American Road & Transportation Builders Association

Analysis of the 2015 Senate Surface Transportation Reauthorization Plan: The DRIVE Act

The "Developing a Reliable and Innovative Vision for the Economy Act," or DRIVE Act, which was approved 65 to 34 July 30 by the U.S. Senate, would reauthorize the federal highway and public transportation programs for a six-year period, fiscal years 2016-21.

It authorizes a total of $273.4 billion from the Highway Trust Fund for highway investment, a $28 billion increase compared to maintaining FY 2015 funding. About half of the increase would support two new proposed initiatives—a National Freight Program and a program of Assistance for Major Projects. The remainder would provide small annual increases in core highway program funding. An additional $2.7 billion would be authorized from the general fund subject to congressional appropriation. Funding details are shown in the following table[1].

Highway Program Funding Under the DRIVE Act Passed by the Senate

Program Authorizations	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	6-Year Total
Apportioned Programs, Trust Fund, Total	**37,798,000,000**	**39,579,500,000**	**40,771,300,000**	**42,127,100,000**	**43,476,400,000**	**44,570,700,000**	**45,691,900,000**	**256,216,900,000**
Estimated Split Among Programs:								
National Highway Performance Program	21,908,178,122	22,812,584,399	23,261,124,229	23,748,362,559	24,382,836,604	24,984,054,110	25,601,537,090	144,790,498,991
Surface Transportation Program	10,077,074,081	10,177,922,270	10,378,040,041	10,595,423,294	10,878,496,324	11,146,731,832	11,422,224,241	64,598,838,002
Highway Safety Improvement Program	2,192,406,423	1,885,777,019	1,927,180,700	1,972,156,543	2,030,723,378	2,086,220,383	2,143,218,806	12,045,276,829
Railway-Highway Crossings Program	220,000,000	220,000,000	220,000,000	220,000,000	220,000,000	220,000,000	220,000,000	1,320,000,000
Congestion Mitigation and Air Quality Improvement	2,266,889,602	2,313,252,360	2,358,701,911	2,408,072,702	2,472,362,558	2,533,282,607	2,595,850,797	14,681,522,935
Metropolitan Planning Program	313,551,772	328,442,205	338,546,595	350,041,417	361,481,129	370,758,888	380,264,716	2,129,534,950
National Freight Program		991,521,747	1,437,706,524	1,983,043,485	2,280,500,007	2,379,652,180	2,478,804,350	11,551,228,293
Transportation Alternatives Program	819,900,000	850,000,000	850,000,000	850,000,000	850,000,000	850,000,000	850,000,000	5,100,000,000
Other Programs, Trust Fund, Total	**3,197,000,000**	**2,785,000,000**	**2,864,000,000**	**2,943,000,000**	**3,022,000,000**	**3,051,000,000**	**3,080,000,000**	**17,745,000,000**
TIFIA	1,000,000,000	300,000,000	300,000,000	300,000,000	300,000,000	300,000,000	300,000,000	1,800,000,000
Federal Lands and Tribal Transportation Programs								
Tribal Transportation Program	450,000,000	465,000,000	475,000,000	485,000,000	495,000,000	505,000,000	515,000,000	2,940,000,000
