in poor condition, or

at risk of falling into poor condition, that do not meet current geometric design standards, or that are insufficient to meeting load or traffic requirements. Includes projects such as seismic retrofits, corrosion control, systematic preventative maintenance, bridge inspections, and bridge resiliency and natural infrastructure as eligible projects towards the minimum bridge investment requirement.

Requires the Secretary to annually issue a bridge investment report detailing State-by-State expenditure of Federal funding on bridge projects.

Sec. 1208. Construction of ferry boats and ferry terminal facilities. [23 USC 147]
Amends the authorization for ferry boats and related infrastructure, which receives a 50 percent increase under section 1101.

Sec. 1209. Highway safety improvement program. [23 USC 148]
Revises HSIP to require each State, in consultation with regional and local partners, to establish a vulnerable road user safety assessment as part of its strategic highway safety plan. This assessment will identify corridors and hot spots that pose a high risk to bicyclists and pedestrians. It will further require States to develop a program of projects or strategies to reduce identified safety risks. States with high levels of bicyclist and pedestrian serious injuries and fatalities per capita will be required to undertake projects, from their STP funds, to address these identified safety issues. Makes vision zero planning under section 1601 an eligible HSIP expense.

Amends strategic highway safety plan requirements to take into consideration a multimodal approach to safety. The plan must take into consideration a "safe system approach" to roadway design that incorporates the likelihood of human error in order to prevent fatalities. Requires the State strategic highway safety plan to take tribal safety planning processes into consideration. Provides additional flexibility to use a data-driven, multidisciplinary approach to reducing fatalities and serious injuries and empowers each State to develop a program of projects to address its unique safety needs. Restores the ability, rescinded in MAP-21, to use up to 10 percent of a State's HSIP funds for public awareness, education, and other non-infrastructure efforts.

Ensures that penalties and set-asides do not divert from safety needs identified in the State strategic highway safety plan. Replaces the railway-highway grade crossing set-aside, which was a 10 percent takedown of HSIP, with a standalone railway crossing program under 23 USC 130. Provides additional flexibility for States to meet any special rule obligation requirements within a two-year window, rather than within the fiscal year, to ensure that States have adequate time to plan and program the best projects.

Strengthens the emphasis on high risk rural roads by increasing total investment in rural roads while reducing variances among the States that trigger the special rule to provide States with more certainty when planning these projects. Requires FHWA update guidance on rural road safety.

Sec. 1210. Congestion mitigation and air quality improvement program. [23 USC 149]
Adds eligibility for shared micromobility projects, including bikeshare and shared scooters. Adds eligibility for projects to mitigate seasonal or temporary traffic congestion from travel or tourism. Amends the program's clean vehicle provisions to include hydrogen fueling stations as an eligible activity. Modifies the eligibility of program funds to be used for operating assistance, including providing additional assistance for projects that continue to demonstrate net air quality benefits.

Sec. 1211. Electric vehicle charging stations. [23 USC 155]
Requires electric vehicle charging stations that receive title 23 funds to be usable by the majority of EV drivers and accessible to all members of the public.

Sec. 1212. National highway freight program. [23 USC 167]
Revises the program's goals to include further consideration of environmental and equity impacts. Provides for additional critical rural freight corridor and critical urban freight corridor mileage for States that have used at least 90 percent of their currently allotted mileage. Eliminates program eligibility restrictions for States with higher percentages of the primary freight network mileage. Removes the cap on funding multimodal freight projects, provided that the projects contribute to the efficient movement of goods on the National Freight Network.

Sec. 1213. Carbon pollution reduction. [new 23 USC 171]
Creates a new carbon pollution reduction apportionment program. Provides broad flexibility to the States to fund projects eligible under title 23 or chapter 53 of title 49, provided that the projects reduce greenhouse gas emissions. Includes eligibility for intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads. Allows States to use up to 10 percent of funds for operating costs of public transportation, intercity passenger rail, and transportation systems management and operations projects. Requires the Secretary to annually evaluate carbon dioxide emissions per capita on public roads in each State and issue an accompanying progress report. States that achieve the most significant reductions in carbon dioxide emissions will receive additional flexibility in project Federal share and program transferability. States making the least progress in emissions reduction are required to dedicate additional Federal funds to projects that will reduce emissions. The Secretary, in consultation with the Environmental Protection Agency, will periodically issue a report detailing which types of projects eligible under this section prove most effective in reducing carbon pollution.

Sec. 1214. Recreational trails. [23 USC 206]
Allows project sponsors to apply recreational trails program requirements to trails projects funded with any apportioned program dollars, to facilitate more efficient project delivery.

Sec. 1215. Safe routes to school program. [23 USC 211]
Codifies elements of the Safe Routes to School (SRTS) program enacted in section 1404 of SAFETEA-LU. Projects under this section are eligible for funding under the Transportation Alternatives Program and the Highway Safety Improvement Program. Expands eligibility under SRTS to include high schools. Removes the 30 percent non-infrastructure project cap to provide additional flexibility to project sponsors.

Sec. 1216. Bicycle transportation and pedestrian walkways. [23 USC 217]
Clarifies that electronic micromobility devices, including scooters, can be used on a bicycle transportation facility similar to electric bicycles and tricycles, subject to State and local safety regulations.

Subtitle C—Project Level Investments

Sec. 1301. Projects of national and regional significance. [23 USC 117]
Establishes a Projects of National and Regional Significance (PNRS) program, which provides more than $9 billion over the life of the bill for large highway, transit, and passenger and freight rail

projects that reduce congestion on roadways and that cannot be funded through annual apportionments or other discretionary sources. Includes the authority for the Secretary to award large grants over multiple years. Directs the Secretary to make grant selections based on merit criteria specified in statute, including the extent to which a project contributes to a state of good repair; cost savings generated by the project over the life of the asset; safety, mobility, economic, resilience, and environmental benefits generated by the project; benefits to all users of the project; and the average number of people or volume of freight supported by the project. The Secretary is also directed to consider whether the project serves an area of persistent poverty; the degree to which the project utilizes innovative technologies or construction techniques; and whether the project improves connectivity between modes of transportation.

Sec. 1302. Community transportation investment grants. [new 23 USC 173]
Establishes a $600 million per year grant program to support local investments in projects to improve safety, state of good repair, accessibility, and environmental quality through infrastructure investments. Sets aside a minimum of 25 percent of program funds for projects in rural communities.

Requires the Secretary to evaluate projects on their benefits to transportation safety, including reductions in traffic fatalities and serious injuries; to state of good repair, including improved condition of bridges and pavements; to transportation system access, including improved access to jobs and services; and in reducing greenhouse gas emissions, and to rate each project based on these criteria. Allows the Secretary to use different weighting of these criteria based on project type, population served by the project, and other context-sensitive considerations. Instructs the Secretary to compare each project's benefits with its costs, rank projects based on that comparison, and to select grant recipients from among those projects ranked most highly.

Requires the Secretary to make public information on the evaluation and rating process prior to issuing a notice of funding opportunity. Requires the Secretary to submit to Congress the ratings and rankings of all projects, and a list of all projects being considered by the Secretary to receive an award, prior to making such award.

Sec. 1303. Grants for electric vehicle charging and hydrogen fueling infrastructure to modernize and reconnect America for the 21st century. [23 USC 151]
Establishes a $350 million annual competitive grant program to deploy electric vehicle charging and hydrogen fueling infrastructure. The program will prioritize projects that demonstrate the highest levels of carbon pollution reductions and that are installed on designated alternative fueling corridors. Electric vehicle charging stations installed under this section must be usable by the majority of electric vehicle drivers and accessible to all members of the public. Requires FHWA, in consultation with the Department of Energy, to provide guidance on the deployment of alternative fueling infrastructure.

Sec. 1304. Community climate innovation grants. [new 23 USC 172]
Establishes a new $250 million per year competitive grant program to support local investments in innovative strategies to reduce greenhouse gas emissions. Provides broad flexibility to grantees to fund projects eligible under title 23 or chapter 53 of title 49, provided the project reduces greenhouse gas emissions. Includes eligibility for intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads. Prioritizes projects that show the most promise in reducing greenhouse gas emissions, and provides further consideration for a

project's cost-effectiveness, provision of diverse transportation choices, accessibility, equity and environmental justice impacts, benefits to low-income communities, and use of innovative materials.

Sec. 1305. Metro performance program.
Provides $750 million over the life of the bill for direct allocations to MPOs to advance locally-selected projects. Authorizes the Secretary to designate a high-performance tier of MPOs based on technical capacity to manage Federal-aid highway funds. Provides between $10 and $50 million per year for the MPOs designated. Projects are subject to all Federal-aid highway requirements, including environmental laws, labor projections, and Buy America. Participating MPOs will report annually on the status of the program and the projects advanced with program funds to FHWA, and FHWA will report to Congress on the lessons learned from the program and provide recommendations on ways to improve suballocation of Federal-aid highway funds under STP.

Sec. 1306. Gridlock reduction grants.
Establishes a $250 million grant program to reduce traffic gridlock in large metropolitan areas. Supports projects to reduce and mitigate the adverse impacts of traffic congestion; make better use of existing capacity; and employ innovative, integrated, and multimodal solutions to reducing gridlock. Includes eligibility for intelligent transportation systems, real-time traveler information, transportation demand management, and multimodal solutions. Dedicates half of program funds for freight-specific projects including first-mile and last-mile delivery solutions, use of centralized delivery points, curb space management, and real-time freight parking and routing. Prioritizes projects in areas that are experiencing a high degree of recurrent congestion. Requires the Secretary to report on recommendations and best practices following the implementation of projects.

Sec. 1307. Rebuild rural grants.
Establishes a $250 million grant program to support infrastructure investment in rural communities. Focuses on projects that will improve transportation safety, including on high-risk rural roads, on Federal lands, and at vehicle-wildlife crossings; improve state of good repair, including on off-system bridges; and improve access to jobs and services in support of rural economies. Includes consideration for projects that coordinate transportation projects in the highway right-of-way with proposed broadband infrastructure.

