AN ACT

To provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs, and for other purposes.

1. Be it enacted by the Senate and House of Representa-
2. tives of the United States of America in Congress assembled,
SECTION 1. TABLE OF CONTENTS.

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TITLE I—SURFACE TRANSPORTATION EXTENSION

SEC. 101. SHORT TITLE.

This title may be cited as the “Surface Transportation Extension Act of 2012, Part II”.

Subtitle A—Federal-Aid Highways

SEC. 111. EXTENSION OF FEDERAL-AID HIGHWAY PROGRAMS.

(a) In General.—Section 111 of the Surface Transportation Extension Act of 2011, Part II (Public Law 112–30; 125 Stat. 343) is amended—

(1) by striking “the period beginning on October 1, 2011, and ending on June 30, 2012,” each place it appears and inserting “fiscal year 2012”;

(2) by striking “3⁄4 of” each place it appears; and
(3) in subsection (a) by striking “June 30, 2012” and inserting “September 30, 2012”.

(b) USE OF FUNDS.—Section 111(c) of the Surface Transportation Extension Act of 2011, Part II (125 Stat. 343) is amended—

(1) in paragraph (3)—

(A) in subparagraph (A) by striking “, except that during such period” and all that follows before the period at the end; and

(B) in subparagraph (B)(ii) by striking “$479,250,000” and inserting “$639,000,000”;

and

(2) by striking paragraph (4).

(e) EXTENSION OF AUTHORIZATIONS UNDER TITLE V OF SAFETEA–LU.—Section 111(e)(2) of the Surface Transportation Extension Act of 2011, Part II (125 Stat. 343) is amended by striking “the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “fiscal year 2012.”.

(d) ADMINISTRATIVE EXPENSES.—Section 112(a) of the Surface Transportation Extension Act of 2011, Part II (125 Stat. 346) is amended by striking “$294,641,438 for the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “$392,855,250 for fiscal year 2012.”.
Subtitle B—Extension of Highway Safety Programs

SEC. 121. EXTENSION OF NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION HIGHWAY SAFETY PROGRAMS.

(a) Chapter 4 Highway Safety Programs.—Section 2001(a)(1) of SAFETEA–LU (119 Stat. 1519) is amended by striking “$235,000,000 for each of fiscal years 2009 through 2011” and all that follows through the period at the end and inserting “and $235,000,000 for each of fiscal years 2009 through 2012.”.

(b) Highway Safety Research and Development.—Section 2001(a)(2) of SAFETEA–LU (119 Stat. 1519) is amended by striking “and $81,183,000 for the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “and $105,500,000 for fiscal year 2012.”.

(c) Occupant Protection Incentive Grants.—Section 2001(a)(3) of SAFETEA–LU (119 Stat. 1519) is amended by striking “, $25,000,000 for each of fiscal years 2006 through 2011” and all that follows through the period at the end and inserting “and $25,000,000 for each of fiscal years 2006 through 2012.”.

(d) Safety Belt Performance Grants.—Section 2001(a)(4) of SAFETEA–LU (119 Stat. 1519) is amend-
ed by striking “and $36,375,000 for the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “and $48,500,000 for fiscal year 2012.”.

(e) State Traffic Safety Information System Improvements.—Section 2001(a)(5) of SAFETEA–LU (119 Stat. 1519) is amended by striking “for each of fiscal years 2006 through 2011” and all that follows through the period at the end and inserting “for each of fiscal years 2006 through 2012.”.

(f) Alcohol-Impaired Driving Countermeasures Incentive Grant Program.—Section 2001(a)(6) of SAFETEA–LU (119 Stat. 1519) is amended by striking “$139,000,000 for each of fiscal years 2009 through 2011” and all that follows through the period at the end and inserting “and $139,000,000 for each of fiscal years 2009 through 2012.”.

(g) National Driver Register.—Section 2001(a)(7) of SAFETEA–LU (119 Stat. 1520) is amended by striking “and $3,087,000 for the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “and $4,000,000 for fiscal year 2012.”.

(h) High Visibility Enforcement Program.—Section 2001(a)(8) of SAFETEA–LU (119 Stat. 1520) is amended by striking “for each of fiscal years 2006 through 2011” and all that follows through the period at
the end and inserting “for each of fiscal years 2006 through 2012.”.

(i) Motorcyclist Safety.—Section 2001(a)(9) of SAFETEA–LU (119 Stat. 1520) is amended by striking “$7,000,000 for each of fiscal years 2009 through 2011” and all that follows through the period at the end and inserting “and $7,000,000 for each of fiscal years 2009 through 2012.”.

(j) Child Safety and Child Booster Seat Safety Incentive Grants.—Section 2001(a)(10) of SAFETEA–LU (119 Stat. 1520) is amended by striking “$7,000,000 for each of fiscal years 2009 through 2011” and all that follows through the period at the end and inserting “and $7,000,000 for each of fiscal years 2009 through 2012.”.

(k) Administrative Expenses.—Section 2001(a)(11) of SAFETEA–LU (119 Stat. 1520) is amended by striking “$25,328,000 for fiscal year 2011” and all that follows through the period at the end and inserting “and $25,328,000 for each of fiscal years 2011 and 2012.”.
SEC. 122. EXTENSION OF FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAMS.

(a) Motor Carrier Safety Grants.—Section 31104(a)(8) of title 49, United States Code, is amended to read as follows:

“(8) $212,000,000 for fiscal year 2012.”.

(b) Administrative Expenses.—

(1) In general.—Section 31104(i)(1)(H) of title 49, United States Code, is amended to read as follows:

“(H) $244,144,000 for fiscal year 2012.”.

(2) Technical correction.—Section 31104(i)(1)(F) of title 49, United States Code, is amended to read as follows:

“(F) $239,828,000 for fiscal year 2010;”.

(c) Grant Programs.—Section 4101(c) of SAFETEA-LU (119 Stat. 1715) is amended—

(1) in paragraph (1) by striking “and $22,500,000 for the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “and $30,000,000 for fiscal year 2012.”;

(2) in paragraph (2) by striking “2011 and $24,000,000 for the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “2012.”;
(3) in paragraph (3) by striking “2011 and $3,750,000 for the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “2012.”;

(4) in paragraph (4) by striking “2011 and $18,750,000 for the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “2012.”; and

(5) in paragraph (5) by striking “2011 and $2,250,000 for the period beginning on October 1, 2011, and ending on June 30, 2012.” and inserting “2012.”.

(d) High-Priority Activities.—Section 31104(k)(2) of title 49, United States Code, is amended by striking “2011 and $11,250,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012”.

(e) New Entrant Audits.—Section 31144(g)(5)(B) of title 49, United States Code, is amended by striking “and up to $21,750,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,”.

(f) Outreach and Education.—Section 4127(e) of SAFETEA–LU (119 Stat. 1741) is amended by striking “and 2011 (and $750,000 to the Federal Motor Carrier
Safety Administration, and $2,250,000 to the National
Highway Traffic Safety Administration, for the period be-
inning on October 1, 2011, and ending on June 30,
2012)” and inserting “2011, and 2012”.

(g) GRANT PROGRAM FOR COMMERCIAL MOTOR VE-
HICLE OPERATORS.—Section 4134(c) of SAFETEA–LU
(119 Stat. 1744) is amended by striking “2011 and
$750,000 for the period beginning on October 1, 2011,
and ending on June 30, 2012,” and inserting “2012”.

(h) MOTOR CARRIER SAFETY ADVISORY COM-
MITTEE.—Section 4144(d) of SAFETEA–LU (119 Stat.
1748) is amended by striking “June 30, 2012” and insert-
ing “September 30, 2012”.

(i) WORKING GROUP FOR DEVELOPMENT OF PRAC-
TICES AND PROCEDURES TO ENHANCE FEDERAL-STATE
RELATIONS.—Section 4213(d) of SAFETEA–LU (49
U.S.C. 14710 note; 119 Stat. 1759) is amended by strik-
ing “June 30, 2012” and inserting “September 30,
2012”.

SEC. 123. ADDITIONAL PROGRAMS.

(a) HAZARDOUS MATERIALS RESEARCH
PROJECTS.—Section 7131(c) of SAFETEA–LU (119
Stat. 1910) is amended by striking “and $870,000 for the
period beginning on October 1, 2011, and ending on June
30, 2012,” and inserting “and $1,160,000 for fiscal year 2012”.

(b) Dingell-Johnson Sport Fish Restoration Act.—Section 4 of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777c) is amended—

(1) in subsection (a) by striking “2011 and for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012,”; and

(2) in the first sentence of subsection (b)(1)(A) by striking “2011 and for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012,”.

Subtitle C—Public Transportation Programs

SEC. 131. ALLOCATION OF FUNDS FOR PLANNING PROGRAMS.

Section 5305(g) of title 49, United States Code, is amended by striking “2011 and for the period beginning on October 1, 2011, and ending on June 30, 2012” and inserting “2012”.

SEC. 132. SPECIAL RULE FOR URBANIZED AREA FORMULA GRANTS.

Section 5307(b)(2) of title 49, United States Code, is amended—
(1) by striking the paragraph heading and inserting “SPECIAL RULE FOR FISCAL YEARS 2005 THROUGH 2012.—”;

(2) in subparagraph (A) by striking “2011 and the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012,”; and

(3) in subparagraph (E)—

(A) by striking the subparagraph heading and inserting “MAXIMUM AMOUNTS IN FISCAL YEARS 2008 THROUGH 2012.—”; and

(B) in the matter preceding clause (i) by striking “2011 and during the period beginning on October 1, 2011, and ending on June 30, 2012” and inserting “2012”.

SEC. 133. ALLOCATING AMOUNTS FOR CAPITAL INVESTMENT GRANTS.

Section 5309(m) of title 49, United States Code, is amended—

(1) in paragraph (2)—

(A) by striking the paragraph heading and inserting “FISCAL YEARS 2006 THROUGH 2012.—”;

(B) in the matter preceding subparagraph (A) by striking “2011 and the period beginning on October 1, 2011, and ending on June 30, 2012” and inserting “2011 and the period beginning on October 1, 2011, and ending on June 30, 2012.”.
on October 1, 2011, and ending on June 30, 2012,” and inserting “2012”; and

(C) in subparagraph (A)(i) by striking “2011 and $150,000,000 for the period begin-
ning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012”;

(2) in paragraph (6)—

(A) in subparagraph (B) by striking “2011 and $11,250,000 shall be available for the pe-
riod beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012”; and

(B) in subparagraph (C) by striking “though 2011 and $3,750,000 shall be available
for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting
“through 2012”; and

(3) in paragraph (7)—

(A) in subparagraph (A)—

(i) in the matter preceding clause

(ii) by striking “2011 and $7,500,000 shall be available for the period beginning on
October 1, 2011, and ending on June 30, 2012,” and inserting “2012”; and
(II) in the second sentence by inserting “each fiscal year” before the colon;

(ii) in clause (i) by striking “for each fiscal year and $1,875,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,”;

(iii) in clause (ii) by striking “for each fiscal year and $1,875,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,”;

(iv) in clause (iii) by striking “for each fiscal year and $750,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,”;

(v) in clause (iv) by striking “for each fiscal year and $750,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,”;

(vi) in clause (v) by striking “for each fiscal year and $750,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,”;

(vii) in clause (vi) by striking “for each fiscal year and $750,000 for the pe-
period beginning on October 1, 2011, and
ending on June 30, 2012,”;

(viii) in clause (vii) by striking “for
each fiscal year and $487,500 for the pe-
period beginning on October 1, 2011, and
ending on June 30, 2012,”; and

(ix) in clause (viii) by striking “for
each fiscal year and $262,500 for the pe-
period beginning on October 1, 2011, and
ending on June 30, 2012,”;

(B) in subparagraph (B) by striking clause
(vii) and inserting the following:
“(vii) $13,500,000 for fiscal year
2012.”;

(C) in subparagraph (C) by striking “and
during the period beginning on October 1,
2011, and ending on June 30, 2012,”;

(D) in subparagraph (D) by striking “and
not less than $26,250,000 shall be available for
the period beginning on October 1, 2011, and
ending on June 30, 2012,”; and

(E) in subparagraph (E) by striking “and
$2,250,000 shall be available for the period be-
ginning on October 1, 2011, and ending on
June 30, 2012,”.
SEC. 134. APPORTIONMENT OF FORMULA GRANTS FOR OTHER THAN URBANIZED AREAS.

Section 5311(c)(1)(G) of title 49, United States Code, is amended to read as follows:

“(G) $15,000,000 for fiscal year 2012.”.

SEC. 135. APPORTIONMENT BASED ON FIXED GUIDEWAY FACTORS.

Section 5337 of title 49, United States Code, is amended by striking subsection (g).

SEC. 136. AUTHORIZATIONS FOR PUBLIC TRANSPORTATION.