Federal Lands Transportation Program	300,000,000	305,000,000	310,000,000	315,000,000	320,000,000	325,000,000	330,000,000	1,905,000,000
Federal Lands Access Program	250,000,000	250,000,000	255,000,000	260,000,000	265,000,000	270,000,000	275,000,000	1,575,000,000
Territorial and Puerto Rico Highway Program	190,000,000	190,000,000	190,000,000	190,000,000	190,000,000	190,000,000	190,000,000	1,140,000,000
Assistance for Major Projects Program		250,000,000	300,000,000	350,000,000	400,000,000	400,000,000	400,000,000	2,100,000,000
Emergency Relief	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	600,000,000
Research, Technology and Education Authorizations								
Highway Research and Development Program	115,000,000	130,000,000	130,000,000	130,000,000	130,000,000	130,000,000	130,000,000	780,000,000
Technology & Innovation Development Program	62,500,000	62,500,000	62,500,000	62,500,000	62,500,000	62,500,000	62,500,000	375,000,000
Training and Education	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	144,000,000
Intelligent Transportation Systems	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	600,000,000
University Transportation Centers Program	72,500,000	72,500,000	72,500,000	72,500,000	72,500,000	72,500,000	72,500,000	435,000,000
Bureau of Transportation Statistics	26,000,000							
Construction of Ferry Boats and Terminal Facilities	67,000,000	80,000,000	80,000,000	80,000,000	80,000,000	80,000,000	80,000,000	480,000,000
FHWA Administration	440,000,000	456,000,000	465,000,000	474,000,000	483,000,000	492,000,000	501,000,000	2,871,000,000
Total Contract Authority, Trust Fund	**40,995,000,000**	**42,364,500,000**	**43,635,300,000**	**45,070,100,000**	**46,498,400,000**	**47,621,700,000**	**48,771,900,000**	**273,961,900,000**
Obligation Limitation	**40,256,000,000**	**41,625,500,000**	**42,896,300,000**	**44,331,100,000**	**45,759,400,000**	**46,882,700,000**	**48,032,900,000**	**269,527,900,000**
Exempt Contract Authority	739,000,000	739,000,000	739,000,000	739,000,000	739,000,000	739,000,000	739,000,000	4,434,000,000
Total Obligation Authority, Trust Fund	**40,995,000,000**	**42,364,500,000**	**43,635,300,000**	**45,070,100,000**	**46,498,400,000**	**47,621,700,000**	**48,771,900,000**	**273,961,900,000**
Additional Authorizations, General Fund, Total /1	**140,000,000**	**448,000,000**	**436,000,000**	**436,000,000**	**436,000,000**	**436,000,000**	**436,000,000**	**2,768,000,000**
Bureau of Transportation Statistics		26,000,000	26,000,000	26,000,000	26,000,000	26,000,000	26,000,000	156,000,000
Nationally Significant Federal Lands & Tribal Projects	30,000,000	150,000,000	150,000,000	150,000,000	150,000,000	150,000,000	150,000,000	900,000,000
Grants for Transportation Performance & Innovation		150,000,000	150,000,000	150,000,000	150,000,000	150,000,000	150,000,000	900,000,000
Appalachian Regional Development	110,000,000	110,000,000	110,000,000	110,000,000	110,000,000	110,000,000	110,000,000	660,000,000
Regional Infrastructure Acceleration Demo		12,000,000						12,000,000