Sec. 1308. Parking for Commercial Motor Vehicles.
Establishes a $250 million grant program to address the shortage of parking for commercial motor vehicles to improve the safety of commercial motor vehicle drivers.

Sec. 1309. Active transportation connectivity grants.
Establishes a $250 million grant program to support infrastructure investment in connected active transportation networks. Supports the development of active transportation networks to connect points within a community, and active transportation spines to connect communities to one another. Supports the development of complete streets and the use of safe systems approaches to enhance safety for vulnerable road users. Includes considerations for the environmental justice and equity impacts of a project and the extent to which the project improves connectivity to public transportation.

Subtitle D—Planning, Performance Management, and Asset Management

Sec. 1401. Metropolitan transportation planning. [23 USC 134]
Requires MPOs to consider carbon pollution and emissions reduction, climate change, resilience, and hazard mitigation throughout the planning process. Adds additional planning considerations for accessibility and equity, including a holistic look at housing and land use policies. Consistent with Section 1403, incorporates performance-based planning and transportation system access into project selection.

Revises the MPO designation and consultation processes to facilitate better regional coordination. Membership of newly designated or redesignated MPOs must reflect the population of the area, while ensuring continuity for existing MPOs. Clarifies that MPOs can use electronic platforms to solicit public feedback during the planning process. Such electronic outreach is in addition to, not in lieu of, public meetings.

Sec. 1402. Statewide and nonmetropolitan transportation planning. [23 USC 135]
Makes similar resilience and climate-related changes as detailed under section 1401 to statewide planning. Requires States to consider carbon pollution and emissions reduction, climate change, hazard mitigation, and resilience throughout the planning process. Adds additional planning considerations for accessibility and equity, including a holistic look at housing and land use policies.

Emphasizes the importance of a performance-based project selection approach. Requires U.S. DOT to submit an updated edition of the performance-based planning and programming report to Congress once every four years to provide recommendations for ways to improve performance-based planning. Consistent with section 1403, incorporates performance-based planning and transportation system access into project selection. Clarifies that States can use electronic platforms, such as social media, to solicit public feedback during the planning process. Such electronic outreach is in addition to, not in lieu of, public meetings.

Sec. 1403. National goals and performance management measures. [23 USC 150]
Requires U.S. DOT to establish new performance measures for greenhouse gas emissions and transportation system access. Section 150(d)(3) prohibits States from setting regressive targets related to safety and carbon pollution reduction.

The transportation system access measure leverages modern data tools to improve the way States and MPOs assess the level of safe, reliable, and convenient access to jobs and services (including shopping, healthcare, childcare, education and workforce training, and financial institutions). Considers the level of access for various modes of travel. Establishes a working group of State, local, and non-governmental experts to advise U.S. DOT on the establishment of the measure. Requires the Secretary to acquire, using research funds, transportation system access data sets and analytical tools to facilitate the implementation of requirements under this section.

Sec. 1404. Transportation demand data and modeling study.
Requires the Secretary to compare observed data to transportation demand forecasts from a sampling of States and MPOs. These comparisons will examine traffic count, mode share, public transit ridership, and vehicle occupancy data in order to inform future planning and forecasting and evaluate the impacts of transportation investments on transportation demand. Requires the Secretary

to publish best practices and guidance on forecasting and transportation demand management strategies that most effectively reduce congestion travel times and carbon pollution.

Subtitle E—Federal Lands, Tribes, and Territories

Sec. 1501. Territorial and Puerto Rico highway program. [23 USC 165]
Significantly increases the amount of funds for the Territorial and Puerto Rico highway program, providing $100 million per year for territories and $210 million per year for Puerto Rico from the Highway Trust Fund.

Sec. 1502. Tribal transportation program. [23 USC 202]
Under section 1101, the bill significantly increases funding levels for the Tribal Transportation Program (TTP), providing $800 million per year for the program out of the Highway Trust Fund. Expands eligibility under the Tribal Transportation Bridge Program to allow construction of new bridges. Expands eligibility for safety projects under the TTP to include projects that educate the public and increase awareness concerning highway safety matters and to better enforce highway safety laws in tribal nations.

Sec. 1503. Tribal high priority projects.
Provides $50 million annually out of the Highway Trust Fund for a reestablished grant program that was authorized in MAP-21, but never funded, to award grants to the highest priority project for tribes whose annual transportation funding is insufficient. Provides emergency relief to tribes who cannot access other emergency relief funds and sets a maximum grant award of $5 million.

Sec. 1504. Federal lands transportation program. [23 USC 203]
Under section 1101, the bill significantly increases funding levels for the Federal Lands Transportation Program, providing $550 million per year out of the Highway Trust Fund for the program. The bill also provides an additional $345 million per year out of the Highway Trust Fund for the Federal Lands Access Program. Allows the head of a Federal agency that owns a transportation facility to request assistance from a State in paying the project costs when a high-commuter corridor (defined as a transportation facility administered by a Federal agency that has average annual daily traffic of not less than 20,000 vehicles) within that State is in need of repair.

Sec. 1505. Federal lands and tribal major projects program. [23 USC 208]
Transforms the Nationally Significant Federal Lands and Tribal Projects Program into the Federal Lands and Tribal Major Projects program, codifies it, and provides an annual authorization of $400 million from the Highway Trust Fund under Section 1101. Expands project eligibility and eligible uses of funds to allow for preconstruction activities. Lowers the minimum project cost threshold to $12.5 million for Federal lands projects and $5 million for tribal projects. Increases Federal cost share to 100 percent for tribal projects and requires program funds to be split 50-50 between tribal and Federal lands projects.

Sec. 1506. Office of Tribal Government Affairs.
Establishes an Office of Tribal Government Affairs within U.S. DOT and creates a new Assistant Secretary for Tribal Government Affairs position. The Office and the Assistant Secretary will oversee administration of the Tribal Transportation Self Governance Program, policies and programs serving Indian Tribes and Tribal Organizations, and will provide technical assistance to tribes.

Sec. 1507. Alternative contracting methods. [23 USC 201]
Allows tribes and Federal land management agencies to use the same alternative contracting methods available to States.

Sec. 1508. Divestiture of Federally-owned bridges.
Authorizes the transfer of Federally-owned bridges from the Bureau of Reclamation to a State, provided the State concurs; an agreement from the State to operate and maintain the bridge; compliance with all applicable Federal laws; and a joint notification by the Bureau and the State to the Secretary of Transportation prior to the transfer of ownership. Specifies that the Bureau is not required to transfer ownership of the land on which the bridge is located or any adjacent lands but requires the Bureau to provide access for the State for the purposes of construction, maintenance, and bridge inspections.

Subtitle F—Additional Provisions

Sec. 1601. Toward zero deaths.
Provides for the establishment of vision zero plans to significantly reduce or eliminate transportation related fatalities and serious injuries within a specified timeframe, but not to exceed 20 years. The vision zero plan includes a complete streets prioritization plan to ensure safe, accessible, and connected active transportation networks. Allows local governments, MPOs, or regional transportation planning organizations to use HSIP or STP funds for these purposes. A vision zero plan may include a complete streets prioritization plan that identifies a list of projects to provide safe and convenient active transportation access to jobs, housing, and other essential services.

Sec. 1602. Speed limits.
Requires the Secretary to revise the Manual on Uniform Traffic Control Devices (MUTCD) to require States and local governments to use a "safe systems approach" to setting speed limits, consistent with NTSB recommendations. Requires the Secretary to update and report on the implementation progress of the Department's Speed Management Program Plan.

Sec. 1603. Broadband infrastructure deployment.
Updates the deadline by which U.S. DOT is required to issue regulations to ensure the coordination of projects within the highway right-of-way with broadband infrastructure deployment projects. Modifies the content of these regulations to ensure that interested broadband entities are notified of projects in the highway right-of-way on which Federal funds will be expended in the coming year. Creates a Dig Once Funding Task Force to estimate the cost of a nationwide "dig once" requirement, and to propose and evaluate options for funding such a requirement.

Sec 1604. Appalachian Development Highway System funding flexibility.
Allows States with remaining unspent Appalachian Development Highway System program funds to use those funds for projects eligible under the STP.

Sec. 1605. Stormwater best management practices.
Authorizes U.S. DOT and EPA to commission a Transportation Research Board study of stormwater runoff best practices and to report to Congress on the results not later than 18 months after enactment. Requires the Department to update best management practices on stormwater runoff.

Sec. 1606. Pedestrian right-of-way.
Requires the U.S. Access Board to finalize guidelines setting minimum accessibility standards for pedestrians in the public right-of-way. Requires such guidelines to be substantially similar to the notice of proposed rulemaking published on July 26, 2011, titled "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way" and the supplemental notice of proposed rulemaking published on February 13, 2013, titled "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way; Shared Use Paths." Requires U.S. DOT to issue corresponding regulations following the issuance of the guidelines.

Sec. 1607. Highway formula modernization report.
Requires FHWA, in consultation with the American Association of State Highway Transportation Officials, to provide recommendations on how to revise the apportionment methodology under 23 USC 104 to best achieve the goals of the Federal-aid highway program. The report will consider whether the apportionment factors established in SAFETEA-LU, the performance goals and measures under 23 USC 150, or any other factors would yield a more data-driven or equitable apportionment of funding. In addition, FHWA will consult with the EPA to determine whether the CMAQ apportionment formula best achieves the air quality goals under 23 USC 149.

Sec. 1608. Consolidation of programs.
Increases funding for operation lifesaver, work zone safety grants, the national work zone information safety clearinghouse, and the public road safety clearinghouse. Clarifies that these amounts are available at 100 percent Federal cost share.