(a) FORMULA AND BUS GRANTS.—Section 5338(b) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking subparagraph (G) and inserting the following:

“(G) $8,360,565,000 for fiscal year 2012.”; and

(2) in paragraph (2)—

(A) in subparagraph (A) by striking “$113,500,000 for each of fiscal years 2009 through 2011, and $85,125,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “and $113,500,000 for each of fiscal years 2009 through 2012”;

(b) FORMULA GRANTS.—Section 5338(c) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking “$15,000,000 for fiscal year 2012” and inserting “$15,000,000 for fiscal year 2013”;

(2) in paragraph (2) by striking “$15,000,000 for fiscal year 2012” and inserting “$15,000,000 for fiscal year 2013”;
(B) in subparagraph (B) by striking
“$4,160,365,000 for each of fiscal years 2009
through 2011, and $3,120,273,750 for the pe-
riod beginning on October 1, 2011, and ending
on June 30, 2012,” and inserting “and
$4,160,365,000 for each of fiscal years 2009
through 2012”;

(C) in subparagraph (C) by striking
“$51,500,000 for each of fiscal years 2009
through 2011, and $38,625,000 for the period
beginning on October 1, 2011, and ending on
June 30, 2012,” and inserting “and
$51,500,000 for each of fiscal years 2009
through 2012”;

(D) in subparagraph (D) by striking
“$1,666,500,000 for each of fiscal years 2009
through 2011, and $1,249,875,000 for the pe-
riod beginning on October 1, 2011, and ending
on June 30, 2012,” and inserting “and
$1,666,500,000 for each of fiscal years 2009
through 2012”;

(E) in subparagraph (E) by striking
“$984,000,000 for each of fiscal years 2009
through 2011, and $738,000,000 for the period
beginning on October 1, 2011, and ending on
June 30, 2012,” and inserting “and $984,000,000 for each of fiscal years 2009 through 2012”; (F) in subparagraph (F) by striking “$133,500,000 for each of fiscal years 2009 through 2011, and $100,125,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “and $133,500,000 for each of fiscal years 2009 through 2012”; (G) in subparagraph (G) by striking “$465,000,000 for each of fiscal years 2009 through 2011, and $348,750,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “and $465,000,000 for each of fiscal years 2009 through 2012”; (H) in subparagraph (H) by striking “$164,500,000 for each of fiscal years 2009 through 2011, and $123,375,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “and $164,500,000 for each of fiscal years 2009 through 2012”;}
(I) in subparagraph (I) by striking “$92,500,000 for each of fiscal years 2009 through 2011, and $69,375,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “and $92,500,000 for each of fiscal years 2009 through 2012”;

(J) in subparagraph (J) by striking “$26,900,000 for each of fiscal years 2009 through 2011, and $20,175,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “and $26,900,000 for each of fiscal years 2009 through 2012”;

(K) in subparagraph (K) by striking “for each of fiscal years 2006 through 2011 and $2,625,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “for each of fiscal years 2006 through 2012”;

(L) in subparagraph (L) by striking “for each of fiscal years 2006 through 2011 and $18,750,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,”
and inserting “for each of fiscal years 2006 through 2012”;

(M) in subparagraph (M) by striking “$465,000,000 for each of fiscal years 2009 through 2011, and $348,750,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “and $465,000,000 for each of fiscal years 2009 through 2012”; and

(N) in subparagraph (N) by striking “$8,800,000 for each of fiscal years 2009 through 2011, and $6,600,000 for the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “and $8,800,000 for each of fiscal years 2009 through 2012”.

(b) Capital investment grants.—Section 5338(c)(7) of title 49, United States Code, is amended to read as follows:

“(7) $1,955,000,000 for fiscal year 2012.”.

(c) Research and university research centers.—Section 5338(d) of title 49, United States Code, is amended—

(1) in paragraph (1), in the matter preceding subparagraph (A), by striking “through 2011, and $33,000,000 for the period beginning on October 1,
2011, and ending on June 30, 2012,” and inserting
“through 2011, and $44,000,000 for fiscal year
2012,”; and

(2) by striking paragraph (3) and inserting the
following:

“(3) ADDITIONAL AUTHORIZATIONS.—

“(A) RESEARCH.—Of amounts authorized
to be appropriated under paragraph (1) for fis-
cal year 2012, the Secretary shall allocate for
each of the activities and projects described in
subparagraphs (A) through (F) of paragraph
(1) an amount equal to 63 percent of the
amount allocated for fiscal year 2009 under
each such subparagraph.

“(B) UNIVERSITY CENTERS PROGRAM.—

“(i) FISCAL YEAR 2012.—Of the
amounts allocated under subparagraph
(A)(i) for the university centers program
under section 5506 for fiscal year 2012,
the Secretary shall allocate for each pro-
gram described in clauses (i) through (iii)
and (v) through (viii) of paragraph (2)(A)
an amount equal to 63 percent of the
amount allocated for fiscal year 2009
under each such clause.
“(ii) FUNDING.—If the Secretary determines that a project or activity described in paragraph (2) received sufficient funds in fiscal year 2011, or a previous fiscal year, to carry out the purpose for which the project or activity was authorized, the Secretary may not allocate any amounts under clause (i) for the project or activity for fiscal year 2012 or any subsequent fiscal year.”.

(d) ADMINISTRATION.—Section 5338(e)(7) of title 49, United States Code, is amended to read as follows:

“(7) $98,713,000 for fiscal year 2012.”.

SEC. 137. AMENDMENTS TO SAFETEA–LU.

(a) CONTRACTED PARATRANSIT PILOT.—Section 3009(i)(1) of SAFETEA–LU (119 Stat. 1572) is amended by striking “2011 and the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012,”.

(b) PUBLIC-PRIVATE PARTNERSHIP PILOT PROGRAM.—Section 3011 of SAFETEA–LU (49 U.S.C. 5309 note; 119 Stat. 1588) is amended—

(1) in subsection (e)(5) by striking “2011 and the period beginning on October 1, 2011, and ending on June 30, 2012” and inserting “2012”; and
(2) in the second sentence of subsection (d) by striking “2011 and the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012”.

(e) Elderly Individuals and Individuals With Disabilities Pilot Program.—Section 3012(b)(8) of SAFETEA–LU (49 U.S.C. 5310 note; 119 Stat. 1593) is amended by striking “June 30, 2012” and inserting “September 30, 2012”.

(d) Obligation Ceiling.—Section 3040(8) of SAFETEA–LU (119 Stat. 1639) is amended to read as follows:

“(8) $10,458,278,000 for fiscal year 2012, of which not more than $8,360,565,000 shall be from the Mass Transit Account.”.

(e) Project Authorizations for New Fixed guideway Capital Projects.—Section 3043 of SAFETEA–LU (119 Stat. 1640) is amended—

(1) in subsection (b), in the matter preceding paragraph (1), by striking “2011 and the period beginning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012”; and

(2) in subsection (c), in the matter preceding paragraph (1), by striking “2011 and the period be-
ginning on October 1, 2011, and ending on June 30, 2012,” and inserting “2012”.

(f) ALLOCATIONS FOR NATIONAL RESEARCH AND TECHNOLOGY PROGRAMS.—Section 3046 of SAFETEA–LU (49 U.S.C. 5338 note; 119 Stat. 1706) is amended—

(1) in subsection (b) by striking “fiscal year or period” and inserting “fiscal year”; and

(2) by striking subsection (c)(2) and inserting the following:

“(2) for fiscal year 2012, in amounts equal to 63 percent of the amounts allocated for fiscal year 2009 under each of paragraphs (2), (3), (5), and (8) through (25) of subsection (a).”.

Subtitle D—Highway Trust Fund Extension

SEC. 141. EXTENSION OF HIGHWAY-RELATED TAXES.

(a) IN GENERAL.—

(1) Each of the following provisions of the Internal Revenue Code of 1986 is amended by striking “June 30, 2012” and inserting “September 30, 2012”:

(A) Section 4041(a)(1)(C)(iii)(I).

(B) Section 4041(m)(1)(B).

(C) Section 4081(d)(1).
(2) Each of the following provisions of such Code is amended by striking “July 1, 2012” and inserting “October 1, 2012”:

(A) Section 4041(m)(1)(A).

(B) Section 4051(c).

(C) Section 4071(d).

(D) Section 4081(d)(3).

(b) FLOOR STOCKS REFUNDS.—Section 6412(a)(1) of such Code is amended—

(1) by striking “July 1, 2012” each place it appears and inserting “October 1, 2012”;

(2) by striking “December 31, 2012” each place it appears and inserting “March 31, 2013”;

and

(3) by striking “October 1, 2012” and inserting “January 1, 2013”.

(c) EXTENSION OF CERTAIN EXEMPTIONS.—Sections 4221(a) and 4483(i) of such Code are each amended by striking “July 1, 2012” and inserting “October 1, 2012”.

(d) EXTENSION OF TRANSFERS OF CERTAIN TAXES.—

(1) IN GENERAL.—Section 9503 of such Code is amended—

(A) in subsection (b)—
(i) by striking “July 1, 2012” each place it appears in paragraphs (1) and (2) and inserting “October 1, 2012”;

(ii) by striking “July 1, 2012” in the heading of paragraph (2) and inserting “October 1, 2012”;

(iii) by striking “June 30, 2012” in paragraph (2) and inserting “September 30, 2012”; and

(iv) by striking “April 1, 2013” in paragraph (2) and inserting “July 1, 2013”; and

(B) in subsection (c)(2), by striking “April 1, 2013” and inserting “July 1, 2013”.

(2) MOTORBOAT AND SMALL-ENGINE FUEL TAX TRANSFERS.—

(A) IN GENERAL.—Paragraphs (3)(A)(i) and (4)(A) of section 9503(c) of such Code are each amended by striking “July 1, 2012” and inserting “October 1, 2012”.

(B) CONFORMING AMENDMENTS TO LAND AND WATER CONSERVATION FUND.—Section 201(b) of the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 460l–11(b)) is amended—
(i) by striking “July 1, 2013” each place it appears and inserting “October 1, 2013”; and

(ii) by striking “July 1, 2012” and inserting “October 1, 2012”.

(e) TECHNICAL CORRECTION.—Paragraph (4) of section 4482(c) of such Code is amended to read as follows:

“(4) TAXABLE PERIOD.—The term ‘taxable period’ means any year beginning before July 1, 2013, and the period which begins on July 1, 2013, and ends at the close of September 30, 2013.”.

(f) EFFECTIVE DATE.—

(1) IN GENERAL.—Except as provided in paragraph (2), the amendments made by this section shall take effect on July 1, 2012.

(2) TECHNICAL CORRECTION.—The amendment made by subsection (e) shall take effect as if included in section 402 of the Surface Transportation Extension Act of 2012.

SEC. 142. EXTENSION OF TRUST FUND EXPENDITURE AUTHORITY.

(a) HIGHWAY TRUST FUND.—Section 9503 of the Internal Revenue Code of 1986 is amended—
(1) by striking “July 1, 2012” in subsections (b)(6)(B), (c)(1), and (e)(3) and inserting “October 1, 2012”; and

(2) by striking “Surface Transportation Extension Act of 2012” in subsections (c)(1) and (e)(3) and inserting “Surface Transportation Extension Act of 2012, Part II”.

(b) SPORT FISH RESTORATION AND BOATING TRUST FUND.—Section 9504 of such Code is amended—

(1) by striking “Surface Transportation Extension Act of 2012” each place it appears in subsection (b)(2) and inserting “Surface Transportation Extension Act of 2012, Part II”; and

(2) by striking “July 1, 2012” in subsection (d)(2) and inserting “October 1, 2012”.

(e) LEAKING UNDERGROUND STORAGE TANK TRUST FUND.—Paragraph (2) of section 9508(e) of such Code is amended by striking “July 1, 2012” and inserting “October 1, 2012”.

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect on July 1, 2012.
TITLE II—KEYSTONE XL PIPELINE

SEC. 201. SHORT TITLE.
This title may be cited as the “North American Energy Access Act”.

SEC. 202. RESTRICTION.
(a) In General.—No person may construct, operate, or maintain the oil pipeline and related facilities described in subsection (b) except in accordance with a permit issued under this title.

(b) Pipeline.—The pipeline and related facilities referred to in subsection (a) are those described in the Final Environmental Impact Statement for the Keystone XL Pipeline Project issued by the Department of State on August 26, 2011, including any modified version of that pipeline and related facilities.

SEC. 203. PERMIT.
(a) Issuance.—

(1) By FERC.—The Federal Energy Regulatory Commission shall, not later than 30 days after receipt of an application therefor, issue a permit without additional conditions for the construction, operation, and maintenance of the oil pipeline and related facilities described in section 202(b), to be implemented in accordance with the terms of the Final Environmental Impact Statement issued by the Department of State on August 26, 2011.
Environmental Impact Statement described in section 202(b). The Commission shall not be required to prepare a Record of Decision under section 1505.2 of title 40 of the Code of Federal Regulations with respect to issuance of the permit provided for in this section.

(2) Issuance in Absence of FERC Action.—If the Federal Energy Regulatory Commission has not acted on an application for a permit described in paragraph (1) within 30 days after receiving such application, the permit shall be deemed to have been issued under this title upon the expiration of such 30-day period.

(b) Modification.—

(1) In General.—The applicant for or holder of a permit described in subsection (a) may make a substantial modification to the pipeline route or any other term of the Final Environmental Impact Statement described in section 202(b) only with the approval of the Federal Energy Regulatory Commission. The Commission shall expedite consideration of any such modification proposal.

(2) Nebraska Modification.—Within 30 days after the date of enactment of this Act, the Federal Energy Regulatory Commission shall enter
into a memorandum of understanding with the State of Nebraska for an effective and timely review under the National Environmental Policy Act of 1969 of any modification to the proposed pipeline route in Nebraska as proposed by the applicant for the permit described in subsection (a). Not later than 30 days after receiving approval of such proposed modification from the Governor of Nebraska, the Commission shall complete consideration of and approve such modification.