1 Funding subject to annual Congressional appropriation

[1] Apportioned amounts are FHWA estimates. Other program amounts are from the DRIVE Act.

While the DRIVE Act contains six years of highway program authorizations, it only provides enough resources to guarantee the first three years of investment—the same situation applies to the bill's public transportation and safety investments. Senators agreed on $45.6 billion in additional revenue to temporarily bridge the Highway Trust Fund's permanent structural revenue deficit. These supplementary resources—along with the trust fund's existing revenue streams—would support the bill's increased investment levels from FY 2016 to FY 2018. While this procedure would require Congress to grapple with a Highway Trust Fund income shortfall after FY 2018, this would occur under any scenario other than raising new tax or highway user fee revenue. Nonetheless, the DRIVE Act distributes six years of contract authority to the states to aid in long-term transportation planning. Core highway investment during the DRIVE Act's guaranteed funding years (FY 2016 to FY 2018) would grow 10 percent, followed by an 8.3 percent increase in the final three years (FY 2019 to FY 2021).

The highway portion of the DRIVE Act has two major parts. Part A, "Authorizations and Programs," contains the sections of the act that address the program structure and funding for FY 2016-21. Part B, "Acceleration of Project Delivery," contains provisions designed to improve the project review and delivery process for highway projects. The highway section of the bill also includes provisions related to transportation research and innovation and amendments to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

Highway Program Structure

The 2012 surface transportation law "Moving Ahead for Progress in the 21st Century Act," or MAP-21, consolidated many of the individual highway programs in earlier authorization laws into five core programs. The DRIVE Act would continue these programs—with modest changes—and create two new ones:

- National Highway Performance Program. The largest program created by MAP-21, the National Highway Performance Program (NHPP) consolidated the former National Highway System (NHS) Program, the Interstate Maintenance Program and the on-system Bridge Program into a single program focused on maintaining and improving the NHS. Under MAP-21, this program received 63.7 percent of apportioned funds after provision for the Metropolitan Planning (MP) and Congestion Mitigation & Air Quality (CMAQ) programs. This would increase to 65 percent under the DRIVE Act[2]. Beyond that, the DRIVE Act does not significantly amend the NHPP, although it eases the provisions for states to withdraw previously-designated roads as part of the NHS;

- Surface Transportation Program. MAP-21 consolidated the Surface Transportation Program (STP), the off-system Bridge Program, the Border Infrastructure Program and the Appalachian Development Highway System Program from prior laws into a single Surface Transportation Program that gives highway agencies significant flexibility to use program funds for virtually any improvement project that meets their transportation needs, subject only to a requirement that a set percent of funds be used in urbanized areas and certain set asides. Under MAP-21, the STP

[2] Under the DRIVE Act proposal, the percent distribution of apportioned funds among the National Highway Performance Program, the Surface Transportation Program and the Highway Safety Improvement Program would be after funds are deducted for the Metropolitan Planning Program, the CMAQ Program and the National Freight Program.

program received 29.3 percent of funding after provision for the MP and CMAQ programs; this would fall to 29 percent in the DRIVE Act;

The DRIVE Act includes two changes to the STP Program:

- It increases the proportion of funds states must direct to urbanized areas from 50 to 55 percent, thus reducing the share available for use in any part of the state to 45 percent.
- It changes the MAP-21 requirement that a set percent of funds be invested in off-system bridges. MAP-21 required that each state invest an amount of STP funds equal to 15 percent of its FY 2009 Bridge Program funds in bridges that are not part of the federal-aid system—primarily bridges on local roads. The DRIVE Act would change the requirement to "off-NHS bridges." By adding many on-system bridges that formerly could not be used to satisfy this requirement, it effectively reduces the amount of federal funds states would be required to invest in local bridges.

- CMAQ Program. This long-standing program focuses on reducing highway traffic congestion and improving air quality with a particular focus on states and areas that do not meet current air quality standards. The DRIVE Act would make only a few changes to the CMAQ program: CMAQ funds could be used not only for attainment of ambient air quality standards but also to maintain standards in an attainment area; the diesel retrofit program would be expanded to include port-related off-road equipment and vehicles; and low-population-density states would be exempt from PM 2.5 attainment requirements if the non-attainment area has no projects that are part of a transportation plan and vehicles are an insignificant contributor to PM 2.5 non-attainment;

- Highway Safety Improvement Program (HSIP). The DRIVE Act would reauthorize this program virtually unchanged, only adding a handful of new investment options such as installation of vehicle-to-infrastructure communication equipment, pedestrian hybrid beacons, and improvements that add separation between vehicles and pedestrians. Under MAP-21, the HSIP received seven percent of funding after provision for the MP and CMAQ programs; this will fall to six percent in the DRIVE Act; and

- Transportation Alternatives. MAP-21 collapsed the Transportation Enhancement Program, Safe Routes to School and the Recreational Trails Program into a comprehensive Transportation Alternatives Program. The most significant DRIVE Act modification to this program changes its funding from 2 percent of annual apportionments to a flat $850 million per year. The DRIVE Act would also expand eligible recipients for funds to include nonprofits responsible for administration of local transportation safety programs and would require annual reports from state and local planning organizations on the number of project applications and awards.