Sec. 1609. Student outreach report to Congress.
Requires the Secretary to report on U.S DOT's efforts to encourage students to pursue careers in the surface transportation sector.

Sec. 1610. Task force on developing a 21st century surface transportation workforce.
Establishes a task force comprised of representatives from surface transportation industry sectors, labor, and other experts to develop recommendations and strategies to address surface transportation workforce needs and ways to increase representation of women and minorities in surface transportation careers.

Sec. 1611. On-the-job training and supportive services. [23 USC 140(b)]
Establishes transparency and reporting requirements for the On-the-Job Training and Supportive Services program. Requires States to develop annual statewide workforce development plans to identify and address workforce gaps and underrepresentation of women and minorities and to establish annual workforce development compacts with State workforce development boards and other appropriate agencies.

Sec. 1612. Work zone safety. [23 USC 504(e)]
Adds eligibility for States to use apportioned funds dedicated to workforce training and education on work zone safety training and certification for State and local employees as well as surface transportation construction workers.

Sec. 1613. Transportation education development program. [23 USC 504(f)]
Adds transparency and reporting requirements to track the program objectives of grant recipients and progress made toward developing new curricula and education programs to train individuals at all levels of the transportation workforce.

Sec. 1614. Working group on construction resources.
Establishes a Working Group consisting of State, local, and tribal officials and relevant industry stakeholders to assess the availability of certain transportation-related construction materials. The Working Group will report to the Secretary with any findings and recommendations to reduce the cost and environmental impacts of the transportation construction supply chain.

TITLE II—PUBLIC TRANSPORTATION

Subtitle A—Federal Transit Administration

Sec. 2101. Authorizations.
Authorizes $66.3 billion in contract authority for FY22 through FY25 for the Federal transit program. Creates a new set aside for administrative costs for Buy America.

Sec. 2102. Chapter 53 Definitions. [49 USC 5302]
Adds definitions for *resilience* and *assault on a transit worker*. Includes bike share under the definition for associated transit improvements. Amends the FTA Joint Development Program to remove the fair share revenue requirement for transit-oriented development projects that include 50 percent affordable housing. This is a higher threshold than other programs because FTA provides direct funding for Joint Development.

Sec. 2103. General Provisions. [49 USC 5323]
Provides transit agencies more flexibility to meet community needs with limited exemptions to the charter service rule. Requires transit agencies to respond to intercity and charter bus requests for reasonable access to public transit facilities within 75 days. Restores the ability to incorporate art into transit facilities. Creates a uniform and customer-friendly ADA complaint process.

Sec. 2104. Miscellaneous Provisions.
Increases Federal cost share to 90 percent for ADA accessibility in state of good repair projects. Treats the District of Columbia as a State in the high density States formula. Authorizes FTA to provide technical assistance on the impacts of a new census count. Ensures reimbursements continue in the event of a government shutdown. Requires transit agencies collect data on the assault of transit workers. Relaxes the phaseout of the Special Bus Rule to provide more flexibility.

Sec. 2105. Policies and Purposes.
Adds reductions in carbon emissions and improvements to resiliency to the purpose of a Federal transit program

Sec. 2106. Fiscal Year 2022 Formulas.
Ensures that transit data from fiscal year 2020 and impacted by COVID-19 will not be used in the calculation of transit formula apportionments.

Subtitle B—Improving Frequency and Ridership

Sec. 2201. Multi-jurisdictional bus frequency and ridership competitive grants. [49 USC 5308]
Creates a new competitive program, funded at $100 million annually, to increase bus frequency, ridership and total person throughput by redesigning urban streets and corridors to efficiently move transit vehicles in congested major urban areas. The program is structured to require a partnership between transit agencies and State or local government agencies responsible for roadways.

Sec. 2202. Incentivizing frequency in the urban formula. [49 USC 5336]
Replaces the current incentive formula based on low operating costs with a formula based on vehicles per hour during peak service in the highest 25 percent of routes by ridership. This will incentivize ridership rather than low-cost bus operations. This formula change begins in 2023, providing time to collect the data and improve frequency on the highest ridership routes.

Sec. 2203. Mobility Innovation. [49 USC 5316]
Creates a new flexible set of Federal rules for mobility on demand services integrated with mobility as a service. Transit agencies are allowed to shift urban, rural, and seniors and individuals with disabilities funding to this program to take advantage of the greater flexibilities and waivers. Retains basic requirements for safety, Buy America, and labor protections. Includes restrictions on single passenger trips and carbon and particulate emissions. Requires a negotiated rulemaking to bring the diverse stakeholders together to negotiate an open data standard necessary to bring the benefits of mobility on demand to more people.

Sec. 2204. Formula grants for rural areas. [49 USC 5311]
Revises the rural transit formula to increase the funding attributed to actual transit service. Provides flexibility to States for areas transitioning from rural to urban after a new census designation. Increases tribal rural funds by 80 percent, with $10 million for competitive grants and $45 million for tribal formula funds. Provides flexibility to fund continuous intercity bus service across state lines and requires public documentation of state certifications to waive the 15 percent of funds for intercity service. Clarifies that volunteer hours satisfy local cost share requirements for social service trips.

Sec. 2205. One-stop paratransit program. [49 USC 5310]
Creates a grant program to examine the costs and benefits of allowing flexibility in paratransit trips that allow one stop for certain needs like dropping children off at daycare or school or stopping briefly at the pharmacy, grocery store, or bank. The grant will cover reporting costs and costs associated with the extra stops.

Subtitle C—Buy America and Other Procurement Reforms

Sec. 2301. Buy America. [49 USC 5320]
Recodifies Buy America into section 5320, closes loopholes, removes bureaucratic burdens, clarifies waiver reporting requirements, and provides new incentives to boost domestic job production. Closes loopholes that allow waived components and components exceeding 70 percent domestic content to receive credit for 100 percent domestic content. Incentivizes higher domestic content by including final assembly costs into the domestic content calculation, providing an automatic 2.5 percent increase in domestic content if a zero-emission vehicle uses domestic battery cells, providing

a bonus of 10 percent of domestic content for any component that exceeds 70 percent, and providing a bonus of 15 percent of domestic content for any component that exceeds 75 percent.

Requires FTA to conduct rolling stock certifications to remove the burden from transit agencies, allows certifications to be used for multiple procurements, sets a standard for recertifications, and provides fair competition by ensuring certifications are consistently applied. The DOT Inspector General will provide annual audits of the program. Creates a refined waiver process for passenger vehicles, allowing automatic waivers for passenger vehicles that are domestically assembled and have a 60 percent domestic content as measured by the American Automobile Labeling Act. Requires FTA to review its bus and rail component and final assembly regulations to maximize domestic job creation and align with modern manufacturing techniques. Phases in the modifications of Buy America over a 5-year timeframe.

Sec. 2302. Bus Procurement Streamlining. [49 USC 5323(v)]
Requires bus procurements to use performance-based specifications in a procurement instead of specifying individual components.
Requires a negotiated rulemaking to establish a list of components and subcomponents that are waived from the performance-based specification requirement.

Sec. 2303. Bus Testing Facility. [49 USC 5318]
Puts the Secretary on a deadline to grant a manufacturer's request for testing, requires a public estimate of the backlog at the testing facility to begin a new bus test, and provides additional funds to expedite testing.

Subtitle D—Bus Grant Reforms

Sec. 2401. Formula Grants for Buses. [49 USC 5339(a)]
Provides $5 billion for FY22 through FY25. Provides $327 million for FY22 through FY25 to States for additional rural bus funds.

Sec. 2402. Bus facility and fleet expansion grants. [49 USC 5339(b)]
Provides $1.6 billion for FY22 through FY25. Modifies the competitive bus program to focus on large one-time needs for bus garages, bus stations, and fleet expansions. Grant considerations are limited to age and condition of facilities, resilience, and multimodal connections at stations.

Sec. 2403. Zero-emission bus grants. [49 USC 5339(c)]
Provides $1.7 billion for FY22 through FY25 and an average annual increase of 500 percent over FAST Act funding. Sets procurement minimums to ensure transit agencies are investing appropriately in zero-emission bus fleets and the necessary charging infrastructure. Directs the funding to areas of the largest need to resolve Clean Air Act compliance issues. Requires an agency plan for long term zero-emission bus needs and a fleet transition study.

Sec. 2404. Restoration to state of good repair formula subgrant. [49 USC 5339(d)]
Creates a subgrant, administered through the bus formula grant, that provides an increase in funding for transit agencies with the oldest buses. As these buses are replaced, the formula will automatically allocate funds to the agencies with the next oldest buses, creating a rolling funding increase that targets the agencies with the oldest buses.

Subtitle E—Supporting All Riders

Sec. 2501. Low-income urban formula funds. [49 USC 5336(j)]
Doubles the urban formula low-income set aside from 3 to 6 percent. Expands the formula to include an emphasis on the low-income population in urban census tracts with a poverty rate above 20 percent. Requires transit agencies to ensure they are serving low-income individuals.

Sec. 2502. Rural persistent poverty formula. [49 USC 5311(a)]
Sets aside $50 million a year, administered through the rural formula grant, but based on rural areas with persistent poverty counties, defined as a county with a poverty rate above 20 percent since 1990. Requires States to distribute these Federal funds to persistent poverty counties.

Sec. 2503. Demonstration grants to support reduced fare transit.
Creates a demonstration grant to provide for a reduced fare for low-income riders to help close transit equity gaps. Requires collaboration with a University Transportation Research Center to study the impacts of these demonstration grants.

Subtitle F—Supporting Frontline Workers and Passenger Safety

Sec. 2601. National transit frontline workforce training center. [49 USC 5314(b)]
Creates a training center modeled on the successful National Transit Institute, but with a frontline employee mandate. Establishes labor-management partnerships to provide standards-based training in maintenance and operations occupations. The focus will include developing training standards, local training partnerships, training for new technologies including zero-emission buses, and training on safety and emergency preparedness.