(3) Issuance in Absence of FERC Action.—If the Federal Energy Regulatory Commission has not acted on an application for approval of a modification described in paragraph (2) within 30 days after receiving such application, such modification shall be deemed to have been issued under this title upon expiration of the 30-day period.

(4) Construction During Consideration of Nebraska Modification.—While any modification of the proposed pipeline route in Nebraska is under consideration pursuant to paragraph (2), the holder of the permit issued under subsection (a) may commence or continue with construction of any portion of the pipeline and related facilities described in section 202(b) that is not within the State of Nebraska.
(c) **National Environmental Policy Act of 1969.**—Except for actions taken under subsection (b)(1), the actions taken pursuant to this title shall be taken without further action under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

**SEC. 204. RELATION TO OTHER LAW.**

(a) **General Rule.**—Notwithstanding Executive Order No. 13337 (3 U.S.C. 301 note), Executive Order No. 11423 (3 U.S.C. 301 note), section 301 of title 3, United States Code, and any other Executive order or provision of law, no presidential permits shall be required for the construction, operation, and maintenance of the pipeline and related facilities described in section 202(b) of this Act.

(b) **Applicability.**—Nothing in this title shall affect the application to the pipeline and related facilities described in section 202(b) of—

(1) chapter 601 of title 49, United States Code;

or

(2) the authority of the Federal Energy Regulatory Commission to regulate oil pipeline rates and services.

(e) **Final Environmental Impact Statement.**—The final environmental impact statement issued by the Secretary of State on August 26, 2011, shall be considered
to satisfy all requirements of the National Environmental

TITLE III—RESTORE ACT

SEC. 301. SHORT TITLE.

This title may be cited as the “Resources and Eco-
systems Sustainability, Tourist Opportunities, and Re-
vived Economies of the Gulf Coast States Act of 2012”.

SEC. 302. GULF COAST RESTORATION TRUST FUND.

(a) ESTABLISHMENT.—There is established in the
Treasury of the United States a trust fund to be known
as the “Gulf Coast Restoration Trust Fund” (referred to
in this section as the “Trust Fund”), consisting of such
amounts as are deposited in the Trust Fund under this
section or any other provision of law.

(b) TRANSFERS.—The Secretary of the Treasury
shall deposit in the Trust Fund an amount equal to 80
percent of all administrative and civil penalties paid by
responsible parties after the date of enactment of this title
in connection with the explosion on, and sinking of, the
mobile offshore drilling unit Deepwater Horizon pursuant
to a court order, negotiated settlement, or other instru-
ment in accordance with section 311 of the Federal Water
Pollution Control Act (33 U.S.C. 1321).

(c) EXPENDITURES.—Amounts in the Trust Fund,
including interest earned on advances to the Trust Fund
and proceeds from investment under subsection (d), shall be available, pursuant to a future Act of Congress enacted after the date of enactment of this Act—

(1) for expenditure to restore the Gulf Coast region from the Deepwater Horizon oil spill for undertaking projects and programs in the Gulf Coast region that would restore and protect the natural resources, ecosystems, fisheries, marine and wildlife habitats, beaches, coastal wetlands, and economy of the Gulf Coast region; and

(2) solely to Gulf Coast States and coastal political subdivisions to restore the ecosystems and economy of the Gulf Coast region.

(d) INVESTMENT.—Amounts in the Trust Fund shall be invested in accordance with section 9702 of title 31, United States Code, and any interest on, and proceeds from, any such investment shall be available for expenditure in accordance with this section.

(e) DEFINITIONS.—In this section:

(1) COASTAL POLITICAL SUBDIVISION.—The term “coastal political subdivision” means any local political jurisdiction that is immediately below the State level of government, including a county, parish, or borough, with a coastline that is contiguous...
with any portion of the United States Gulf of Mexico.

(2) **Deepwater Horizon Oil Spill.**—The term “Deepwater Horizon oil spill” means the blowout and explosion of the mobile offshore drilling unit Deepwater Horizon that occurred on April 20, 2010, and resulting hydrocarbon releases into the environment.

(3) **Gulf Coast Region.**—The term “Gulf Coast region” means—

(A) in the Gulf Coast States, the coastal zones (as that term is defined in section 304 of the Coastal Zone Management Act of 1972 (16 U.S.C. 1453)) that border the Gulf of Mexico;

(B) any adjacent land, water, and watersheds, that are within 25 miles of those coastal zones of the Gulf Coast States; and

(C) all Federal waters in the Gulf of Mexico.

(4) **Gulf Coast State.**—The term “Gulf Coast State” means any of the States of Alabama, Florida, Louisiana, Mississippi, and Texas.
TITLE IV—HARBOR
MAINTENANCE PROGRAMS

SEC. 401. FUNDING FOR HARBOR MAINTENANCE PROGRAMS.

(a) Harbor Maintenance Trust Fund Guarantee.—

(1) In general.—The total budget resources for a fiscal year shall be equal to the level of receipts for harbor maintenance for that fiscal year. Such amounts shall be used only for harbor maintenance programs.

(2) Guarantee.—No funds may be appropriated for harbor maintenance programs unless the amount under paragraph (1) has been provided for all such programs.

(b) Definitions.—In this section, the following definitions apply:

(1) Harbor maintenance programs.—The term “harbor maintenance programs” means expenditures under section 9505(c)(1) of the Internal Revenue Code of 1986 (relating to expenditures from the Harbor Maintenance Trust Fund).

(2) Level of receipts for harbor maintenance.—The term “level of receipts for harbor maintenance” means the level of taxes credited to
the Harbor Maintenance Trust Fund under section 9505(a)(1) of the Internal Revenue Code of 1986 for a fiscal year as set forth in the President’s budget baseline projection as defined in section 257 of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177) for that fiscal year submitted pursuant to section 1105 of title 31, United States Code, reduced by the amount requested in such President’s budget for payments described in section 9505(c)(3) of the Internal Revenue Code of 1986.

(3) TOTAL BUDGET RESOURCES.—The term “total budget resources” means the total amount made available by appropriations Acts from the Harbor Maintenance Trust Fund for a fiscal year for making expenditures under section 9505(c)(1) of the Internal Revenue Code of 1986.

TITLE V—COAL COMBUSTION RESIDUALS

SEC. 501. HIGHWAY AND INFRASTRUCTURE SAFETY THROUGH THE PROTECTION OF COAL COMBUSTION RESIDUAL RECYCLING.

(a) IN GENERAL.—Subtitle D of the Solid Waste Disposal Act (42 U.S.C. 6941 et seq.) is amended by adding at the end the following new section:
“SEC. 4011. MANAGEMENT AND DISPOSAL OF COAL COMBUSTION RESIDUALS.

“(a) State Permit Programs for Coal Combustion Residuals.—Each State may adopt and implement a coal combustion residuals permit program.

“(b) State Actions.—

“(1) Notification.—Not later than 6 months after the date of enactment of this section (except as provided by the deadline identified under subsection (d)(2)(B)), the Governor of each State shall notify the Administrator, in writing, whether such State will adopt and implement a coal combustion residuals permit program.

“(2) Certification.—

“(A) In general.—Not later than 36 months after the date of enactment of this section (except as provided in subsections (f)(1)(A) and (f)(1)(C)), in the case of a State that has notified the Administrator that it will implement a coal combustion residuals permit program, the head of the lead State agency responsible for implementing the coal combustion residuals permit program shall submit to the Administrator a certification that such coal combustion residuals permit program meets the specifications described in subsection (e)(1).
“(B) CONTENTS.—A certification submitted under this paragraph shall include—

“(i) a letter identifying the lead State agency responsible for implementing the coal combustion residuals permit program, signed by the head of such agency;

“(ii) identification of any other State agencies involved with the implementation of the coal combustion residuals permit program;

“(iii) a narrative description that provides an explanation of how the State will ensure that the coal combustion residuals permit program meets the requirements of this section, including a description of the State’s—

“(I) process to inspect or otherwise determine compliance with such permit program;

“(II) process to enforce the requirements of such permit program; and

“(III) public participation process for the promulgation, amendment, or repeal of regulations for, and the
issuance of permits under, such per-
mit program;

“(iv) a legal certification that the
State has, at the time of certification, fully
effective statutes or regulations necessary
to implement a coal combustion residuals
permit program that meets the specifica-
tions described in subsection (c)(1); and

“(v) copies of State statutes and regu-
lations described in clause (iv).

“(3) MAINTENANCE OF 4005(C) OR 3006 PRO-
gram.—In order to adopt or implement a coal com-
bustion residuals permit program under this section
(including pursuant to subsection (f)), the State
agency responsible for implementing a coal combus-
tion residuals permit program in a State shall main-
tain an approved program under section 4005(c) or
an authorized program under section 3006.

“(c) PERMIT PROGRAM SPECIFICATIONS.—

“(1) MINIMUM REQUIREMENTS.—The specifica-
tions described in this subsection for a coal combus-
tion residuals permit program are as follows:

“(A) The revised criteria described in
paragraph (2) shall apply to a coal combustion
residuals permit program, except as provided in paragraph (3).

“(B) Each structure shall be, in accordance with generally accepted engineering standards for the structural integrity of such structures, designed, constructed, and maintained to provide for containment of the maximum volumes of coal combustion residuals appropriate for the structure. If a structure is determined by the head of the agency responsible for implementing the coal combustion residuals permit program to be deficient, the head of such agency has authority to require action to correct the deficiency according to a schedule determined by such agency. If the identified deficiency is not corrected according to such schedule, the head of such agency has authority to require that the structure close in accordance with subsection (h).

“(C) The coal combustion residuals permit program shall apply the revised criteria promulgated pursuant to section 4010(c) for location, design, groundwater monitoring, corrective action, financial assurance, closure, and post-closure described in paragraph (2) and the speci-
fications described in this paragraph to surface impoundments.

“(D) If a structure that is classified as posing a high hazard potential pursuant to the guidelines published by the Federal Emergency Management Agency entitled ‘Federal Guidelines for Dam Safety: Hazard Potential Classification System for Dams’ (FEMA Publication Number 333) is determined by the head of the agency responsible for implementing the coal combustion residuals permit program to be deficient with respect to the structural integrity requirement in subparagraph (B), the head of such agency has authority to require action to correct the deficiency according to a schedule determined by such agency. If the identified deficiency is not corrected according to such schedule, the head of such agency has authority to require that the structure close in accordance with subsection (h).

“(E) New structures that first receive coal combustion residuals after the date of enactment of this section shall be constructed with a base located a minimum of two feet above the upper limit of the natural water table.
“(F) In the case of a coal combustion residuals permit program implemented by a State, the State has the authority to inspect structures and implement and enforce such permit program.

“(G) In the case of a coal combustion residuals permit program implemented by a State, the State has the authority to address wind dispersal of dust from coal combustion residuals by requiring dust control measures, as determined appropriate by the head of the lead State agency responsible for implementing the coal combustion residuals permit program.

“(2) REVISED CRITERIA.—The revised criteria described in this paragraph are—

“(A) the revised criteria for design, groundwater monitoring, corrective action, closure, and post-closure, for structures, including—

“(i) for new structures, and lateral expansions of existing structures, that first receive coal combustion residuals after the date of enactment of this section, the revised criteria regarding design require-
ments described in section 258.40 of title 40, Code of Federal Regulations; and

“(ii) for all structures that receive coal combustion residuals after the date of enactment of this section, the revised criteria regarding groundwater monitoring and corrective action requirements described in subpart E of part 258 of title 40, Code of Federal Regulations, except that, for the purposes of this paragraph, such revised criteria shall also include—

“(I) for the purposes of detection monitoring, the constituents boron, chloride, conductivity, fluoride, mercury, pH, sulfate, sulfide, and total dissolved solids; and

“(II) for the purposes of assessment monitoring, the constituents aluminum, boron, chloride, fluoride, iron, manganese, molybdenum, pH, sulfate, and total dissolved solids;

“(B) the revised criteria for location restrictions described in—

“(i) for new structures, and lateral expansions of existing structures, that first
receive coal combustion residuals after the date of enactment of this section, sections 258.11 through 258.15 of title 40, Code of Federal Regulations; and

“(ii) for existing structures that receive coal combustion residuals after the date of enactment of this section, sections 258.11 and 258.15 of title 40, Code of Federal Regulations;

“(C) for all structures that receive coal combustion residuals after the date of enactment of this section, the revised criteria for air quality described in section 258.24 of title 40, Code of Federal Regulations;

“(D) for all structures that receive coal combustion residuals after the date of enactment of this section, the revised criteria for financial assurance described in subpart G of part 258 of title 40, Code of Federal Regulations;

“(E) for all structures that receive coal combustion residuals after the date of enactment of this section, the revised criteria for surface water described in section 258.27 of title 40, Code of Federal Regulations;
“(F) for all structures that receive coal combustion residuals after the date of enactment of this section, the revised criteria for recordkeeping described in section 258.29 of title 40, Code of Federal Regulations;

“(G) for landfills and other land-based units, other than surface impoundments, that receive coal combustion residuals after the date of enactment of this section, the revised criteria for run-on and run-off control systems described in section 258.26 of title 40, Code of Federal Regulations; and

“(H) for surface impoundments that receive coal combustion residuals after the date of enactment of this section, the revised criteria for run-off control systems described in section 258.26(a)(2) of title 40, Code of Federal Regulations.