The DRIVE Act's two new initiatives are:

- National Freight Program. The DRIVE Act would transform the National Freight Policy provisions of MAP-21 into a new program that would fund freight-related highway improvements. The bill authorizes a six-year total of $11.6 billion for the program. Funds would be apportioned among the states by formula, but states would have to establish a freight advisory committee and develop a state freight investment plan before obligating any funds. Under the proposal, the Secretary of Transportation and the states would designate a national freight network comprised of the Interstate Highways and other roads, both urban and rural, that are critical to the safe and efficient shipment of freight in the U.S. The national and state networks would be updated every five years. Program funds would be directed under national and state strategic plans to projects that improve highway freight transportation; and

- Assistance to Major Projects Program. The bill would provide $2.1 billion over the six years to help fund major highway improvement projects that exceed state funds available under the core highway programs. Eligible projects generally must cost the lesser of $350 million or 30 percent of a state's annual federal highway funding, but no state may receive more than 20 percent of the annual total.

The bill makes a number of other highway policy reforms, including:

- States would be authorized to bundle multiple similar bridge projects into one project that would be awarded as a single contract;
- States would be given more flexibility in approving small highway improvement projects in rural areas;
- The restriction on using federal funds to add capacity to toll roads on the Interstate System would be removed provided there is no reduction in the number of non-HOV lanes;
- U.S. DOT would be required to track "toll credits" accrued by states, and establish a toll credit marketplace pilot program enabling states to sell or transfer toll credits among one another. States accrue toll credits by making capital investments in federally-approved toll roads or bridges. The states can then use these credits as a "soft match" on federal-aid highway or transit projects, meaning they do not represent an actual source of funding but can reduce the actual investment a state or local agency must make for that project.
- States that have been awarded approval to toll existing portions of the Interstate Highway System as part of a pilot project created in 1998 would be required to move forward with those projects by a date certain;
- The creation of a program providing funding to construct, reconstruct or rehabilitate nationally significant transportation facilities on federal or tribal lands, authorizing an appropriation of up to $150 million each year out of general funds; and
- The requirement for a quarterly "Highway Trust Fund Transparency and Accountability Reports", to be published on the U.S. Department of Transportation (DOT) website, with state-by-state details on highway program funding, including amount of funds available and obligated, along with details on all projects funded within each state.

Accelerated Project Delivery

The DRIVE Act builds upon improvements to the project delivery process initiated in MAP-21. Whereas MAP-21 introduced many new reforms to the project delivery process, it clarifies those reforms and, in some cases, expands opportunities for their use.

Programmatic Agreements. The measure focuses on the use of "programmatic agreements" during project review and approval. Programmatic agreements are a means of delineating responsibilities at the beginning of the environmental review and approval process. Ideally, programmatic agreements strive to specify clear roles and responsibilities for those involved in the project review and approval process, eliminating or reducing duplication of effort, while also seeking to establish clear expectations for review timeframes and processing options. The Federal Highway Administration (FHWA) has highlighted the use of programmatic agreements in its "Every Day Counts" program as an effective tool in reducing project delay.

It directs the U.S. DOT to establish a programmatic agreement "template," which could be used as the basis for individualized programmatic agreements designed for specific projects. Once a programmatic agreement is adopted for use on a project, all agencies are directed to follow the recommendations of the agreement. Prior to the DRIVE Act, agencies merely had to take such recommendations into consideration, but were not bound to follow them.

Categorical Exclusions. The Senate plan also continues MAP-21's expansion of the use of categorical exclusions (CEs) by directing the U.S. DOT to allow for classes of CEs to be implemented through a programmatic agreement. Currently, according to FHWA, CEs account for more than 90 percent of transportation project reviews. Despite being the least burdensome form of environmental review, CEs can still take more than a year to complete.

The DRIVE Act would allow the use of programmatic agreements to process CEs as a group, rather than on a case-by-case basis in an effort to reduce their approval time. This programmatic approach to CEs was a key recommendation of the ARTBA Trans 2020 Reauthorization Task Force, which noted that reducing the amount of time it takes to process CEs could free up resources for more complicated environmental assessments (EAs), environmental impact statements (EISs) and permitting decisions.