Sec. 2602. Public Transportation Safety Program. [49 USC 5329]
Expands the national safety plan to include driver assist technologies and driver protection infrastructure.

Expands the transit agency safety plan to include a focus on passenger and personnel injuries, assaults, and fatalities; a joint labor-management safety committee empowered to approve the safety plan; and a comprehensive frontline workforce training program on safety and de-escalation.

Sec. 2603. Automated vehicle transit workforce standards.
Prevents a transit agency from deploying an automated vehicle that duplicates, eliminates, or reduces the frequency of existing public transportation service. Requires transit agencies considering transit automated vehicles to develop a workforce development plan describing how the automated vehicle will affect transit workers. Ensures transit workers are given fair notice if their job is jeopardized by a transit automated vehicle.

Sec. 2604. Performance-based metrics. [49 USC 5329]
Establishes four performance-based safety metrics which can trigger a safety set-aside of up to 10 percent in Federal funds and directs those funds to projects that are likely to reduce injuries and fatalities.

Subtitle G—Transit-Supportive Communities

Sec. 2701. Transit-supportive communities. [49 USC 5328]
Establishes an Office of Transit-Supportive Communities to make grants, provide technical assistance, coordinate transit-housing policies across the Federal government, and incorporate strategies to promote equity for underrepresented and underserved communities.

The office will make grants available under the Transit Oriented Development Planning grant program, for eligible grantees who are designing or building a fixed guideway transit line, or serving an existing fixed guideway transit line, a station that is part of a fixed guideway transit system, or the immediate corridor surrounding a high-frequency transit line.

Sec. 2702. Property disposition for affordable housing. [49 USC 5334(h)]
Allows a grantee to transfer property no longer needed to a local government authority, non-profit, or other third party for the purpose of transit-oriented development and releases the Federal interest in that asset. Requires that at least 15 percent of the housing units in such a project be offered as affordable housing.

Sec. 2703. Affordable housing incentives in capital investment grants. [49 USC 5309]
Provides multiple incentives in the CIG ratings process if the project preserves or encourages higher density affordable housing near the project. Allows Economic Development Administration Public Works grants and Department of Housing and Urban Development Community Development Block Grants to be counted as part of the local share, provided that the funds are used in conjunction with an affordable housing development.

Subtitle H—Innovation

Sec. 2801. Mobility innovation sandbox program. [49 USC 5312(d)]
Authorizes Mobility on Demand research and ties it to the types of projects eligible under Section 5316 - Mobility Innovation.

Sec. 2802. Transit bus operator compartment redesign program. [49 USC 5312(d)]
Authorizes FTA research on redesigning bus driver compartments to improve driver visibility, expand driver functionality, and reduce driver assault.

Sec. 2803. Federal Transit Administration Every Day Counts initiative. [49 USC 5312(X)]
Establishes a new FTA Every Day Counts initiative, which currently exists within FHWA as a successful State DOT deployment program for innovative technologies and practices.

Sec. 2804. Technical corrections. [49 USC 5312]
Replaces research and deployment of "low-no" emission buses with zero-emission buses. Fixes several clerical errors.

Subtitle I—Other Program Reauthorizations

Sec. 2901. Reauthorization for capital and preventive maintenance projects for Washington Metropolitan Area Transit Authority. [PL 110-432, Division B, Title IV, Sec. 601]

Reauthorizes capital and preventive maintenance projects for WMATA and provides greater independence and a dedicated budget for the WMATA Inspector General.

Sec. 2902. Other Apportionments. [49 USC 5336]
Provides $245 million for FY22 through FY25 for passenger ferries. Increases the Small Transit Intensive Cities (STIC) program set-aside to 3 percent and provides a 3-year phase out for prior STIC recipients who no longer qualify under a new census designation.

Subtitle J—Streamlining

Sec. 2911. Fixed guideway capital investment grants. [49 USC 5309]
Reduces the bureaucratic burden within the Capital Investment Grant (CIG) approval process. The Federal approval process for a new transit project is burdensome in comparison to the Federal approval process for a new highway project. Modifications to the CIG program include:

- Small Starts: The Federal cost cap for small starts projects increases to $320 million and the total cost cap increases to $400 million, providing more small projects a streamlined approval process.
- Core Capacity: Adds station expansion eligibility to core capacity projects. Allows these projects to start planning additional capacity 10 years before the corridor reaches capacity.
- Engineering phase: Increases to 3 years the time projects have to move through the engineering phase.
- Project Development phase: Cost and risk assessments may not be required in the project development phase, but applicants may choose to do their own assessments and FTA can provide technical assistance.
- Federal Cost Share: Reestablishes an 80 percent CIG cost cap for all CIG projects. Replaces the requirement on FTA to minimize Federal cost share, with an option for a transit agency to choose a CIG cost share under 60 percent. Transit agencies that remain under 60 percent cost share are subject to less strenuous requirements for project approval by allowing the applicant to: determine the amount of the contingency funds; certify that local resources are available to continue running their current service; and secure only 75 percent of the local financial commitment to sign the Full Funding Grant Agreement (FFGA), with the remaining 25 percent budgeted, but not committed.
- Contingency Funds: For projects that seek the higher cost share, FTA will now provide 50 percent of the contingency amount required.
- Project Rating Incentives: Expands the use of incentives (warrants) for projects with a total cost under $1 billion or projects that selected the lower cost share. This allows more projects to get automatic ratings when they meet certain criteria.
- Transparency: Provides an opportunity for applicants to seek clarification, at several key stages of the approval process, of what information FTA still requires from the applicant to secure project approval. Requires FTA to create a publicly-accessible CIG dashboard to post monthly updates on the status of each CIG project in the approval process or under construction including the status of pending approvals.
- Congressional Notification: Reduces the number of days before a project can be signed after Congressional notification to accelerate project approval.

- Interrelated Projects: Allows a rating improvement in mobility for projects that have another related project in the planning process that has secured initial NEPA guidance and will boost ridership on the current project seeking a rating.

Sec. 2912. Rural and small urban apportionment deadline. [49 USC 5336]
Requires FTA to apportion formula funds made available by appropriation continuing resolutions to States by December 15th of the fiscal year. States may choose to apply for these funds or wait for the full-year apportionment. This will provide better access to Federal formula funds to small urban areas, rural areas, and service providers for seniors or individuals with disabilities.

Sec. 2913. Disposition of assets beyond useful life. [49 USC 5334]
Establishes a new policy for proceeds from the sale of old equipment. The original Federal share of the proceeds shall be retained by each transit agency and available for new capital projects following Federal rules.

Sec. 2914. Innovation coordinated access and mobility. [49 USC 5311]
Expands an existing program designed to streamline the coordination of public transportation services and non-emergency medical transportation. Creates start-up grants designed to launch a coordinated approach of delivering better service by reducing duplication of services from different local, State, and Federal healthcare agencies. Creates incentive grants to capture the savings from the coordination and reduced health care costs and redirects those savings back into better service.

TITLE III—HIGHWAY TRAFFIC SAFETY

Sec. 3001. Authorization of appropriations.
Authorizes $4.3 billion in contract authority for FY22 through FY25 for National Highway Traffic Safety Administration (NHTSA) programs.

Sec. 3002. Highway safety programs. [23 USC 402]
Creates new State highway safety program requirements to address: the risk of leaving children or other unattended occupants in vehicles when there is a risk of hyperthermia; the proper use of child safety seats, including booster seats, with an emphasis on underserved populations; and to reduce deaths and injuries resulting from violations of State 'move over laws' which require drivers to reduce their speed or change lanes when there is an emergency or other vehicle parked on or near a roadway. Requires States which have legalized marijuana to consider additional programs to increase public awareness of the dangers of marijuana-impaired driving and to reduce injuries and fatalities resulting from marijuana-impaired driving. Allows an exemption from the prohibition on Sec. 402 funds being used for automated traffic enforcement systems if the system is being used in either a school zone or work zone. Directs the Secretary to enhance the ability for public review of State highway safety plans and reports by publishing each State's plan and report on a public-facing website which can be easily navigated and searched. The website must have a means for the public to search a plans' content, including by performance measures, program areas and expenditures, and additional funding sources.

Sec. 3003. Traffic safety enforcement grants. [23 USC 402(l)]
Establishes a $35 million grant program to increase use of top-rated traffic safety law enforcement measures which reduce traffic fatalities and injuries. Provides additional resources for up to ten

States to carry-out countermeasures rated 3, 4, or 5 stars in the most recent edition of the National Highway Traffic Safety Administration's Countermeasures That Work highway safety guide. Funds must be targeted to areas with the highest risk of traffic fatalities and injuries, and States must report traffic safety data to the Secretary in order to determine effectiveness of the program.

Sec. 3004. Highway Safety Research and Development. [23 USC 403]
Makes technical changes to clarify the Secretary's authority to use certain funds for a cooperative program to research and evaluate priority highway safety countermeasures. Removes the set-aside for the in-vehicle alcohol detection device research program.

Sec. 3004. Grant program to prohibit racial profiling. [23 USC 403(h)]
Reauthorizes $7.5 million grant program to encourage States to enact and enforce a law that prohibits the use of racial profiling in highway law enforcement and to maintain and allow public inspection of statistical information for each motor vehicle stop in the State regarding the race and ethnicity of the driver and any passengers.

Sec. 3005. High visibility and enforcement program. [23 USC 404]
Establishes individual campaigns dedicated to reducing drug-impaired driving and drunk driving. Expands focus of occupant protection campaigns to include proper use of child restraints. Creates new campaigns focused on distracted driving and violations of 'move over laws' which protect road-side first responders and law enforcement. Doubles the number of campaigns from three to six per year and requires drunk driving campaigns to occur twice per year. Improves visibility and education efforts of campaigns through coordinated use of dynamic highway messaging signs.