“(3) **Applicability of Certain Requirements.**—A State may determine that one or more of the requirements of the revised criteria described in paragraph (2) is not needed for the management of coal combustion residuals in that State, and may decline to apply such requirement as part of its coal combustion residuals permit program. If a State de-
clines to apply a requirement under this paragraph, the State shall include in the certification under subsection (b)(2) a description of such requirement and the reasons such requirement is not needed in the State. If the Administrator determines that a State determination under this paragraph does not accurately reflect the needs for the management of coal combustion residuals in the State, the Administrator may treat such State determination as a deficiency under subsection (d).

“(d) WRITTEN NOTICE AND OPPORTUNITY TO REMEDY.—

“(1) IN GENERAL.—The Administrator shall provide to a State written notice and an opportunity to remedy deficiencies in accordance with paragraph (2) if at any time the State—

“(A) does not satisfy the notification requirement under subsection (b)(1);

“(B) has not submitted a certification under subsection (b)(2);

“(C) does not satisfy the maintenance requirement under subsection (b)(3); or

“(D) is not implementing a coal combustion residuals permit program that meets the specifications described in subsection (c)(1).
“(2) CONTENTS OF NOTICE; DEADLINE FOR RESPONSE.—A notice provided under this subsection shall—

“(A) include findings of the Administrator detailing any applicable deficiencies in—

“(i) compliance by the State with the notification requirement under subsection (b)(1);

“(ii) compliance by the State with the certification requirement under subsection (b)(2);

“(iii) compliance by the State with the maintenance requirement under subsection (b)(3); and

“(iv) the State coal combustion residuals permit program in meeting the specifications described in subsection (c)(1); and

“(B) identify, in collaboration with the State, a reasonable deadline, which shall be not sooner than 6 months after the State receives the notice, by which the State shall remedy the deficiencies detailed under subparagraph (A).

“(e) IMPLEMENTATION BY ADMINISTRATOR.—
“(1) IN GENERAL.—The Administrator shall implement a coal combustion residuals permit program for a State only in the following circumstances:

“(A) If the Governor of such State notifies the Administrator under subsection (b)(1) that such State will not adopt and implement such a permit program.

“(B) If such State has received a notice under subsection (d) and, after any review brought by the State under section 7006, fails, by the deadline identified in such notice under subsection (d)(2)(B), to remedy the deficiencies detailed in such notice under subsection (d)(2)(A).

“(C) If such State informs the Administrator, in writing, that such State will no longer implement such a permit program.

“(2) REQUIREMENTS.—If the Administrator implements a coal combustion residuals permit program for a State under paragraph (1), such permit program shall consist of the specifications described in subsection (e)(1).

“(3) ENFORCEMENT.—If the Administrator implements a coal combustion residuals permit pro-
gram for a State under paragraph (1), the authorities referred to in section 4005(e)(2)(A) shall apply with respect to coal combustion residuals and structures and the Administrator may use such authorities to inspect, gather information, and enforce the requirements of this section in the State.

“(f) State Control After Implementation by Administrator.—

“(1) State control.—

“(A) New adoption and implementation by State.—For a State for which the Administrator is implementing a coal combustion residuals permit program under subsection (e)(1)(A), the State may adopt and implement such a permit program by—

“(i) notifying the Administrator that the State will adopt and implement such a permit program;

“(ii) not later than 6 months after the date of such notification, submitting to the Administrator a certification under subsection (b)(2); and

“(iii) receiving from the Administrator—
“(I) a determination that the
State coal combustion residuals per-
mit program meets the specifications
described in subsection (c)(1); and
“(II) a timeline for transition of
control of the coal combustion residu-
als permit program.

“(B) REMEDYING DEFICIENT PERMIT PRO-
GRAM.—For a State for which the Adminis-
trator is implementing a coal combustion re-
siduals permit program under subsection
(e)(1)(B), the State may adopt and implement
such a permit program by—
“(i) remedying the deficiencies de-
tailed in the notice provided under sub-
section (d)(2)(A); and
“(ii) receiving from the Adminis-
trator—
“(I) a determination that the de-
ficiencies detailed in such notice have
been remedied; and
“(II) a timeline for transition of
control of the coal combustion residu-
als permit program.
“(C) RESUMPTION OF IMPLEMENTATION BY STATE.—For a State for which the Administrator is implementing a coal combustion residuals permit program under subsection (e)(1)(C), the State may adopt and implement such a permit program by—

“(i) notifying the Administrator that the State will adopt and implement such a permit program;

“(ii) not later than 6 months after the date of such notification, submitting to the Administrator a certification under subsection (b)(2); and

“(iii) receiving from the Administrator—

“(I) a determination that the State coal combustion residuals permit program meets the specifications described in subsection (e)(1); and

“(II) a timeline for transition of control of the coal combustion residuals permit program.

“(2) REVIEW OF DETERMINATION.—

“(A) DETERMINATION REQUIRED.—The Administrator shall make a determination
under paragraph (1) not later than 90 days after the date on which the State submits a cer-

tification under paragraph (1)(A)(ii) or (1)(C)(ii), or notifies the Administrator that the deficiencies have been remedied pursuant to paragraph (1)(B)(i), as applicable.

“(B) Review.—A State may obtain a re-

view of a determination by the Administrator under paragraph (1) as if such determination was a final regulation for purposes of section 7006.

“(3) Implementation during transition.—

“(A) Effect on actions and orders.—

Actions taken or orders issued pursuant to a coal combustion residuals permit program shall remain in effect if—

“(i) a State takes control of its coal combustion residuals permit program from the Administrator under paragraph (1); or

“(ii) the Administrator takes control of a coal combustion residuals permit pro-

gram from a State under subsection (e).

“(B) Change in requirements.—Sub-

paragraph (A) shall apply to such actions and orders until such time as the Administrator or
the head of the lead State agency responsible
for implementing the coal combustion residuals
permit program, as applicable—

“(i) implements changes to the re-
quirements of the coal combustion residu-
als permit program with respect to the
basis for the action or order; or

“(ii) certifies the completion of a cor-
rective action that is the subject of the ac-
tion or order.

“(4) Single Permit Program.—If a State
adopts and implements a coal combustion residuals
permit program under this subsection, the Adminis-
trator shall cease to implement the permit program
implemented under subsection (e) for such State.

“(g) Effect on Determination Under 4005(c)
or 3006.—The Administrator shall not consider the im-
plementation of a coal combustion residuals permit pro-
gram by the Administrator under subsection (e) in making
a determination of approval for a permit program or other
system of prior approval and conditions under section
4005(c) or of authorization for a program under section
3006.

“(h) Closure.—If it is determined, pursuant to a
coal combustion residuals permit program, that a struc-
ture should close, the time period and method for the closure of such structure shall be set forth in a closure plan that establishes a deadline for completion and that takes into account the nature and the site-specific characteristics of the structure to be closed. In the case of a surface impoundment, the closure plan shall require, at a minimum, the removal of liquid and the stabilization of remaining waste, as necessary to support the final cover.

“(i) Authority.—

“(1) State authority.—Nothing in this section shall preclude or deny any right of any State to adopt or enforce any regulation or requirement respecting coal combustion residuals that is more stringent or broader in scope than a regulation or requirement under this section.

“(2) Authority of the Administrator.—

“(A) In general.—Except as provided in subsection (e) of this section and section 6005 of this title, the Administrator shall, with respect to the regulation of coal combustion residuals, defer to the States pursuant to this section.

“(B) Imminent hazard.—Nothing in this section shall be construed to affect the author-
ity of the Administrator under section 7003 with respect to coal combustion residuals.

“(C) Technical and enforcement assistance only upon request.—Upon request from the head of a lead State agency that is implementing a coal combustion residuals permit program, the Administrator may provide to such State agency only the technical or enforcement assistance requested.

“(3) Citizen suits.—Nothing in this section shall be construed to affect the authority of a person to commence a civil action in accordance with section 7002.

“(j) Mine reclamation activities.—A coal combustion residuals permit program implemented under subsection (e) by the Administrator shall not apply to the utilization, placement, and storage of coal combustion residuals at surface mining and reclamation operations.

“(k) Definitions.—In this section:

“(1) Coal combustion residuals.—The term ‘coal combustion residuals’ means—

“(A) the solid wastes listed in section 3001(b)(3)(A)(i), including recoverable materials from such wastes;
“(B) coal combustion wastes that are co-managed with wastes produced in conjunction with the combustion of coal, provided that such wastes are not segregated and disposed of separately from the coal combustion wastes and comprise a relatively small proportion of the total wastes being disposed in the structure;

“(C) fluidized bed combustion wastes;

“(D) wastes from the co-burning of coal with non-hazardous secondary materials provided that coal makes up at least 50 percent of the total fuel burned; and

“(E) wastes from the co-burning of coal with materials described in subparagraph (A) that are recovered from monofills.

“(2) COAL COMBUSTION RESIDUALS PERMIT PROGRAM.—The term ‘coal combustion residuals permit program’ means a permit program or other system of prior approval and conditions that is adopted by or for a State for the management and disposal of coal combustion residuals to the extent such activities occur in structures in such State.

“(3) STRUCTURE.—The term ‘structure’ means a landfill, surface impoundment, or other land-based unit which may receive coal combustion residuals.
“(4) Revised criteria.—The term ‘revised criteria’ means the criteria promulgated for municipal solid waste landfill units under section 4004(a) and under section 1008(a)(3), as revised under section 4010(c) in accordance with the requirement of such section that the criteria protect human health and the environment.”.

(b) 2000 Regulatory Determination.—Nothing in this section, or the amendments made by this section, shall be construed to alter in any manner the Environmental Protection Agency’s regulatory determination entitled “Notice of Regulatory Determination on Wastes from the Combustion of Fossil Fuels”, published at 65 Fed. Reg. 32214 (May 22, 2000), that the fossil fuel combustion wastes addressed in that determination do not warrant regulation under subtitle C of the Solid Waste Disposal Act (42 U.S.C. 6921 et seq.).

(c) Conforming Amendment.—The table of contents contained in section 1001 of the Solid Waste Disposal Act is amended by inserting after the item relating to section 4010 the following:

“Sec. 4011. Management and disposal of coal combustion residuals.”.
TITLE VI—ENVIRONMENTAL STREAMLINING

SEC. 601. AMENDMENTS TO TITLE 23, UNITED STATES CODE.

Except as otherwise expressly provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or a repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of title 23, United States Code.

SEC. 602. DECLARATION OF POLICY.

(a) EXPEDITED PROJECT DELIVERY.—Section 101(b) is amended by adding at the end the following:

“(4) EXPEDITED PROJECT DELIVERY.—Congress declares that it is in the national interest to expedite the delivery of surface transportation projects by substantially reducing the average length of the environmental review process. Accordingly, it is the policy of the United States that—

“(A) the Secretary shall have the lead role among Federal agencies in carrying out the environmental review process for surface transportation projects;

“(B) each Federal agency shall cooperate with the Secretary to expedite the environ-
mental review process for surface transportation projects;

“(C) there shall be a presumption that the mode, facility type, and corridor location for a surface transportation project will be determined in the transportation planning process, as established in sections 134 and 135 and sections 5303 and 5304 of title 49;

“(D) project sponsors shall not be prohibited from carrying out pre-construction project development activities concurrently with the environmental review process;

“(E) programmatic approaches shall be used, to the maximum extent possible, to reduce the need for project-by-project reviews and decisions by Federal agencies; and

“(F) the Secretary shall actively support increased opportunities for project sponsors to assume responsibilities of the Secretary in carrying out the environmental review process.”.

SEC. 603. EXEMPTION IN EMERGENCIES.

If any road, highway, or bridge is in operation or under construction when damaged by an emergency declared by the Governor of the State and concurred in by the Secretary, or declared by the President pursuant to
the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121), and is reconstructed in the same location with the same capacity, dimensions, and design as before the emergency, then that reconstruction project shall be exempt from any further environmental reviews, approvals, licensing, and permit requirements under—

(1) the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.);

(2) sections 402 and 404 of the Federal Water Pollution Control Act (33 U.S.C. 1342, 1344);

(3) the National Historic Preservation Act (16 U.S.C. 470 et seq.);

(4) the Migratory Bird Treaty Act (16 U.S.C. 703 et seq.);

(5) the Wild and Scenic Rivers Act (16 U.S.C. 1271 et seq.);

(6) the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.);

(7) the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.), except when the reconstruction occurs in designated critical habitat for threatened and endangered species;
(8) Executive Order No. 11990 (42 U.S.C. 4321 note; relating to the protection of wetlands); and

(9) any Federal law (including regulations) requiring no net loss of wetlands.

SEC. 604. ADVANCE ACQUISITION OF REAL PROPERTY INTERESTS.

(a) Real Property Interests.—Section 108 is amended—

(1) by striking “real property” each place it appears and inserting “real property interests”; 

(2) by striking “right-of-way” each place it appears and inserting “real property interest”; and

(3) by striking “rights-of-way” each place it appears and inserting “real property interests”.