Deadlines. The Senate bill adds to MAP-21's efforts to use deadlines to reduce delay in the transportation project review and approval process. Specifically, the legislation creates the following new deadlines:

- A 45-day deadline for the receipt of a project application for the U.S. DOT to decide whether or not the environmental review process may be initiated; and
- A 45-day deadline for the U.S. DOT to respond to a request to designate a specific modal administration as lead agency (this deadline may be extended up to an additional 45 days if additional information is received).

Combining Planning and NEPA. The DRIVE Act also focuses on reducing duplicative efforts in the National Environmental Policy Act (NEPA) and transportation planning processes. For transportation projects, an extensive amount of information is gathered during the planning process, which often occurs prior to the actual triggering of NEPA review requirements. It would allow information gathered during the planning process, to the extent it is still current and relevant, to satisfy NEPA requirements, limiting duplicative reviews and reducing the amount of delay in the NEPA process. Further, alternatives to proposed transportation projects analyzed and rejected during the planning process would not need to be re-analyzed during NEPA review.

This provision of the DRIVE Act specifies that information gathered during the planning process cannot be used to satisfy NEPA requirements if "significant new information" has been identified warranting a new analysis. The phrase "significant new information," however, is not defined in the statute.

Historic Preservation Requirements. The proposal would simplify historical preservation and mitigation requirements. Under the Act, the Secretary of Transportation may determine that no practical alternative exists when a project might impact a historical resource. When such a determination is made, there would no longer be a need for any further alternatives analysis.

Bridge Repair Projects. It also seeks to streamline the environmental review process for bridge repair projects in two ways. First, the DRIVE Act exempts "common post 1945 concrete or steel bridge[s] or culvert[s]" from individual review. This was actually done through regulation by FHWA in 2012, but the DRIVE Act makes the change permanent. Second, it loosens requirements under the Migratory Bird Treaty Act for repairs made to bridges in "serious" condition (as classified by DOT's Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges) or worse.

TIFIA

The TIFIA Program provides loans and credit assistance for large-scaled surface transportation capital projects. While the DRIVE Act would increase investment in a number of components of the federal highway programs, the measure would impose a 70 percent cut in funds allocated to the TIFIA program. It would reduce annual TIFIA funding for the next six years to $300 million—$700 million less than the $1 billion provided for the program in FY 2014 and FY 2015. While this reduction is likely the result of the measure's revenue constraints rather than opposition to the TIFIA Program, it should be noted the FHWA was required to transfer $639 million in TIFIA funds to the highway formula programs on April 27 because TIFIA's uncommitted balance exceeded its statutory limit. ARTBA has supported the TIFIA Program since its creation in 1998 and will work to increase TIFIA funding as the reauthorization process moves forward.

At the same time, the bill would seek to diversify the TIFIA program's portfolio by expanding or facilitating the eligibility of several types of projects. These include transit-oriented development, environmental mitigation, and projects that are located in rural areas, smaller in scale (i.e. less than $75 million) or administered by local governments. If enacted, the DRIVE Act would also ensure all resources allocated to the TIFIA program are reserved only for that activity and no further redistributions of uncommitted balances would occur.

Highway Research, Technology and Education Authorizations

The DRIVE Act would reauthorize all of the existing MAP-21 highway research, technology and education programs with only a handful of modifications. Significant changes include a new grant program under the Intelligent Transportation Systems Program, two new major studies, and the development of new data collection tools to help in performance management analyses.

Funding for most highway research programs would remain at the FY 2015 level throughout the six-year reauthorization period. The exception is the Highway Research and Development Program, where funding would be increased from $115 million per year under MAP-21 to $130 million per year under the DRIVE Act. But the measure would channel $30 million from this program each year into two new studies and a new data tools development program, thus reducing funding for ongoing activities to $100 million per year.