Sec. 3006. National priority safety programs. [23 USC 405]
Makes targeted improvements to certain priority safety grant programs which have been previously underutilized, including programs for: the use of ignition interlocks; enactment and enforcement of State distracted driving laws; and State graduated driver's licensing laws. Reforms will increase State participation while maintaining strong safety standards. Also expands eligibility under the State traffic safety information system improvements grant to improve data sharing and interoperability between States' driver record systems. Creates new grant program which encourages States to develop and implement driver and law enforcement training programs to educate both groups on proper traffic stop procedure in order to reduce the potential for conflict during traffic stops. Enables the Secretary to transfer any funds remaining under this section at the end of the fiscal year to carry out activities under either Sec. 402 or Sec. 405.

Sec. 3007. Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence. [23 USC 164]
Expands eligible uses of penalty funds for States which haven't enacted or aren't enforcing a repeat intoxicated driver law to include 'poly-substance impaired driving' in addition to 'alcohol-impaired driving' countermeasures.

TITLE IV—MOTOR CARRIER SAFETY

Subtitle A – Motor Carrier Safety Grants, Operations, and Programs

Sec 4101. Motor Carrier Safety Grants. [49 USC 31104]
Authorizes $2.2 billion in contract authority for FY22 through FY25 for motor carrier safety grants under the Federal Motor Carrier Safety Administration (FMCSA) to assist States in truck and bus safety oversight and enforcement activities, commercial driver licensing, and technology improvements to support those efforts. Includes $1.6 billion for Motor Carrier Safety Assistance Program (MCSAP) grants; $300 million for High Priority Activities grants; $232 million for Commercial Driver's License Program Implementation grants; and $4.3 million for Commercial Motor Vehicle Operators grants. Authorizes the Administrator to carry out training for State enforcement personnel in partnership with one or more not-for-profit organizations. Extends the grant period of performance by one year to ensure program funds do not lapse and allows the Secretary to redistribute unobligated funds.

Sec 4102. Motor Carrier Safety Operations and Programs. [49 USC 31101]
Authorizes $1.5 billion for FY22 through FY25 for FMCSA's motor carrier safety operations and programs. Directs the Administrator to utilize additional program amounts to accelerate investments to modernize the agency's information technology and information management systems, complete any outstanding statutory mandates, and undertake a new Large Truck Causation study.

Subtitle B – Motor Carrier Safety Oversight

Sec 4201. Motor Carrier Safety Advisory Committee.
Extends the authorization for the Motor Carrier Safety Advisory Committee through FY25 and adds small carriers among those required to be represented on the Committee.

Sec 4202. Compliance, Safety, Accountability.
Requires the Secretary, within one year of enactment, to revise the methodology used to identify and prioritize motor carriers for safety interventions under the Compliance, Safety, Accountability (CSA) program. Requires the Secretary to make safety data publicly available as part of this process. Requires progress reports to Congress 30 days after enactment, and every 90 days thereafter on the status of the development of the revised methodology and related data modifications. Requires the Secretary to publish regulations to revise the process for issuing safety fitness determinations for motor carriers no later than 1 year after implementing the new CSA methodology.

Sec 4203. Terms and Conditions for Exemptions. [49 USC 31315]
Requires the Secretary to establish terms and conditions for carriers and drivers operating under an exemption from safety rules, including requiring the regular submission of safety data, and for exemptions related to hours of service rules, participation in a recognized fatigue management plan.

Sec 4204. Safety Fitness of Motor Carriers of Passengers. [49 USC 31144]
Requires the Secretary to review the safety of entities that offer and sell tickets for scheduled motorcoach transportation, regardless of ownership or control of the vehicles or drivers used to provide the transportation.

Subtitle C – Commercial Motor Vehicle Driver Safety

Sec 4301. Commercial Driver's License for Passenger Carriers. [49 USC 31301]
Requires drivers of passenger vehicles designed or used to transport more than eight passengers, for compensation, to hold a Commercial Driver's License.

Sec 4302. Alcohol and Controlled Substances Testing. [49 USC 31306]
Makes a technical change to 49 USC 31306 to ensure that FMCSA has the authority to implement oral fluids testing if the Department of Transportation amends its drug and alcohol testing regulations to permit oral fluids testing.

Sec 4303. Entry-Level Driver Training.
Requires progress reports to Congress 30 days after enactment, and every 90 days thereafter until full implementation of FMCSA's Entry Level Driver Training rule, including: a schedule and benchmarks to finalize implementation of the requirements; reporting of any anticipated delays in meeting the benchmarks; progress made in updating FMCSA's information technology infrastructure to support the training rule; and progress made by States in implementing the rule.

Sec 4304. Driver Detention Time.
Requires the Secretary to begin collecting data on delays experienced by drivers in the loading and unloading of goods, or detention time, within 30 days of enactment. Requires such data to be made publicly available in anonymized manner. Requires a rulemaking, no later than 1 year after enactment, to establish limits on the amount of time that a driver may be reasonably detained, unless compensated for the time.

Sec 4305. Truck Leasing Task Force.
Requires the Secretary of Transportation, in consultation with the Secretary of Labor, to establish a Truck Leasing Task Force to examine common truck leasing agreements, and the terms of such agreements, available to truck drivers, including port drayage drivers specifically. The Task Force shall also examine the impact of truck leasing agreements on the net compensation of drivers, and resources available to assist drivers in assessing the impacts of leasing agreements.

Sec 4306. Hours of Service.
Requires FMCSA to conduct a comprehensive review of the impacts of current hours of service rules, including exemptions, and prohibits expansions of on-duty time for commercial truck drivers proposed by the agency from taking effect until 60 days after the submission of the results of the review to Congress. The Secretary must document existing exemptions from hours of service rules and conduct a safety analysis and a driver impact analysis as part of the comprehensive review. Directs FMCSA to revise the agency's guidance with respect to the use of a commercial motor vehicle for personal conveyance, to establish specific mileage or time limits on the use of this exception.

Sec 4307. Driver Recruitment.
Requires the Department of Transportation Inspector General to examine and report to Congress on the prevalence of the operation of commercial motor vehicles by drivers admitted to the United States under temporary business visas, and the safety impacts of such operations.

Subtitle D – Commercial Motor Vehicle and School Bus Safety

Sec 4401. School Bus Safety Standards.
Directs the Secretary to review the costs and benefits of requiring lap/shoulder belts in large school buses and to consider requiring seat belts in newly manufactured school buses. Requires newly manufactured school buses to be equipped with automatic emergency braking and electronic stability control systems. Directs the Secretary to conduct research and testing on fire prevention and mitigation standards - including firewalls, fire suppression systems, and interior flammability and smoke emissions characteristics - for large school buses and consider issuing updated standards.

Sec 4402. Illegal Passing of School Buses.
Requires the Secretary to review State laws prohibiting passing of school buses and barriers to effective enforcement, and issue recommendations on best practices. Requires the Secretary to carry out a public messaging campaign to highlight the dangers of illegal passing and educate students and the public on safe loading and unloading of school buses. Directs the Secretary to conduct an evaluation of safety technologies surrounding loading zone safety, such as motion activated detection systems, lighting, cameras, and other technologies. The Secretary is also required to research connections between illegal passing of school buses and factors such as distracted driving, school bus stop locations, and illumination and reach of vehicle headlights. Requires the Secretary to review State driver education materials on school bus passing and make recommendation to States on how to improve driver education.

Sec 4403. State Inspection of Passenger-Carrying Commercial Motor Vehicles.
Requires the Secretary to issue final regulations on whether to require State-based vehicle inspection programs for passenger-carrying commercial motor vehicles, and to consider the impacts of the Secretary's current regulations allowing self-inspections to satisfy periodic inspection requirements.

Sec 4404. Automatic Emergency Braking.
Requires the Secretary, no later than one year after enactment, to prescribe a motor vehicle safety standard and accompanying performance requirements for all newly manufactured commercial motor vehicles to be equipped with an automatic emergency braking system, and to require that systems installed in a vehicle be in use during operation. The Secretary is directed to consult with representatives of commercial motor vehicle drivers regarding their experiences with automatic emergency braking systems already in use, including malfunctions or unwarranted activations of such systems.

Sec 4405. Underride protection.
Directs the Secretary to strengthen rear underride guard standards within one year of enactment, and to conduct additional research on the design and development of rear impact guards to prevent underride crashes at higher speeds. Requires the Secretary to amend regulations on minimum periodic inspections to include rear impact guards and rear end protection. Requires the Secretary to complete additional research on side underride guards and consider the feasibility, benefits, and costs associated with installing side underride guards, and if warranted, develop performance standards. Requires the Secretary to report to Congress on the findings of the research and the analysis that leads to the determination whether to develop performance standards. Creates an Advisory Committee on Underride Protection.

Sec 4406. Transportation of Horses. [49 USC 80502]
Prohibits the interstate transportation of horses in a motor vehicle containing two or more levels stacked on top of one another and authorizes civil penalties of at least $100 but not more than $500 for each violation of this prohibition.

TITLE V—INNOVATION

Sec. 5001. Authorization of appropriations.
Authorizes $2.2 billion in contract authority for FY22 through FY25 for research programs.

Subtitle A – Research and Development

Sec. 5101. Highway research and development program. [23 USC 503(b)]
Increases funding to $144 million for FY22 through FY25 for the Highway Research and Development Program and removes set-asides that previously took funding away from critical research activities. Adds greenhouse gas emissions reduction to the objectives of the Highway Research and Development Program. Adds ferry systems to the Conditions and Performance report. Directs DOT to develop modeling tools and databases to track highway assets, traffic flows, and long-distance network connectivity to better inform planning for both passenger and freight travel. Authorizes FHWA to obtain and develop datasets and tools that enable States, MPOs, and others to better evaluate performance management and accessibility to jobs and services.