(b) State-funded Early Acquisition of Real Property Interests.—Section 108(c) is amended—

(1) in the subsection heading by striking “Early Acquisition of Rights-of-Way” and inserting “State-funded Early Acquisition of Real Property Interests”;

(2) by redesignating paragraphs (1) and (2) as paragraphs (2) and (3), respectively;

(3) in paragraph (2), as redesignated—
(A) in the heading by striking “GENERAL RULE” and inserting “ELIGIBILITY FOR REIMBURSEMENT”; and

(B) by striking “Subject to paragraph (2)” and inserting “Subject to paragraph (3)”; 

(4) by inserting before paragraph (2), as redesignated, the following:

“(1) IN GENERAL.—A State may carry out, at the expense of the State, acquisitions of interests in real property for a project before completion of the review process required for the project under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) without affecting subsequent approvals required for the project by the State or any Federal agency.”; and

(5) in paragraph (3), as redesignated—

(A) in the matter preceding subparagraph (A) by striking “in paragraph (1)” and inserting “in paragraph (2)”; and

(B) in subparagraph (G) by striking “both the Secretary and the Administrator of the Environmental Protection Agency have concurred” and inserting “the Secretary has determined”.


(c) Federally Funded Acquisition of Real Property Interests.—Section 108 is further amended by adding at the end the following:

“(d) Federally Funded Early Acquisition of Real Property Interests.—

“(1) In general.—The Secretary may authorize the use of Federal funds for the acquisition of a real property interest by a State. For purposes of this subsection, an acquisition of a real property interest includes the acquisition of any interest in land, including the acquisition of a contractual right to acquire any interest in land, or any other similar action to acquire or preserve rights-of-way for a transportation facility.

“(2) State certification.—A State requesting Federal funding for an acquisition of a real property interest shall certify in writing that—

“(A) the State has authority to acquire the real property interest under State law;

“(B) the acquisition of the real property interest is for a transportation purpose; and

“(C) the State acknowledges that early acquisition will not be considered by the Secretary in the environmental assessment of a project, the decision relative to the need to construct a transportation facility.
project, or the selection of a project design or location.

“(3) **ENVIRONMENTAL COMPLIANCE.**—Before authorizing Federal funding for an acquisition of a real property interest, the Secretary shall complete for the acquisition the review process under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.). For purposes of the review process, the acquisition of a real property interest shall be treated as having independent utility and does not limit consideration of alternatives for future transportation improvements with respect to the real property interest.

“(4) **PROGRAMMING.**—The acquisition of a real property interest for which Federal funding is requested shall be included as a project in an applicable transportation improvement program under sections 134 and 135 and sections 5303 and 5304 of title 49. The acquisition project may be included in the transportation improvement program on its own, without including the future construction project for which the real property interest is being acquired. The acquisition project may consist of the acquisition of a specific parcel, a portion of a transportation corridor, or an entire transportation corridor.
“(5) OTHER REQUIREMENTS.—The acquisition of a real property interest shall be carried out in compliance with all requirements applicable to the acquisition of real property interests for federally funded transportation projects.

“(e) CONSIDERATION OF LONG-RANGE TRANSPORTATION NEEDS.—The Secretary shall encourage States and other public authorities, if practicable, to acquire transportation real property interests that are sufficient to accommodate long-range transportation needs and, if possible, to do so through the acquisition of broad real property interests that have the capacity for expansion over a 50- to 100-year period and the potential to accommodate one or more transportation modes.”.

SEC. 605. STANDARDS.

Section 109 is amended by adding at the end the following:

“(r) UNDERTAKING DESIGN ACTIVITIES BEFORE COMPLETION OF ENVIRONMENTAL REVIEW PROCESS.—

“(1) IN GENERAL.—A State may carry out, at the expense of the State, design activities at any level of detail for a project before completion of the review process required for the project under the National Environmental Policy Act of 1969 (42
U.S.C. 4321 et seq.) without affecting subsequent
approvals of the project.

“(2) ELIGIBILITY FOR REIMBURSEMENT.—Sub-
ject to paragraph (3), funds apportioned to a State
under this title may be used to participate in the
payment of costs incurred by the State for design
activities, if the results of the activities are subse-
quently incorporated (in whole or in substantial
part) into a project eligible for surface transpor-
tation program funds.

“(3) TERMS AND CONDITIONS.—The Federal
share payable of the costs described in paragraph
(2) shall be eligible for reimbursement out of funds
apportioned to a State under this title when the de-
sign activities are incorporated (in whole or in sub-
stantial part) into a project eligible for surface
transportation program funds, if the State dem-
onstrates to the Secretary and the Secretary finds
that—

“(A) before the time that the cost incurred
by a State is approved for Federal participa-
tion, environmental compliance pursuant to the
National Environmental Policy Act of 1969 (42
U.S.C. 4321 et seq.) has been completed for the
project for which the design activities were conducted by the State; and

“(B) the design activities conducted pursuant to this subsection did not preclude the consideration of alternatives to the project.”

SEC. 606. LETTING OF CONTRACTS.

(a) BIDDING REQUIREMENTS.—Section 112(b)(1) is amended to read as follows:

“(1) IN GENERAL.—

“(A) COMPETITIVE BIDDING REQUIREMENT.—Subject to paragraphs (2), (3), and (4), construction of each project, subject to the provisions of subsection (a), shall be performed by contract awarded by competitive bidding, unless the State transportation department demonstrates, to the satisfaction of the Secretary, that some other method is more cost effective or that an emergency exists.

“(B) BASIS OF AWARD.—

“(i) IN GENERAL.—Contracts for the construction of each project shall be awarded only on the basis of the lowest responsive bid submitted by a bidder meeting established criteria of responsibility.
“(ii) PROHIBITION.—No requirement or obligation shall be imposed as a condition precedent to the award of a contract to such bidder for a project, or to the Secretary’s concurrence in the award of a contract to such bidder, unless such requirement or obligation is otherwise lawful and is specifically set forth in the advertised specifications.”.

(b) DESIGN-BUILD CONTRACTING.—Section 112(b)(3) is amended—

(1) in subparagraph (A) by striking “subparagraph (C)” and inserting “subparagraph (B)”; 
(2) by striking subparagraph (B); 
(3) by redesignating subparagraphs (C) through (E) as subparagraphs (B) through (D), respectively; and 
(4) in subparagraph (C), as redesignated—

(A) in the matter preceding clause (i) by striking “of the SAFETEA-LU” and inserting “of the Surface Transportation Extension Act of 2012, Part II”; 
(B) in clause (ii) by striking “and” at the end; 
(C) in clause (iii)—
(i) by striking “final design or”; and

(ii) by striking the period at the end

and inserting “; and”; and

(D) by adding at the end the following:

“(iv) permit the State transportation
department, the local transportation agen-
cy, and the design-build contractor to pro-
ceed, at the expense of one or more of
those entities, with design activities at any
level of detail for a project before comple-
tion of the review process required for the
project under the National Environmental
seq.) without affecting subsequent approv-
als required for the project. Design activi-
ties carried out under this clause shall be
eligible for Federal reimbursement as a
project expense in accordance with the re-
quirements under section 109(r).”.

(e) EFFICIENCIES IN CONTRACTING.—Section 112(b)
is amended by adding at the end the following:

“(4) METHOD OF CONTRACTING.—

“(A) IN GENERAL.—

“(i) TWO-PHASE CONTRACT.—A con-
tracting agency may award a two-phase
contract for preconstruction and construction services.

“(ii) Pre-construction services phase.—In the pre-construction services phase, the contractor shall provide the contracting agency with advice for scheduling, work sequencing, cost engineering, constructability, cost estimating, and risk identification.

“(iii) Agreement.—Prior to the start of the construction services phase, the contracting agency and the contractor may agree to a price and other factors specified in regulation for the construction of the project or a portion of the project.

“(iv) Construction phase.—If an agreement is reached under clause (iii), the contractor shall be responsible for the construction of the project or portion of the project at the negotiated price and other factors specified in regulation.

“(B) Selection.—A contract shall be awarded to a contractor using a competitive selection process based on qualifications, experience, best value, or any other combination of
factors considered appropriate by the contracting agency.

“(C) Timing.—

“(i) Relationship to NEPA Process.—Prior to the completion of the process required under section 102 of the National Environmental Policy Act of 1969 (42 U.S.C. 4332), a contracting agency may—

“(I) issue requests for proposals;

“(II) proceed with the award of a contract for preconstruction services under subparagraph (A); and

“(III) issue notices to proceed with a preliminary design and any work related to preliminary design.

“(ii) Preconstruction Services Phase.—If the preconstruction services phase of a contract under subparagraph (A)(ii) focuses primarily on one alternative, the Secretary shall require that the contract include appropriate provisions to achieve the objectives of section 102 of the National Environmental Policy Act of 1969 (42 U.S.C. 4332) and comply with
other applicable Federal laws and regulations.

“(iii) **Construction Services Phase.**—A contracting agency may not proceed with the award of the construction services phase of a contract under subparagraph (A)(iv) and may not proceed, or permit any consultant or contractor to proceed, with construction until completion of the process required under section 102 of the National Environmental Policy Act of 1969 (42 U.S.C. 4332).

“(iv) **Approval Requirement.**—Prior to authorizing construction activities, the Secretary shall approve the contracting agency’s price estimate for the entire project, as well as any price agreement with the general contractor for the project or a portion of the project.

“(v) **Design Activities.**—A contracting agency may proceed, at its expense, with design activities at any level of detail for a project before completion of the review process required for the project under the National Environmental Policy
Act of 1969 (42 U.S.C. 4321 et seq.) without affecting subsequent approvals required for the project. Design activities carried out under this clause shall be eligible for Federal reimbursement as a project expense in accordance with the requirements under section 109(r).”.

SEC. 607. ELIMINATION OF DUPLICATION IN HISTORIC PRESERVATION REQUIREMENTS.

(a) Preservation of Parklands.—Section 138 is amended by adding at the end the following:

“(c) Elimination of Duplication for Historic Sites and Properties.—The requirements of this section shall be considered to be satisfied for an historic site or property where its treatment has been agreed upon in a memorandum of agreement by invited and mandatory signatories, including the Advisory Council on Historic Preservation, if participating, in accordance with section 106 of the National Historic Preservation Act (16 U.S.C. 470f).”.

(b) Policy on Lands, Wildlife and Waterfowl Refuges, and Historic Sites.—Section 303 of title 49, United States Code, is amended by adding at the end the following:
“(e) Elimination of Duplication for Historic Sites and Properties.—The requirements of this section shall be considered to be satisfied for an historic site or property where its treatment has been agreed upon in a memorandum of agreement by invited and mandatory signatories, including the Advisory Council on Historic Preservation, if participating, in accordance with section 106 of the National Historic Preservation Act (16 U.S.C. 470f).”.

SEC. 608. FUNDING THRESHOLD.

Section 139(b) is amended by adding at the end the following:

“(3) Funding threshold.—The Secretary’s approval of a project receiving funds under this title or under chapter 53 of title 49 shall not be considered a Federal action for the purposes of the National Environmental Policy Act of 1969 if such funds—

“(A) constitute 15 percent or less of the total estimated project costs; or

“(B) are less than $10,000,000.”.

SEC. 609. EFFICIENT ENVIRONMENTAL REVIEWS FOR PROJECT DECISIONMAKING.

(a) Flexibility.—Section 139(b) is further amended—
(1) in paragraph (2) by inserting “, and any re-
quirements established in this section may be satis-
fied,” after “exercised”; and

(2) by adding after paragraph (3), as added by
this Act, the following:

“(4) PROGRAMMATIC COMPLIANCE.—At the re-
quest of a State, the Secretary may modify the pro-
cedures developed under this section to encourage
programmatic approaches and strategies with re-
spect to environmental programs and permits (in
lieu of project-by-project reviews).”.

(b) FEDERAL LEAD AGENCY.—Section 139(c) is
amended—

(1) in paragraph (1) by adding at the end the
following: “If the project requires approval from
more than one modal administration within the De-
partment, the Secretary shall designate a single
modal administration to serve as the Federal lead
agency for the Department in the environmental re-
view process for the project.”;

(2) in paragraph (3) by inserting “or other ap-
provals by the Secretary” after “chapter 53 of title
49”; and

(3) by striking paragraph (5) and inserting the
following:
“(5) ADOPTION AND USE OF DOCUMENTS.—
Any environmental document prepared in accordance
with this subsection shall be adopted and used by
any Federal agency in making any approval of a
project subject to this section as the document re-
quired to be completed under the National Environ-
mental Policy Act of 1969.”.

(c) PARTICIPATING AGENCIES.—

(1) EFFECT OF DESIGNATION.—Section
139(d)(4) is amended to read as follows:

“(4) EFFECT OF DESIGNATION.—

“(A) REQUIREMENT.—A participating
agency shall comply with the requirements of
this section and any schedule established under
this section.

“(B) IMPLICATION.—Designation as a par-
ticipating agency under this subsection shall not
imply that the participating agency—

“(i) supports a proposed project; or

“(ii) has any jurisdiction over, or spe-
cial expertise with respect to evaluation of,
the project.”.

(2) CONCURRENT REVIEWS.—Section 139(d)(7)
is amended to read as follows:
“(7) Concurrent reviews.—Each participating agency and cooperating agency shall—

“(A) carry out obligations of that agency under other applicable law concurrently, and in conjunction, with the review required under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

“(B) formulate and implement administrative, policy, and procedural mechanisms to enable the agency to ensure completion of the environmental review process in a timely, coordinated, and environmentally responsible manner.”.

(d) Project Initiation.—Section 139(e) is amended by adding at the end the following: “The project sponsor may satisfy this requirement by submitting to the Secretary a draft notice for publication in the Federal Register announcing the preparation of an environmental impact statement for the project.”.