Sec. 5102. Materials to reduce greenhouse gas emissions program. [23 USC 503(d)]
Establishes a new comprehensive research, development, and deployment pipeline to advance the use of greener construction materials. The program will award grants to universities to research greener material designs and practices during the production and construction process, including the ability for materials to sequester carbon from the atmosphere.

Sec. 5103. Transportation research and development 5-year strategic plan. [49 USC 6503]
Requires the Secretary to issue the Department's research and development plan every 5 years. Amends the 5-year plan to include greenhouse gas emissions reduction and workforce issues.

Sec. 5104. University transportation centers program. [49 USC 5505]
Increases funding to $96 million for FY22 through FY25 for the University Transportation Centers Program. Adds FTA to the administration of the program. Increases Federal share and increases maximum grant amounts. Requires that two grantees be Historically Black Colleges and Universities. Adds focused research on transit, connected and automated vehicles, bicyclist and pedestrian safety, surface transportation workforce issues, and climate change. Provides flexibility to transfer surplus funds to support further research in the Unsolicited Research Initiative in section 5105.

Sec. 5105. Unsolicited research initiative. [23 USC 5506]
Establishes a new program through which local governments, universities, and nonprofits may, at any time, propose research projects to the Secretary. This will expand opportunities for fundamental, non-applied research in the Department.

Sec. 5106. National cooperative multimodal freight transportation research program. [49 USC 70205]
Reestablishes the freight transportation cooperative research program in conjunction with the National Academies. Guides research efforts through an advisory committee consisting of regulators, industry representatives, labor representatives, environmental experts, and safety groups. Research will include the effects of growing freight demands on the environment, safety, and congestion; technological solutions and challenges for freight movement; improving the National Multimodal Freight Network; truck parking; and planning for the changing nature of freight movements, including first and last-mile challenges.

Sec. 5107. Wildlife-vehicle collision reduction and habitat connectivity improvement.
Authorizes a study on wildlife-vehicle collisions and habitat connectivity, to update previous FHWA research. Requires the Secretary to issue voluntary guidance to develop a joint plan for wildlife crossings among participating States. Directs the Secretary to standardize wildlife-vehicle collisions and habitat connectivity data. Authorizes additional voluntary guidance to establish a threshold for determining whether a highway could benefit from wildlife crossing infrastructure.

Sec. 5108. Research activities. [49 USC 330]
Reauthorizes the set-aside for coordination, evaluation, and oversight of research programs.

Subtitle B – Technology Deployment

Sec. 5201. Technology and innovation deployment program. [23 USC 503(c)]
More than doubles funding to $152 million for FY22 through FY25 for the Technology and Innovation Deployment Program. Adds greenhouse gas emissions reduction to the objectives of the FHWA Technology and Innovation Deployment Program (TIDP).

Sec. 5202. Accelerated implementation and deployment of pavement technologies. [23 USC 503(c)(3)]
Adds to this program an emphasis on innovative pavement designs, materials, and practices that will reduce greenhouse gas emissions. Expands program reporting requirements to include extensive GHG-reducing and resilience factors, such as stormwater management, pavement durability, and energy efficiency. This program will complement the deployment efforts of the MRGGE program in section 5102.

Sec. 5203. Federal Highway Administration Every Day Counts initiative [23 USC 520]
Codifies the FHWA Every Day Counts initiative, a successful deployment effort among the Department and State DOTs.

Subtitle C – Emerging Technologies

Sec. 5301. Safe, efficient mobility through advanced technologies. [23 USC 503(c)(4)]
Renames the ATCMTD program to the Safe, Efficient Mobility through Advanced Technology (SEMAT) Program. Focuses the program's objectives on mobility, safety, and greenhouse gas emissions reduction. Requires the Secretary to prioritize programs that will improve mobility, decrease congestion, increase safety, and reduce emissions. Expands eligible uses of funds to include vehicle-to-pedestrian safety systems, vulnerable road user safety systems, and mobility-on-demand

activities. Enhances reporting requirements. Increases funding to $70 million per year and expands the Federal share of the program to 80 percent.

Sec. 5302. Intelligent transportation systems program. [23 USC 513-516]
Adds consideration of greenhouse gas emissions reduction throughout the Intelligent Transportation Systems program. Reauthorizes the ITS Program Advisory Committee. Removes set-asides that previously took funding away from intelligent transportation activities.

Sec. 5303. National highly automated vehicle and mobility innovation clearinghouse. [49 USC 5507]
Establishes a national clearinghouse at a university to research the impacts of highly automated vehicles and mobility innovation (Mobility on Demand and Mobility as a Service) on land use, urban design, transportation, real estate, accessibility, municipal budgets, social equity, and the environment.

Sec. 5304. Study on safe interactions between automated vehicles and road users.
Directs U.S. DOT to study how automated vehicles will safely interact with general road users, including vulnerable road users such as bicyclists and pedestrians. Includes numerous safety considerations to ensure that the study accounts for the complexities of the surface transportation system and its many users. Establishes a working group of road users to guide the study.

Sec. 5305. Non-traditional and emerging transportation technology council. [49 USC 118]
Authorizes the Non-Traditional and Emerging Transportation Technology (NETT) Council to develop cohesive regulatory practices for novel transportation technologies presented to the Department of Transportation.

Sec. 5306. Hyperloop transportation.
Directs the NETT Council to issue guidance within 18 months of enactment to establish a clear regulatory framework for hyperloop transportation.

Subtitle D – Surface Transportation Funding Pilot Programs

Sec. 5401. State surface transportation system funding pilots.
Nearly doubles funding for State-level VMT pilot programs and directs program dollars towards implementation of successful State programs. Adds cybersecurity to the scope of the pilot programs.

Sec. 5402. National surface transportation system funding pilot.
Establishes a new 5-year national VMT pilot program. Directs the Secretary to solicit participants from all 50 States and the District of Columbia. Incorporates passenger and commercial vehicles, including vehicle fleets. Provides flexibility for the type of revenue-collection mechanism used in the pilot, including successful VMT pilots implemented at the State level. Directs collected revenue to the Highway Trust Fund.

Subtitle E – Miscellaneous

Sec. 5501. Ergonomic seating working group.
Establishes a working group to improve the musculoskeletal health of transit and commercial vehicle drivers by developing stronger ergonomic seating standards in transit and commercial vehicles.

Sec. 5502. Repeal of section 6314 of title 49, United States Code. [49 USC 6314]
Repeals the Port Performance Freight Statistics Program.

Sec. 5503. Reports. [49 USC 308]
Adds public ferry systems to the biannual Conditions and Performance Report.

TITLE VI—MULTIMODAL TRANSPORTATION

Sec. 6001. National multimodal freight policy. [49 USC 70101]
Revises the National Multimodal Freight Policy to include further consideration of environmental and equity impacts.

Sec. 6002. National freight strategic plan. [49 USC 70102]
Revises the National Freight Strategic Plan to include further consideration of environmental and equity impacts.

Sec. 6003. National multimodal freight network. [49 USC 70103]
Amends the National Multimodal Freight Network to include ports that have a total annual cargo value of at least $1 billion. Establishes a new deadline for the Secretary to designate a final National Multimodal Freight Network and requires the Secretary to report to Congress on the resources that will be used to meet this deadline. Allows for the establishment of critical urban multimodal freight corridors in the same manner as the establishment of critical rural multimodal freight corridors.

Sec. 6004. State freight advisory committees. [49 USC 70201]
Provides for the participation of additional stakeholders in State freight advisory committees, including metropolitan planning organizations, State environmental departments, and State air quality departments.

Sec. 6005. State freight plans. [49 USC 70202]
Revises the requirements for State Freight Plans to include further consideration of environmental and equity impacts.

Sec. 6006. Study of freight transportation fee.
Establishes a joint task force between the Department of Transportation and the Internal Revenue Service to study the establishment and administration of a fee on multimodal freight surface transportation services. Includes an assessment of the revenue such a fee would generate, the entities that would be impacted by such a fee, and assessments of related operational and administrative issues. Requires the Secretary to report to Congress on the outcome of the study.

Sec. 6007. National Surface Transportation and Innovative Finance Bureau. [49 USC 116]
Modifies the purpose of the Bureau to include proactive outreach to communities located outside of metropolitan or micropolitan statistical areas and coordinating with the Department of Agriculture's Office of Rural Development, the Environmental Protection Agency's Office of Community Revitalization, and any other agencies that provide technical assistance for rural communities.

Sec. 6008. Local hire.
Authorizes pilot program to allow FHWA or FTA grantees, including States, local recipients, and subrecipients, to utilize local or other geographic labor hiring preferences, economic-based labor hiring preferences, and labor hiring preferences for veterans.

TITLE VII — TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT

Sec. 7001. Transportation Infrastructure Finance and Innovation Act. [23 USC Chapter 6]
Streamlines the program by raising the threshold above which projects are required to secure multiple credit rating agency opinions. Further clarifies that the proceeds of a secured loan under TIFIA shall be considered part of the non-Federal share of a project under title 23 or chapter 53 of title 49 if the loan is repayable from non-Federal funds. Allows territories to use funds made available under this section for the non-Federal match under the TIFIA program. Clarifies the criteria under which projects are eligible for the streamlined application process. Provides additional funding to allow the Department to waive fees for small projects. Modifies reporting requirements to include information on whether a TIFIA project is located in a metropolitan or micropolitan area. Requires the Department to issue public monthly status reports on TIFIA applications and projects.

DIVISION C – HAZARDOUS MATERIALS TRANSPORTATION

TITLE I—AUTHORIZATIONS

Sec. 8101. Authorization of Appropriations.
Authorizes the Pipeline and Hazardous Materials Safety Administration (PHMSA) hazardous materials safety program at $347 million over five years.