(e) Alternatives Analysis.—Section 139(f) is amended—

(1) in paragraph (4)—

(A) by amending subparagraph (B) to read as follows:

“(B) Range of alternatives.—
“(i) IN GENERAL.—Following participation under paragraph (1), the lead agency shall determine the range of alternatives for consideration in any document which the lead agency is responsible for preparing for the project.

“(ii) LIMITATION.—The range of alternatives shall be limited to alternatives that are consistent with the transportation mode and general design of the project described in the long-range transportation plan or transportation improvement program prepared pursuant to section 134 or 135 or section 5303 or 5304 of title 49.

“(iii) RESTRICTION.—A Federal agency may not require the evaluation of any alternative that was evaluated, but not adopted—

“(I) in any prior State or Federal environmental document with regard to the applicable long-range transportation plan or transportation improvement program; or

“(II) after the preparation of a programmatic or tiered environmental
document that evaluated alternatives to the project.

“(iv) LEGAL SUFFICIENCY.—The evaluation of the range of alternatives shall be deemed legally sufficient if the environmental document complies with the requirements of this paragraph.”;

(B) in subparagraph (C)—

(i) by striking “(C) METHODOLOGIES.—The lead agency” and inserting the following:

“(C) METHODOLOGIES.—

“(i) IN GENERAL.—The lead agency”;

(ii) by striking “in collaboration with participating agencies at appropriate times during the study process” and inserting “after consultation with participating agencies as part of the scoping process”; and

(iii) by adding at the end the following:

“(ii) COMMENTS.—Each participating agency shall limit comments on such methodologies to those issues that are within
the authority and expertise of such participating agency.

“(iii) STUDIES.—The lead agency may not conduct studies proposed by any participating agency that are not within the authority or expertise of such participating agency.”; and

(C) by adding at the end the following:

“(E) LIMITATIONS ON THE EVALUATION OF IMPACTS EVALUATED IN PRIOR ENVIRONMENTAL DOCUMENTS.—

“(i) IN GENERAL.—The lead agency may not reevaluate, and a Federal agency may not require the reevaluation of, cumulative impacts or growth-inducing impacts where such impacts were previously evaluated in—

“(I) a long-range transportation plan or transportation improvement program developed pursuant to section 134 or 135 or section 5303 or 5304 of title 49;

“(II) a prior environmental document approved by the Secretary; or
'“(III) a prior State environmental document approved pursuant to a State law that is substantially equivalent to section 102(2)(C) of the National Environmental Policy Act of 1969 (42 U.S.C. 4332(2)(C)).

“(ii) LEGAL SUFFICIENCY.—The evaluation of cumulative impacts and growth inducing impacts shall be deemed legally sufficient if the environmental document complies with the requirements of this paragraph.”; and

(2) by adding at the end the following:

“(5) EFFECTIVE DECISIONMAKING.—

“(A) CONCURRENCE.—At the discretion of the lead agency, a participating agency shall be presumed to concur in the determinations made by the lead agency under this subsection unless the participating agency submits an objection to the lead agency in writing within 30 days after receiving notice of the lead agency’s determination and specifies the statutory basis for the objection.

“(B) ADOPTION OF DETERMINATION.—If the participating agency concurs or does not ob-
ject within the 30-day period, the participating agency shall adopt the lead agency’s determination for purposes of any reviews, approvals, or other actions taken by the participating agency as part of the environmental review process for the project.”.

(f) COORDINATION PLAN.—Section 139(g) is amended—

(1) in paragraph (1)(A) by striking “project or category of projects” and inserting “project, category of projects, or program of projects”;

(2) by amending paragraph (3) to read as follows:

“(3) DEADLINES FOR DECISIONS UNDER OTHER LAWS.—

“(A) PRIOR APPROVAL DEADLINE.—If a participating agency is required to make a determination regarding or otherwise approve or disapprove the project prior to the record of decision or finding of no significant impact of the lead agency, such participating agency shall make such determination or approval not later than 30 days after the lead agency publishes notice of the availability of a final environmental impact statement or other final environ-
mental document, or not later than such other
date that is otherwise required by law, whichever occurs first.

“(B) **OTHER DEADLINES**.—With regard to any determination or approval of a participating agency that is not subject to subparagraph (A), each participating agency shall make any required determination regarding or otherwise approve or disapprove the project not later than 90 days after the date that the lead agency approves the record of decision or finding of no significant impact for the project, or not later than such other date that is otherwise required by law, whichever occurs first.

“(C) **DEEMED APPROVED**.—In the event that any participating agency fails to make a determination or approve or disapprove the project within the applicable deadline described in subparagraphs (A) and (B), the project shall be deemed approved by such participating agency, and such approval shall be deemed to comply with the applicable requirements of Federal law.

“(D) **WRITTEN FINDING**.—The Secretary may issue a written finding verifying the ap-
proval made in accordance with this para-
graph.”; and

(3) by striking paragraph (4).

(g) ISSUE IDENTIFICATION AND RESOLUTION.—Sec-
tion 139(h)(4) is amended by adding at the end the fol-
lowing:

“(C) RESOLUTION FINAL.—

“(i) IN GENERAL.—The lead agency
and participating agencies may not reconsid-
er the resolution of any issue agreed to
by the relevant agencies in a meeting
under subparagraph (A).

“(ii) COMPLIANCE WITH APPLICABLE
LAW.—Any such resolution shall be
deemed to comply with applicable law not-
withstanding that the agencies agreed to
such resolution prior to the approval of the
environmental document.”.

(h) STREAMLINED DOCUMENTATION AND DECISION-
MAKING.—Section 139 is amended—

(1) by redesignating subsections (i) through (l)
as subsections (k) through (n), respectively; and

(2) by inserting after subsection (h) the fol-
lowing:
“(i) Streamlined Documentation and Decision-Making.—

“(1) In General.—The lead agency in the environmental review process for a project, in order to reduce paperwork and expedite decisionmaking, shall prepare a condensed final environmental impact statement.

“(2) Condensed Format.—A condensed final environmental impact statement for a project in the environmental review process shall consist only of—

“(A) an incorporation by reference of the draft environmental impact statement;

“(B) any updates to specific pages or sections of the draft environmental impact statement as appropriate; and

“(C) responses to comments on the draft environmental impact statement and copies of the comments.

“(3) Timing of Decision.—Notwithstanding any other provision of law, in conducting the environmental review process for a project, the lead agency shall combine a final environmental impact statement and a record of decision for the project into a single document if—
“(A) the alternative approved in the record of decision is either a preferred alternative that was identified in the draft environmental impact statement or is a modification of such preferred alternative that was developed in response to comments on the draft environmental impact statement;

“(B) the Secretary has received a certification from a State under section 128, if such a certification is required for the project; and

“(C) the Secretary determines that the lead agency, participating agency, or the project sponsor has committed to implement the measures applicable to the approved alternative that are identified in the final environmental impact statement.

“(j) SUPPLEMENTAL ENVIRONMENTAL REVIEW AND RE-EVALUATION.—

“(1) SUPPLEMENTAL ENVIRONMENTAL REVIEW.—After the approval of a record of decision or finding of no significant impact with regard to a project, an agency may not require the preparation of a subsequent environmental document for such project unless the lead agency determines that—
“(A) changes to the project will result in new significant impacts that were not evaluated in the environmental document; or

“(B) new information has become available or changes in circumstances have occurred after the lead agency approval of the project that will result in new significant impacts that were not evaluated in the environmental document.

“(2) RE-EVALUATIONS.—The Secretary may only require the re-evaluation of a document prepared under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) if—

“(A) the Secretary determines that the events in paragraph (1)(A) or (1)(B) apply; and

“(B) more than 5 years has elapsed since the Secretary’s prior approval of the project or authorization of project funding.

“(3) CHANGE TO RECORD OF DECISION.—After the approval of a record of decision, the Secretary may not require the record of decision to be changed solely because of a change in the fiscal circumstances surrounding the project.”.

(i) REGULATIONS.—Section 139(m) (as redesignated by subsection (h)(1) of this section) is further amended to read as follows:
“(m) Regulations.—

“(1) In general.—Not later than 1 year after the date of enactment of the Surface Transportation Extension Act of 2012, Part II, the Secretary, by regulation, shall—

“(A) implement this section; and

“(B) establish methodologies and procedures for evaluating the environmental impacts, including cumulative impacts and growth-inducing impacts, of transportation projects subject to this section.

“(2) Compliance with applicable law.—Any environmental document that utilizes the methodologies and procedures established under this subsection shall be deemed to comply with the applicable requirements of—

“(A) the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) or its implementing regulations; or

“(B) any other Federal environmental statute applicable to transportation projects.”.

SEC. 610. DISPOSAL OF HISTORIC PROPERTIES.

(a) Disposal of Historic Properties.—Section 156 is amended—
(1) by striking the section heading and inserting “Sale or lease of real property”; and

(2) by adding at the end the following:

“(d) ASSESSMENT OF ADVERSE EFFECTS.—Notwithstanding part 800 of title 36, Code of Federal Regulations, the sale or lease by a State of any historic property that is not listed in the National Register of Historic Places shall not be considered an adverse effect to the property within any consultation process carried out under section 106 of the National Historic Preservation Act (16 U.S.C. 470f).”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 1 is amended by striking the item relating to section 156 and inserting the following:

“156. Sale or lease of real property.”.

SEC. 611. INTEGRATION OF PLANNING AND ENVIRONMENTAL REVIEW.

(a) IN GENERAL.—Chapter 1 is amended by adding at the end the following:

“§ 167. Integration of planning and environmental review

“(a) DEFINITIONS.—In this section, the following definitions apply:

“(1) ENVIRONMENTAL REVIEW PROCESS.—

“(A) IN GENERAL.—The term ‘environmental review process’ means the process for
preparing for a project an environmental impact
statement, environmental assessment, categor-
ical exclusion, or other document prepared
under the National Environmental Policy Act of
1969 (42 U.S.C. 4321 et seq.).

“(B) INCLUSIONS.—The term ‘environ-
mental review process’ includes the process for
and completion of any environmental permit,
approval, review, or study required for a project
under any Federal law other than the National
Environmental Policy Act of 1969 (42 U.S.C.
4321 et seq.).

“(2) PLANNING PRODUCT.—The term ‘planning
product’ means any decision, analysis, study, or
other documented result of an evaluation or deci-
sionmaking process carried out during transpor-
tation planning.

“(3) PROJECT.—The term ‘project’ means any
highway project or program of projects, public trans-
portation capital project or program of projects, or
multimodal project or program of projects that re-
quires the approval of the Secretary.

“(4) PROJECT SPONSOR.—The term ‘project
sponsor’ means the agency or other entity, including
any private or public-private entity, that seeks approval of the Secretary for a project.

“(b) PURPOSE AND FINDINGS.—

“(1) PURPOSE.—The purpose of this section is to establish the authority and provide procedures for achieving integrated planning and environmental review processes to—

“(A) enable statewide and metropolitan planning processes to more effectively serve as the foundation for project decisions;

“(B) foster better decisionmaking;

“(C) reduce duplication in work;

“(D) avoid delays in transportation improvements; and

“(E) better transportation and environmental results for communities and the United States.

“(2) FINDINGS.—Congress finds the following:

“(A) This section is consistent with and is adopted in furtherance of sections 101 and 102 of the National Environmental Policy Act of 1969 (42 U.S.C. 4331 and 4332) and section 109 of this title.

“(B) This section should be broadly construed and may be applied to any project, class
of projects, or program of projects carried out under this title or chapter 53 of title 49.

“(c) ADOPTION OF PLANNING PRODUCTS FOR USE IN NEPA PROCEEDINGS.—

“(1) IN GENERAL.—Notwithstanding any other provision of law and subject to the conditions set forth in subsection (e), the Federal lead agency for a project, at the request of the project sponsors, may adopt and use a planning product in proceedings relating to any class of action in the environmental review process of the project.

“(2) PARTIAL ADOPTION OF PLANNING PRODUCTS.—The Federal lead agency may adopt a planning product under paragraph (1) in its entirety or may select portions for adoption.

“(3) TIMING.—A determination under paragraph (1) with respect to the adoption of a planning product shall be made at the time the lead agencies decide the appropriate scope of environmental review for the project.

“(d) APPLICABILITY.—

“(1) PLANNING DECISIONS.—Planning decisions that may be adopted pursuant to this section include—
“(A) a purpose and need or goals and objectives statement for the project, including with respect to whether tolling, private financial assistance, or other special financial measures are necessary to implement the project;

“(B) a decision with respect to travel corridor location, including project termini;

“(C) a decision with respect to modal choice, including a decision to implement corridor or subarea study recommendations to advance different modal solutions as separate projects with independent utility;

“(D) a decision with respect to the elimination of unreasonable alternatives and the selection of the range of reasonable alternatives for detailed study during the environmental review process;

“(E) a basic description of the environmental setting;

“(F) a decision with respect to methodologies for analysis; and

“(G) identifications of programmatic level mitigation for potential impacts that the Federal lead agency, in consultation with Federal, State, local, and tribal resource agencies, deter-
mines are most effectively addressed at a regional or national program level, including—

“(i) system-level measures to avoid, minimize, or mitigate impacts of proposed transportation investments on environmental resources, including regional ecosystem and water resources; and

“(ii) potential mitigation activities, locations, and investments.

“(2) Planning Analyses.—Planning analyses that may be adopted pursuant to this section include studies with respect to—

“(A) travel demands;

“(B) regional development and growth;

“(C) local land use, growth management, and development;

“(D) population and employment;

“(E) natural and built environmental conditions;

“(F) environmental resources and environmentally sensitive areas;

“(G) potential environmental effects, including the identification of resources of concern and potential cumulative effects on those
resources, identified as a result of a statewide or regional cumulative effects assessment; and

“(H) mitigation needs for a proposed action, or for programmatic level mitigation, for potential effects that the Federal lead agency determines are most effectively addressed at a regional or national program level.

“(e) CONDITIONS.—Adoption and use of a planning product under this section is subject to a determination by the Federal lead agency, in consultation with joint lead agencies and project sponsors as appropriate, that the following conditions have been met:

“(1) The planning product was developed through a planning process conducted pursuant to applicable Federal law.

“(2) The planning process included broad multidisciplinary consideration of systems-level or corridor-wide transportation needs and potential effects.

“(3) During the planning process, notice was provided through publication or other means to Federal, State, and local government agencies and tribal governments that might have an interest in the proposed project, and to members of the general public, of the planning products that the planning process might produce and that might be relied on during
the environmental review process, and such entities
have been provided an appropriate opportunity to
participate in the planning process leading to such
planning product.

“(4) Prior to determining the scope of environ-
mental review for the project, the joint lead agencies
have made documentation relating to the planning
product available to Federal, State, and local gov-
ernmental agencies and tribal governments that may
have an interest in the proposed action, and to mem-
bers of the general public.

“(5) There is no significant new information or
new circumstance that has a reasonable likelihood of
affecting the continued validity or appropriateness of
the planning product.

“(6) The planning product is based on reliable
and reasonably current data and reasonable and sci-
entifically acceptable methodologies.

“(7) The planning product is documented in
sufficient detail to support the decision or the re-
sults of the analysis and to meet requirements for
use of the information in the environmental review
process.
“(8) The planning product is appropriate for adoption and use in the environmental review process for the project.

“(f) Effect of Adoption.—Notwithstanding any other provision of law, any planning product adopted by the Federal lead agency in accordance with this section shall not be reconsidered or made the subject of additional interagency consultation during the environmental review process of the project unless the Federal lead agency, in consultation with joint lead agencies and project sponsors as appropriate, determines that there is significant new information or new circumstances that affect the continued validity or appropriateness of the adopted planning product. Any planning product adopted by the Federal lead agency in accordance with this section may be relied upon and used by other Federal agencies in carrying out reviews of the project.

“(g) Rule of Construction.—This section may not be construed to make the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) process applicable to the transportation planning process conducted under chapter 52 of title 49. Initiation of the National Environmental Policy Act of 1969 process as a part of, or concurrently with, transportation planning activities does not subject transportation plans and programs to the
National Environmental Policy Act of 1969 process. This section may not be construed to affect the use of planning products in the National Environmental Policy Act of 1969 process pursuant to other authorities under law or to restrict the initiation of the National Environmental Policy Act of 1969 process during planning.”.

(b) Clerical Amendment.—The analysis for such chapter is amended by adding at end the following:

“167. Integration of planning and environmental review.”.

SEC. 612. DEVELOPMENT OF PROGRAMMATIC MITIGATION PLANS.

(a) In General.—Chapter 1 (as amended by this title) is further amended by adding at the end the following:

“§ 168. Development of programmatic mitigation plans

“(a) In General.—As part of the statewide or metropolitan transportation planning process, a State or metropolitan planning organization may develop one or more programmatic mitigation plans to address the potential environmental impacts of future transportation projects.

“(b) Scope.—

“(1) Scale.—A programmatic mitigation plan may be developed on a regional, ecosystem, watershed, or statewide scale.
“(2) Resources.—The plan may encompass multiple environmental resources within a defined geographic area or may focus on a specific resource, such as aquatic resources, parklands, or wildlife habitat.

“(3) Project Impacts.—The plan may address impacts from all projects in a defined geographic area or may focus on a specific type of project, such as bridge replacements.

“(4) Consultation.—The scope of the plan shall be determined by the State or metropolitan planning organization, as appropriate, in consultation with the agency or agencies with jurisdiction over the resources being addressed in the mitigation plan.

“(c) Contents.—A programmatic mitigation plan may include—

“(1) an assessment of the condition of environmental resources in the geographic area covered by the plan, including an assessment of recent trends and any potential threats to those resources;

“(2) an assessment of potential opportunities to improve the overall quality of environmental resources in the geographic area covered by the plan,
through strategic mitigation for impacts of transportation projects;

“(3) standard measures for mitigating certain types of impacts;

“(4) parameters for determining appropriate mitigation for certain types of impacts, such as mitigation ratios or criteria for determining appropriate mitigation sites;

“(5) adaptive management procedures, such as protocols that involve monitoring predicted impacts over time and adjusting mitigation measures in response to information gathered through the monitoring; and

“(6) acknowledgment of specific statutory or regulatory requirements that must be satisfied when determining appropriate mitigation for certain types of resources.

“(d) Process.—Before adopting a programmatic mitigation plan, a State or metropolitan planning organization shall—

“(1) consult with the agency or agencies with jurisdiction over the environmental resources considered in the programmatic mitigation plan;
“(2) make a draft of the plan available for re-
view and comment by applicable environmental re-
source agencies and the public;
“(3) consider any comments received from such
agencies and the public on the draft plan; and
“(4) address such comments in the final plan.
“(e) INTEGRATION WITH OTHER PLANS.—A pro-
grammatic mitigation plan may be integrated with other
plans, including watershed plans, ecosystem plans, species
recovery plans, growth management plans, and land use
plans.
“(f) CONSIDERATION IN PROJECT DEVELOPMENT
AND PERMITTING.—If a programmatic mitigation plan
has been developed pursuant to this section, any Federal
agency responsible for environmental reviews, permits, or
approvals for a transportation project shall give substan-
tial weight to the recommendations in a programmatic
mitigation plan when carrying out their responsibilities
under applicable laws.
“(g) PRESERVATION OF EXISTING AUTHORITIES.—
Nothing in this section limits the use of programmatic ap-
proaches to reviews under the National Environmental
Policy Act of 1969 (42 U.S.C. 4321 et seq.).”.
(b) Clerical Amendment.—The analysis for such chapter (as amended by this title) is further amended by adding at the end the following:

"168. Development of programmatic mitigation plans."

SEC. 613. STATE ASSUMPTION OF RESPONSIBILITY FOR CATEGORICAL EXCLUSIONS.

Section 326(a) is amended—

(1) in paragraph (2) by striking "and only for types of activities specifically designated by the Secretary" and inserting "and for any type of activity for which a categorical exclusion classification is appropriate"; and

(2) by adding at the end the following:

"(4) Preservation of Flexibility.—The Secretary shall not require a State, as a condition of assuming responsibility under this section, to forego project delivery methods that are otherwise permissible for highway projects."

SEC. 614. SURFACE TRANSPORTATION PROJECT DELIVERY PROGRAM.

(a) Program Name.—Section 327 is amended—

(1) in the section heading by striking "pilot";

and

(2) in subsection (a)(1) by striking "pilot".

(b) Assumption of Responsibility.—Section 327(a)(2) is amended—
(1) in subparagraph (A) by striking “highway”;

(2) in subparagraph (B) by striking clause (ii)

and inserting the following:

“(ii) the Secretary may not assign any
responsibility imposed on the Secretary by
section 134 or 135 or section 5303 or
5304 of title 49.”; and

(3) by adding at the end the following:

“(F) PRESERVATION OF FLEXIBILITY.—
The Secretary may not require a State, as a
condition of participation in the program, to
forego project delivery methods that are other-
wise permissible for projects.”.

(c) STATE PARTICIPATION.—Section 327(b) is
amended—

(1) by amending paragraph (1) to read as fol-

“(1) PARTICIPATING STATES.—All States are
eligible to participate in the program.”; and

(2) in paragraph (2) by striking “this section,
the Secretary shall promulgate” and inserting
“amendments to this section by the Surface Trans-
portation Extension Act of 2012, Part II, the Sec-
retary shall amend, as appropriate,”.
(d) Written Agreement.—Section 327(c) is amended—

(1) in paragraph (3)(D) by striking the period at the end and inserting a semicolon; and

(2) by adding at the end the following:

“(4) have a term of not more than 5 years; and

“(5) be renewable.”.

(e) Conforming Amendment.—Section 327(e) is amended by striking “subsection (i)” and inserting “subsection (j)”.

(f) Audits.—Section 327(g)(1)(B) is amended by striking “subsequent year” and inserting “of the third and fourth years”.

(g) Monitoring.—Section 327 is further amended—

(1) by redesignating subsections (h) and (i) as subsections (i) and (j), respectively; and

(2) by inserting after subsection (g) the following:

“(h) Monitoring.—After the fourth year of the participation of a State in the program, the Secretary shall monitor compliance by the State with the written agreement, including the provision by the State of financial resources to carry out the written agreement.”.
(h) TERMINATION.—Section 327(j) (as redesignated by subsection (g)(1) of this section) is amended to read as follows:

“(j) TERMINATION.—The Secretary may terminate the participation of any State in the program if—

“(1) the Secretary determines that the State is not adequately carrying out the responsibilities assigned to the State;

“(2) the Secretary provides to the State—

“(A) notification of the determination of noncompliance; and

“(B) a period of at least 30 days during which to take such corrective action as the Secretary determines is necessary to comply with the applicable agreement; and

“(3) the State, after the notification and period provided under paragraph (2), fails to take satisfactory corrective action, as determined by the Secretary.”.

(i) DEFINITIONS.—Section 327 is amended by adding at the end the following:

“(k) DEFINITIONS.—In this section, the following definitions apply:

“(1) MULTIModal PROJECT.—The term ‘multimodal project’ means a project funded, in
whole or in part, under this title or chapter 53 of title 49 and involving the participation of more than one Department of Transportation administration or agency.

“(2) PROJECT.—The term ‘project’ means any highway project, public transportation capital project, or multimodal project that requires the approval of the Secretary.”.

(j) CLERICAL AMENDMENT.—The analysis for chapter 3 is amended by striking the item relating to section 327 and inserting the following:

“327. Surface transportation project delivery program.”.

SEC. 615. PROGRAM FOR ELIMINATING DUPLICATION OF ENVIRONMENTAL REVIEWS.

(a) IN GENERAL.—Chapter 3 is amended by adding at the end the following:

§330. Program for eliminating duplication of environmental reviews

“(a) ESTABLISHMENT.—

“(1) IN GENERAL.—The Secretary shall establish a program to eliminate duplicative environmental reviews and approvals under State and Federal law of projects. Under this program, a State may use State laws and procedures to conduct reviews and make approvals in lieu of Federal environ-
mental laws and regulations, consistent with the provisions of this section.

“(2) PARTICIPATING STATES.—All States are eligible to participate in the program.

“(3) SCOPE OF ALTERNATIVE REVIEW AND APPROVAL PROCEDURES.—For purposes of this section, alternative environmental review and approval procedures may include one or more of the following:

“(A) Substitution of one or more State environmental laws for one or more Federal environmental laws, if the Secretary determines in accordance with this section that the State environmental laws provide environmental protection and opportunities for public involvement that are substantially equivalent to the applicable Federal environmental laws.

“(B) Substitution of one or more State regulations for Federal regulations implementing one or more Federal environmental laws, if the Secretary determines in accordance with this section that the State regulations provide environmental protection and opportunities for public involvement that are substantially equivalent to the Federal regulations.
“(b) APPLICATION.—To participate in the program, a State shall submit to the Secretary an application containing such information as the Secretary may require, including—

“(1) a full and complete description of the proposed alternative environmental review and approval procedures of the State;

“(2) for each State law or regulation included in the proposed alternative environmental review and approval procedures of the State, an explanation of the basis for concluding that the law or regulation meets the requirements under subsection (a)(3); and

“(3) evidence of having sought, received, and addressed comments on the proposed application from the public and appropriate Federal environmental resource agencies.

“(c) REVIEW OF APPLICATION.—The Secretary shall—

“(1) review an application submitted under subsection (b);

“(2) approve or disapprove the application in accordance with subsection (d) not later than 90 days after the date of the receipt of the application; and
“(3) transmit to the State notice of the approval or disapproval, together with a statement of the reasons for the approval or disapproval.

“(d) APPROVAL OF STATE PROGRAMS.—

“(1) IN GENERAL.—The Secretary shall approve each such application if the Secretary finds that the proposed alternative environmental review and approval procedures of the State are substantially equivalent to the applicable Federal environmental laws and Federal regulations.

“(2) EXCLUSION.—The National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.) shall not apply to any decision by the Secretary to approve or disapprove any application submitted pursuant to this section.

“(e) COMPLIANCE WITH PERMITS.—Compliance with a permit or other approval of a project issued pursuant to a program approved by the Secretary under this section shall be deemed compliance with the Federal laws and regulations identified in the program approved by the Secretary pursuant to this section.

“(f) REVIEW AND TERMINATION.—

“(1) REVIEW.—All State alternative environmental review and approval procedures approved
under this section shall be reviewed by the Secretary not less than once every 5 years.

“(2) Public notice and comment.—In conducting the review process under paragraph (1), the Secretary shall provide notice and an opportunity for public comment.