TITLE II - HAZARDOUS MATERIAL SAFETY AND IMPROVEMENT

Sec. 8201. Repeal of Certain Requirements Related to Lithium Cells and Batteries.
Repeals Section 828 of the FAA Modernization and Reform Act of 2012. That section prohibits DOT from issuing any regulation ensuring the safety of transporting lithium batteries in air cargo compartments of passenger and cargo planes if the regulations are more stringent than the lowest common denominator of international standards. Repealing this provision helps protect the safety of all passengers flying in the U.S. from safety risks associated with lithium batteries.

Sec. 8202. Transportation of Liquefied Natural Gas by Rail Tank Car.
Requires DOT to rescind any special permit or approval for the transport of liquified natural gas (LNG) by rail tank car issued before the date of enactment. Also prohibits DOT from issuing a regulation or special permit to authorize the transport of LNG by rail tank car until DOT conducts a further safety evaluation. Directs FRA and PHMSA to initiate an evaluation of the safety, security,

and environmental risks of transporting LNG by rail, which must include performance evaluation of tank cars, including physical testing of rail tank cars. The evaluation also must examine the impact of a discharge of LNG from a rail tank car and consider several related issues, including the benefits of route, speed, and consist restrictions, the needs of first responders to prepare and safely respond to incidents involving LNG, and the types of safety enhancements required to make tank cars and certain rail containers capable of moving LNG by rail safely. GAO must verify that DOT has complied with this mandate.

Sec. 8203. Hazardous Materials Training Requirements and Grants.
Authorizes the Assistance for Local Emergency Response Training (ALERT) grant, which promotes hazmat response training for volunteer or remote emergency responders, at $9 million over five years.

Sec. 8204. Study on Hazardous Materials Transported by Commercial Motor Vehicle at Highway-Rail Grade Crossings.
Currently, Federal Motor Carrier Safety Administration (FMCSA) regulations require that all hazmat cargo tank trucks must stop at rail grade crossings, even when the signal is green. The regulations exist to prevent hazmat truck-train collisions but can cause inattentive drivers to rear-end the hazmat trucks. This provision directs Secretary to conduct research on the overall effectiveness and safety implications of those regulations.

DIVISION D - RAIL

TITLE I – AUTHORIZATIONS

Sec. 9101. Authorization of Appropriations.
Provides $29.3 billion over five years in grants to support Amtrak's intercity passenger rail service on the Northeast Corridor (NEC) and the National Network. Provides higher Amtrak funding levels for FY 2021 and FY 2022 than subsequent years in order to mitigate the effects of the COVID-19 pandemic on its network. Additionally, $2 billion over five years of the National Network grants will go to offset allocated national costs that Amtrak charges states for state-supported routes. Authorizes five-year appropriations for the State-Amtrak Intercity Passenger Rail Committee at $15 million and the Northeast Corridor Commission at $30 million. Further, authorizes appropriations for the Amtrak Office of Inspector General at $137.5 million over five years.

The Federal Railroad Administration (FRA) Safety and Operations account is authorized at $1.165 billion over five years. This section also specifies certain uses of these funds, such as authorizing grants for improving Class II and III railroad safety.

FRA's Railroad Research and Development account is authorized at $230 million over five years. Funding is specifically provided for research on the safety of liquefied natural gas (LNG) by rail and to research the feasibility of expanding railroad safety culture assessments and training to include tourist, passenger, and commuter railroads.

Sec. 9102. Passenger Rail Improvement, Modernization, and Expansion (PRIME) Grants.
This new intercity passenger rail funding program authorizes grant funding of $19 billion over five years for state of good repair projects, service improvement projects, and rail expansion projects.

High speed rail projects are eligible for the funds, and priority is given for projects that incorporate regional planning and/or have the support of multiple states and to projects that provide environmental benefits, such as greenhouse gas reduction and other air quality benefits. Within the grant program, 40% is reserved for NEC projects and 40% is reserved for projects outside the NEC, with a Federal cost-share of up to 90%.

Sec. 9103. Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants.
Reauthorizes the FRA's discretionary grant program, CRISI, at $7 billion over five years. Commuter rail authorities are newly eligible, and project eligibilities are extended to commuter rail transportation improvement projects, maintenance and upgrades of railroad safety technology (including positive train control), and the establishment of new quiet zones. The section reserves 15% of the funding for rural projects, establishes a 50 percent set-aside for projects over $100 million, and removes a preference for projects with a lower percentage of Federal funding. Grants awarded to commuter rail authorities are transferred to the Federal Transit Administration for grant administration, and commuter railroad authorities must provide protective arrangements to employees covered by railroad labor and retirement statutes who are adversely affected by grant-funded projects.

Sec. 9104. Railroad Rehabilitation and Improvement Financing (RRIF).
Through the RRIF program, the Department of Transportation (DOT) provides direct loans and loan guarantees to finance development of railroad infrastructure. New provisions direct the Secretary to repay the credit risk premium (CRP) with interest for each loan defined in cohort 3 (made between 2009 and 2015) not later than 60 days after all obligations attached to each such loan has been satisfied. The section also authorizes $30 million per year for the Secretary to pay the CRP in whole or in part for loan and loan guarantees for state and local governments, congressionally consented interstate compacts, and government-sponsored authorities and corporations. Of this, $25 million per year is reserved for passenger rail projects. The section makes permanent the authority for transit-oriented development project loans, and it clarifies that RRIF loans may be used as the non-Federal share of project costs if such loans are repaid from non-Federal funds.

Sec. 9105. Buy America.
Requires the Department of Transportation (DOT) to provide notice and opportunity for public comment on requests for waivers from FRA's Buy America standards at least 30 days before making a finding on such request. Also requires DOT to annually report to Congress on the waivers granted during the preceding fiscal year.

Sec. 9106. Rail Network Climate Change Vulnerability Assessment.
In light of the risks posed to the passenger and freight rail network from climate change and related ecological disturbances, this section directs the Secretary of Transportation to sponsor the National Academies to conduct an assessment and submit a subsequent report on the potential impacts of climate change on the national rail network. The report will also address mitigation strategies to lessen adverse impacts, including emergency preparedness measures and resiliency best practices for infrastructure planning.

TITLE II – AMTRAK REFORMS

Sec. 9201. Amtrak Findings, Mission, and Goals.
Amtrak's findings, mission, and goals have been revised to reflect Congressional priorities for Amtrak. Amtrak must provide reliable national intercity passenger rail service now and, in the future, reflect the needs of all passengers, and support the U.S. workforce.

Sec. 9202. Amtrak Status.
Clarifies that Amtrak serves the public interest in providing reliable passenger rail service.

Sec. 9203. Amtrak Board of Directors.
Realigns the makeup of Amtrak's board of directors to better reflect the interests of passengers and Amtrak-served states. The board must represent the interests of areas served by Amtrak, Amtrak's passengers and employees, in addition to the Amtrak president and DOT. Also clarifies that the board members provide advice and oversight of Amtrak operations, with consideration for the travelling public's safety and interests, and the long-term viability of national passenger rail service.

Sec. 9204. Amtrak Preference Enforcement.
Amtrak's preferential access to freight-owned corridors dates to Amtrak's early years and is key to the future success of intercity passenger rail transportation. This provision provides a means for Amtrak to enforce its statutory right of preference directly in Federal court without intermediaries.

Sec. 9205. Use of Facilities and Providing Services to Amtrak.
Revises the Surface Transportation Board provisions that govern when Amtrak seeks to operate additional trains over rail lines owned by another carrier by establishing a process for the Board to determine whether the additional trains unreasonably impair freight transportation and initiate a proceeding to evaluate what additional investments are required.

Sec. 9206. Prohibition on Mandatory Arbitration.
Prohibits Amtrak from imposing mandatory arbitration. This reverses Amtrak's recent change to its ticket policy to include a mandatory arbitration clause that forces passengers who purchase tickets to waive their right to file a lawsuit or participate in a class action.

Sec. 9207. Amtrak ADA Assessment.
Amtrak's trains, stations, facilities, policies, and decision-making processes must serve passengers with disabilities. Existing facilities, including trains, stations, and parking, should be fully accessible in accordance with the Americans with Disabilities Act (ADA). This provision requires Amtrak to perform a comprehensive review of all policies, protocols, and guidelines for compliance with the ADA.

Sec. 9208. Prohibition on Smoking on Amtrak Trains.
Prohibits smoking on Amtrak trains, including electronic cigarettes.

Sec. 9209. State Supported Routes Operated by Amtrak.
Increases transparency of the costs Amtrak assigns to states for state-supported routes and calls for procedures to improve financial planning. The section directs the State-Amtrak Intercity Passenger Rail Committee to report on potential improvements to the methodology that would promote accountability and transparency. Further, the section requires Amtrak to engage in early stakeholder

engagement when developing new state-supported routes, and Amtrak must receive affirmative state permission before initiating such service. The section also allows states and Amtrak to pursue an alternative cost allocation method to facilitate the development, construction, and operation of new state-supported routes.

Sec. 9210. Amtrak Police Department.
Requires GAO to study the workforce planning process and deployment of personnel and resources of the Amtrak Police Department. The GAO will consult with experts and examine whether the workforce planning process used to allocate Amtrak Police personnel adequately meets the safety and security needs of the Amtrak network, and assess and evaluate whether the deployment of such personnel and contractors adequately mitigates risks and ensures the safety and security of Amtrak passengers, employees, trains, stations, facilities, and other infrastructure. GAO must report the study's findings and recommendations within 18 months.

Sec. 9211. Amtrak Food and Beverage.
Requires that any individual onboard a train who prepares onboard food and beverage service is an Amtrak employee. The section also establishes a working group charged with developing recommendations, and issuing a report within one year, on how to improve onboard food and beverage services. Amtrak is prohibited from making changes to its food and beverage service until 30 days after issuing a response to the working group recommendations. The provision also requires Amtrak to ensure that all long-distance passengers traveling overnight have access to hot meals, not just sleeping car passengers, and it removes statutory language limiting Amtrak's ability to provide food and beverage service due to costs.

Sec. 9212. Clarification on Amtrak Contracting Out.
Amends current Amtrak contracting limitations to clarify that Amtrak cannot contract out the work performed by an employee if such employee has been laid off and has not been recalled to perform such work. It also clarifies that Amtrak is not authorized to contract out work if prohibited in a collective bargaining agreement.

Sec. 9213. Amtrak Staffing.
Prevents Amtrak from contracting out work performed at Amtrak call centers. The section also requires an Amtrak ticket agent to staff each station where there was more than an average of 40 Amtrak passengers boarding or deboarding per day in FY 2019.

Sec. 9214. Special Transportation.
Requires Amtrak to offer reduced fares for certain passenger groups, including veterans, young children, and members of the military and their families.

Sec. 9215. Amtrak Disaster Relief.
Enables DOT to make grants to Amtrak for capital projects and continued operations during disruptions due to natural disasters and emergency events.

Sec. 9216. Recreational Trail Access.
Requires Amtrak to report to Congress before implementing a new policy or operation that may affect recreational trail access.

TITLE III – INTERCITY PASSENGER RAIL POLICY

Sec. 9301. Northeast Corridor Commission.
Incorporates minor updates to the Northeast Corridor Commission provisions, including terminology changes and slight modifications to the Commission's membership provisions.

Sec. 9302. Northeast Corridor Planning.
Requires the Northeast Corridor Commission to submit a strategic development plan that identifies key state-of-good repair, capacity expansion, and capital improvement projects planned for the Northeast Corridor.

Sec. 9303. Protective Arrangements.
Directs the FRA Administrator to adhere to current law that requires that applicants seeking FRA grants for some types of projects agree to comply with protective arrangements that are equivalent to those established under the Railroad Revitalization and Regulatory Reform Act of 1976. Those protective arrangements are intended to ensure that workers are not harmed as a result of a project funded by an FRA grant.

Sec. 9304. High Speed Rail Funds.
Directs DOT to re-obligate funds for high speed rail projects back to their intended recipients.

TITLE IV—COMMUTER RAIL POLICY

Sec. 9401. Surface Transportation Board Mediation of Trackage Use Requests.
Requires that a rail carrier must provide good faith consideration to a provider of commuter rail transportation's reasonable request for access to trackage and provision of related services.

Sec. 9402. Surface Transportation Board Mediation of Rights of Way Use Requests.
Requires that a rail carrier must provide good faith consideration to a provider of commuter rail transportation's reasonable request for access to rail right of way.

TITLE V – RAIL SAFETY

Subtitle A – Passenger and Freight Safety

Sec. 9501. National Academies Study on Safety Impact of Trains Longer than 7,500 Feet.
Long trains place different operational demands on the rail network and workforce. This provision begins a National Academies study on the safety impacts of trains longer than 7,500 feet in a variety of terrains and conditions. The study will consider safety factors, such as loss of communication between crew members and train load composition.

Sec. 9502. GAO Study on Changes in Freight Railroad Operating and Scheduling Practices.
Initiates a GAO report on the industry-wide impacts of the Precision Scheduled Railroading model. Directs GAO to take a holistic look at the impacts on freight rail shippers, Amtrak, commuter railroads, and railroad employees.

Sec. 9503. FRA Safety Reporting.
Amends FRA accident report forms to collect information on train length and crew size.

Sec. 9504. Waiver Notice Requirements.
This section requires FRA to engage in a public process before granting waivers from railroad safety standards and regulations. FRA must give the public notice of a waiver request, make available a waiver application and any supporting data, and provide the public with notice and an opportunity to comment on waivers before they are finalized.

Sec. 9505. Notice of FRA Comprehensive Safety Assessments.
Requires that, not later than 10 business days after the FRA initiates a comprehensive safety assessment of an entity providing regularly scheduled intercity or commuter rail transportation, the FRA must notify the House Transportation and Infrastructure Committee, the Senate Commerce, Science, and Transportation Committee, and each member of Congress representing a state in which the service that is the subject of the assessment being conducted is located. Additionally, not later than 90 days after the comprehensive safety assessment is complete, FRA must transmit the findings of the assessment to such Committees and Members of Congress.

Sec. 9506. FRA Accident and Incident Investigations.
Requires DOT to create a standard process during FRA accident and incident investigations for gathering information about the accident or incident, and consulting for technical expertise with railroad carriers, contractors or employees or employee representatives, and other relevant entities. In developing the process, the Secretary shall factor in ways to maintain confidentiality of such entities when requested and appropriate.

Sec. 9507. Rail Safety Improvements.
In response to the recommendations the National Transportation Safety Board (NTSB) issued following the December 2017 Amtrak derailment near DuPont, Washington, this provision directs DOT to complete a study on how signage can improve rail safety, reevaluate seat securement mechanisms and identify means to prevent their failure, develop policies for the safe use of child safety seats, and conduct research to evaluate the causes of passenger injuries in passenger railcar derailments and overturns, and use such findings to develop occupant protection standards. The section also directs Amtrak to improve its training and skill proficiency requirements for operating crewmembers, to ensure that wayside signs and plaques are highly noticeable and strategically located, to ensure all operating documents are current before starting new or revised operations, to take measures to improve its system safety plan and conduct risk assessments on all new or upgraded services. FRA and Amtrak must report on their progress within 18 months.

Sec. 9508. Annual Review of Speed Limit Action Plans.
The FAST Act mandated that railroad carriers providing intercity or commuter rail passenger transportation survey their systems and develop plans that identify each main track location where a reduction of more than 20 miles-per-hour exist, ensure compliance with the maximum authorized speed at each location, describe actions to enable warning and enforcement of maximum authorized speed, and set milestones for implementing such actions. As recommended in the NTSB DuPont derailment accident report, this section expands the mandate to require that carriers review their plans annually to ensure they are effective, and that carriers submit revised plans to the Secretary for approval prior to implementing any operational or territorial change. New intercity or commuter rail passenger transportation service must comply with the safety requirement prior to beginning operation.

Sec. 9509. Freight Train Crew Size Safety Standards.
Includes a two-person crew requirement that generally requires that freight trains have a certified engineer and a certified conductor. Limited exemptions are included for short line and small railroads, but no exemptions are available for trains carrying dangerous hazmat and long trains, which must be staffed with two crewmembers.

Sec. 9510. Safe Cross Border Operations.
Prohibits the Secretary from granting or modifying a waiver to allow mechanical or brake inspections of rail cars to be performed in Mexico in lieu of complying with the certification requirements of section 416 of the Rail Safety Improvement Act of 2008. This section also prohibits railroad employees whose primary reporting point is in Mexico from entering the U.S. to perform train or dispatching service unless the Secretary certifies that such workers are subject to certain specific safety standards that apply to U.S.-based crews. If the Secretary certifies that such safety standards are met, the Secretary must publicly notice, seek public comment, and hold a public hearing on such certification notice, and notify Congress.

Sec. 9511. Yardmasters Hours of Service.
Makes yardmaster employees subject to FRA's hours of service protections, defined as individuals responsible for supervising and coordinating the control of trains and engines operating within a rail yard.

Sec. 9512. Leaking Brakes.
Directs the FRA to take such actions as are necessary to ensure that certain air brake control valves are phased out on rail cars operating in cold regions of the United States.

Sec. 9513. Annual Report on PTC System Failures.
Establishes an annual reporting requirement for positive train control (PTC) system failures.

Sec. 9514. Fatigue Reduction Pilot Projects.
Requires the Secretary to conduct fatigue pilot projects mandated in the Rail Safety Improvement Act of 2008 and directs that the projects be developed and evaluated in coordination with the labor organizations representing impacted employees. The section also permits the Secretary to reimburse participating railroads for associated costs and authorizes funds for such purpose. If the pilot projects have not begun one year after the date of enactment, then the Secretary must report to Congress on the pilot project status, FRA efforts and challenges, and other details associated with their development.

Sec. 9515. Assault Prevention and Response Plans.
Requires passenger and commuter railroad carriers to implement response plans and employee training in order to address assaults against both passengers and employees. The section also requires railroads to report annual assault data to FRA.

Sec. 9516. Critical Incident Stress Plans.
Amends FRA regulations to include assault in the definition of a critical incident, after which railroad carriers must offer support services to employees who witness or experience such events.

Sec. 9517. Study on Safety Culture Assessments.
Requires the FRA to conduct a study on the feasibility of expanding the scope of railroad safety culture assessments and training to include tourist, passenger, and commuter railroads.

Subtitle B – Grade Crossing Safety

Sec. 9551. Grade Crossing Separation Grant.
To reflect the significant demand for funds to support grade separation projects, this section creates a new grant program authorized at $2.5 billion over five years to build or improve grade crossing separations. Right-of-way owners must contribute at least 10% of the total project costs. No more than 50% of the funds can go to projects that cost $100 million or more. For projects over $40 million the cost-share is 65% and for projects under $40 million the cost-share is 85%.

Sec. 9552. Rail Safety Public Awareness Grant.
This section authorizes a new FRA grant program at $30 million over five years with a focus on reducing rail-related accidents and improving safety along railroad rights-of-way and highway-rail grade crossings. Eligible programs include public service announcements and media campaigns, school and driver education safety presentations, and dissemination of safety information to communities.

Sec. 9553. Establishment of a 10-minute Time Limit for Blocking Public Grade Crossings.
This section mirrors many state laws by prohibiting a stopped freight train from blocking a public crossing for more than 10 minutes and allows the Secretary to impose penalties. Enforcement of the blocked crossing regulations may also be delegated to states.

Sec. 9554. National Strategy to Address Blocked Crossing.
Directs DOT to develop a national strategy to address blocked crossings.

Sec. 9555. Railroad Point of Contact for Blocked Crossing Matters.
Adds blocked crossings to the grade crossing problems that the public may report to a railroad under existing law.