“(3) Extensions and terminations.—At the conclusion of the review process, the Secretary may extend the State alternative environmental review and approval procedures for an additional 5-year period or terminate the State program.

“(g) Report to Congress.—Not later than 2 years after the date of enactment of this section and annually thereafter, the Secretary shall submit to Congress a report that describes the administration of the program.

“(h) Definitions.—For purposes of this section:

“(1) Environmental law.—The term ‘environmental law’ includes any law that provides procedural or substantive protection, as applicable, for the natural or built environment with regard to the construction and operation of projects.

“(2) Federal environmental laws.—The term ‘Federal environmental laws’ means laws governing the review of environmental impacts of, and issuance of permits and other approvals for, the con-

“(3) MULTIMODAL PROJECT.—The term ‘multimodal project’ means a project funded, in whole or in part, under this title or chapter 53 of title 49 and involving the participation of more than one Department of Transportation administration or agency.

“(4) PROJECT.—The term ‘project’ means any highway project, public transportation capital project, or multimodal project that requires the approval of the Secretary.”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter (as amended by title I of this Act) is further amended by adding at the end the following:

“330. Program for eliminating duplication of environmental reviews.”.
§ 331. State performance of legal sufficiency reviews

(a) In General.—At the request of any State transportation department, the Federal Highway Administration shall enter into an agreement with the State transportation department to authorize the State to carry out the legal sufficiency reviews for environmental impact statements and environmental assessments under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) in accordance with this section.

(b) Terms of Agreement.—An agreement authorizing a State to carry out legal sufficiency reviews for Federal-aid highway projects shall contain the following provisions:

(1) A finding by the Federal Highway Administration that the State has the capacity to carry out legal sufficiency reviews that are equivalent in quality and consistency to the reviews that would otherwise be conducted by attorneys employed by such Administration.

(2) An oversight process, including periodic reviews conducted by attorneys employed by such Ad-
ministration, to evaluate the quality of the legal sufficiency reviews carried out by the State transportation department under the agreement.

“(3) A requirement for the State transportation department to submit a written finding of legal sufficiency to the Federal Highway Administration concurrently with the request by the State for Federal approval of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) document.

“(4) An opportunity for the Federal Highway Administration to conduct an additional legal sufficiency review for any project, for not more than 30 days, if considered necessary by the Federal Highway Administration.

“(5) Procedures allowing either party to the agreement to terminate the agreement for any reason with 30 days notice to the other party.

“(c) Effect of Agreement.—A legal sufficiency review carried out by a State transportation department under this section shall be deemed by the Federal Highway Administration to satisfy the requirement for a legal sufficiency review in sections 771.125(b) and 774.7(d) of title 23, Code of Federal Regulations, or other applicable regulations issued by the Federal Highway Administration.”.
(b) Clerical Amendment.—The analysis for such chapter (as amended by this title) is further amended by adding at the end the following:

“331. State performance of legal sufficiency reviews.”

SEC. 617. CATEGORICAL EXCLUSIONS.

(a) IN GENERAL.—The Secretary shall treat an activity carried out under title 23, United States Code, or project within a right-of-way as a class of action categorically excluded from the requirements relating to environmental assessments or environmental impact statements under section 771.117(c) of title 23, Code of Federal Regulations.

(b) DEFINITIONS.—In this section, the following definitions apply:

(1) Multimodal Project.—The term “multimodal project” means a project funded, in whole or in part, under title 23, United States Code, or chapter 53 of title 49 of such Code and involving the participation of more than one Department of Transportation administration or agency.

(2) Project.—The term “project” means any highway project, public transportation capital project, or multimodal project that requires the approval of the Secretary.

SEC. 618. ENVIRONMENTAL REVIEW PROCESS DEADLINE.

(a) IN GENERAL.—
(1) **Deadline.**—Notwithstanding any other provision of law, the environmental review process for a project shall be completed not later than 270 days after the date on which the notice of project initiation under section 139(e) of title 23, United States Code, is published in the Federal Register.

(2) **Consequences of missed deadline.**—If the environmental review process for a project is not completed in accordance with paragraph (1)—

(A) the project shall be considered to have no significant impact to the human environment for purposes of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

(B) that classification shall be considered to be a final agency action.

(b) **Definitions.**—In this section, the following definitions apply:

(1) **Environmental review process.**—

(A) **In general.**—The term “environmental review process” means the process for preparing for a project an environmental impact statement, environmental assessment, categorical exclusion, or other document prepared
under the National Environmental Policy Act of
1969 (42 U.S.C. 4321 et seq.).

(B) Inclusions.—The term “environmental review process” includes the process for
and completion of any environmental permit, approval, review, or study required for a project
under any Federal law other than the National Environmental Policy Act of 1969 (42 U.S.C.
4321 et seq.).

(2) Lead agency.—The term “lead agency”
means the Department of Transportation and, if applic-
able, any State or local governmental entity serv-
ing as a joint lead agency pursuant to this section.

(3) Multimodal project.—The term “multimodal project” means a project funded, in
whole or in part, under title 23, United States Code, or chapter 53 of title 49 of such Code and involving
the participation of more than one Department of Transportation administration or agency.

(4) Project.—The term “project” means any
highway project, public transportation capital project, or multimodal project that requires the ap-
proval of the Secretary.
SEC. 619. RELOCATION ASSISTANCE.

(a) ALTERNATIVE RELOCATION PAYMENT PROCESS.—

(1) ESTABLISHMENT.—For the purpose of identifying improvements in the timeliness of providing relocation assistance to persons displaced as a result of Federal or federally-assisted programs and projects, the Secretary shall establish an alternative relocation payment process under which payments to displaced persons eligible for relocation assistance pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.), are calculated based on reasonable estimates and paid in advance of the physical displacement of the displaced person.

(2) PAYMENTS.—

(A) TIMING OF PAYMENTS.—Relocation assistance payments may be provided to the displaced person at the same time as payments of just compensation for real property acquired for a program or project of the State.

(B) COMBINED PAYMENT.—Payments for relocation and just compensation may be combined into a single unallocated amount.

(3) CONDITIONS FOR STATE USE OF ALTERNATIVE PROCESS.—
(A) IN GENERAL.—After public notice and an opportunity to comment, the Secretary shall adopt criteria for States to use the alternative relocation payment process established by the Secretary.

(B) MEMORANDUM OF AGREEMENT.—In order to use the alternative relocation payment process, a State shall enter into a memorandum of agreement with the Secretary that includes provisions relating to—

(i) the selection of projects or programs within the State to which the alternative relocation payment process will be applied;

(ii) program and project-level monitoring;

(iii) performance measurement;

(iv) reporting requirements; and

(v) the circumstances under which the Secretary may terminate or suspend the authority of the State to use the alternative relocation payment process.

(C) REQUIRED INFORMATION.—A State may use the alternative relocation payment
process only after the displaced persons affected
by a program or project—

(i) are informed in writing—

(I) that the relocation payments
the displaced persons receive under
the alternative relocation payment
process may be higher or lower than
the amount that the displaced persons
would have received under the stand-
ard relocation assistance process; and

(II) of their right not to partici-
pate in the alternative relocation pay-
ment process; and

(ii) agree in writing to the alternative
relocation payment process.

(D) ELECTION NOT TO PARTICIPATE.—
The displacing agency shall provide any dis-
placed person who elects not to participate in
the alternative relocation payment process with
relocation assistance in accordance with the
Uniform Relocation Assistance and Real Prop-
erty Acquisition Policies Act of 1970 (42
U.S.C. 4601 et seq.).

(4) PROTECTIONS AGAINST INCONSISTENT
TREATMENT.—If other Federal agencies plan dis-
placements in or adjacent to an area of a project using the alternative relocation payment process within the same time period as a project acquisition and relocation action of the project, the Secretary shall adopt measures to protect against inconsistent treatment of displaced persons. Such measures may include a determination that the alternative relocation payment process authority may not be used on a specific project.

(5) REPORT.—

(A) IN GENERAL.—The Secretary shall submit to Congress an annual report on the implementation of the alternative relocation payment process.

(B) CONTENTS.—The report shall include an evaluation of the merits of the alternative relocation payment process, including the effects of the alternative relocation payment process on—

(i) displaced persons and the protections afforded to such persons by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.);
(ii) the efficiency of the delivery of Federal-aid highway projects and overall effects on the Federal-aid highway program; and

(iii) the achievement of the purposes of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.).

(6) LIMITATION.—The alternative relocation payment process under this section may be used only on projects funded under title 23, United States Code, in cases in which the funds are administered by the Federal Highway Administration.

(7) NEPA APPLICABILITY.—Notwithstanding any other provision of law, the use of the alternative relocation payment process established under this section on a project funded under title 23, United States Code, and administered by the Federal Highway Administration is not a major Federal action requiring analysis or approval under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

(b) UNIFORM RELocation Assistance ACT AMENDMENTS.—
(1) MOVING AND RELATED EXPENSES.—Section 202 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4622) is amended—

(A) in subsection (a)(4) by striking "$10,000" and inserting "$25,000, as adjusted by regulation, in accordance with section 213(d)"; and

(B) in the second sentence of subsection (c) by striking "$20,000" and inserting "$40,000, as adjusted by regulation, in accordance with section 213(d)".

(2) REPLACEMENT HOUSING FOR HOMEOWNERS.—The first sentence of section 203(a)(1) of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4623(a)(1)) is amended by—

(A) striking "$22,500" and inserting "$31,000, as adjusted by regulation, in accordance with section 213(d)"); and

(B) striking "one hundred and eighty days prior to" and inserting "90 days before".

(3) REPLACEMENT HOUSING FOR TENANTS AND CERTAIN OTHERS.—Section 204 of the Uniform
Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4624) is amended—

(A) in the second sentence of subsection (a) by striking “$5,250” and inserting “$7,200, as adjusted by regulation, in accordance with section 213(d)”;

(B) in the second sentence of subsection (b) by striking “, except” and all that follows through the end of the subsection and inserting a period.

(4) Duties of lead agency.—Section 213 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4633) is amended—

(A) in subsection (b)—

(i) in paragraph (2) by striking “and”;

(ii) in paragraph (3) by striking the period and inserting “; and”;

(iii) by adding at the end the following:

“(4) that each Federal agency that has programs or projects requiring the acquisition of real property or causing a displacement from real property subject to the provisions of this Act shall pro-
vide to the lead agency an annual summary report that describes the activities conducted by the Federal agency.”; and

(B) by adding at the end the following:

“(d) ADJUSTMENT OF PAYMENTS.—The head of the lead agency may adjust, by regulation, the amounts of relocation payments provided under sections 202(a)(4), 202(c), 203(a), and 204(a) if the head of the lead agency determines that cost of living, inflation, or other factors indicate that the payments should be adjusted to meet the policy objectives of this Act.”.

(5) AGENCY COORDINATION.—Title II of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.) is amended by inserting after section 213 (42 U.S.C. 4633) the following:

“SEC. 214. AGENCY COORDINATION.

“(a) AGENCY CAPACITY.—Each Federal agency responsible for funding or carrying out relocation and acquisition activities shall have adequately trained personnel and such other resources as are necessary to manage and oversee the relocation and acquisition program of the Federal agency in accordance with this Act.

“(b) INTERAGENCY AGREEMENTS.—Not later than 1 year after the date of the enactment of this section, each
Federal agency responsible for funding relocation and acquisition activities (other than the agency serving as the lead agency) shall enter into a memorandum of understanding with the lead agency that—

“(1) provides for periodic training of the personnel of the Federal agency, which in the case of a Federal agency that provides Federal financial assistance, may include personnel of any displacing agency that receives Federal financial assistance;

“(2) addresses ways in which the lead agency may provide assistance and coordination to the Federal agency relating to compliance with this Act on a program or project basis; and

“(3) addresses the funding of the training, assistance, and coordination activities provided by the lead agency, in accordance with subsection (c).

“(c) INTERAGENCY PAYMENTS.—

“(1) IN GENERAL.—For the fiscal year that begins 1 year after the date of the enactment of this section, and each fiscal year thereafter, each Federal agency responsible for funding relocation and acquisition activities (other than the agency serving as the lead agency) shall transfer to the lead agency for the fiscal year, such funds as are necessary, but not less than $35,000, to support the training, assistance,
and coordination activities of the lead agency described in subsection (b).

“(2) INCLUDED COSTS.—The cost to a Federal agency of providing the funds described in paragraph (1) shall be included as part of the cost of 1 or more programs or projects undertaken by the Federal agency or with Federal financial assistance that result in the displacement of persons or the acquisition of real property.”.

(c) COOPERATION WITH FEDERAL AGENCIES.—Section 308(a) is amended to read as follows:

“(a) AUTHORIZED ACTIVITIES.—

“(1) IN GENERAL.—The Secretary may perform, by contract or otherwise, authorized engineering or other services in connection with the survey, construction, maintenance, or improvement of highways for other Federal agencies, cooperating foreign countries, and State cooperating agencies.

“(2) INCLUSIONS.—Services authorized under paragraph (1) may include activities authorized under section 214 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.).

“(3) REIMBURSEMENT.—Reimbursement for services carried out under this subsection, including
depreciation on engineering and road-building equipment, shall be credited to the applicable appropriation.”.

Passed the House of Representatives April 18, 2012.

Attest: KAREN L. HAAS,

Clerk.