The two studies and new program authorized by the bill include:

- Future Interstate Study. The bill would provide $5 million from the Highway Research and Development Program in FY 2016 for a study of the actions needed to upgrade the Interstate Highway System to meet the growing needs over the next 50 years. The study would be administered by the Transportation Research Board (TRB) and be based on the December 2013 National Cooperative Highway Research Program report on "Specifications for a National Study of the Future 3R, 4R and Capacity Needs of the Interstate System." The final report would be due in three years and would include recommendations for System improvements and revisions to laws that TRB deems appropriate; and

- Researching Transportation System Funding Alternatives. The bill would provide $15 million in FY 2016 and $20 million each year through FY 2021 from the Highway Research and Development Program for a study to evaluate two alternative future user-based funding options for the surface transportation program. The study's core would be field trials to evaluate implementation, compliance issues and revenue potential for the two alternatives, ultimately generating recommendations regarding adoption and implementation of those user-based revenue mechanisms. The study would be administered by the Secretary of Transportation with help from an Advisory Council that would help select alternatives to be studied and the process and criteria used for selecting research activities; and

- Performance Management Data Performance Program. The DRIVE Act directs the Federal Highway Administrator to develop data tools to assist metropolitan planning organizations, states and FHWA in carrying out performance management activities. The section authorizes up to $10 million per year from the Highway Research and Development Program for the Administrator to carry out this program.

Other changes include:

- Technology & Innovation Development Program. The bill would amend this program to require the Secretary to use at least 50 percent of funding for grants and contracts to carry out demonstration programs that will accelerate the deployment and adoption of transportation research activities. It also establishes criteria and processes for awarding innovation grants under the program; and

- ITS Program. The bill would add a new "Systems Operation and ITS Deployment Grant Program" to the existing ITS Program. The purpose would be to accelerate the deployment of ITS to improve system performance, reduce fatalities, reduce congestion, and optimize existing roadway capacity. The DRIVE Act establishes a process and criteria for awarding grants and lays out eligible uses. $30 million of annual ITS funds would be devoted to this program and grants would require a 50 percent non-federal share.

Public Transportation

The DRIVE Act would substantially boost public transportation authorizations from the current $10.7 billion to $13.4 billion by FY 2021. Guaranteed transit investment would grow by 14.5 percent during the first three years of the measure (FY 2016 to FY 2018) and nine percent during its final three years (FY 2019 to FY 2021). Of particular note to the transportation construction industry, the DRIVE Act would increase transit capital investment grants from $1.9 billion in FY 2015 to $2.6 billion in FY 2021 (35.6 percent)—the largest proposed growth of any transit program under the legislation. It should be pointed out, however, the transit capital grant program is supported by federal general funds—as opposed to Highway Trust Fund resources—and final investment decisions are made in the annual appropriations process.

The table below depicts the specific programmatic and yearly public transportation investment levels that would be provided by the DRIVE Act.

Public Transportation Program Funding Under the DRIVE Act Passed by the Senate

Program Authorizations	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	6-Year Total
Authorizations - Trust Fund								
Formula Grants, Total	**8,595,000,000**	**9,184,747,400**	**9,380,039,349**	**9,685,745,744**	**10,101,051,238**	**10,351,763,806**	**10,609,442,553**	**59,312,790,090**
Urbanized Area Formula Grants	4,458,650,000	4,538,905,700	4,639,102,043	4,794,641,615	4,975,879,158	5,101,395,710	5,230,399,804	29,280,324,030
State of Good Repair Grants	2,165,900,000	2,428,342,500	2,479,740,661	2,533,879,761	2,592,511,924	2,655,385,537	2,720,006,127	15,409,866,510
Bus and Facilities Formula Grants	427,800,000	430,794,600	440,304,391	495,321,316	585,851,498	605,422,352	625,536,993	3,183,231,150
Formula Grants for Rural Areas	607,800,000	619,956,000	633,641,529	648,056,873	678,308,311	695,418,638	713,004,385	3,988,385,736
Growing and High Density State Formula Grants	525,900,000	533,262,600	545,034,372	557,433,904	586,907,438	601,712,178	616,928,276	3,441,278,768
Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities	258,300,000	263,466,000	269,282,012	275,408,178	288,264,292	295,535,759	303,009,267	
Metropolitan Planning	128,800,000	132,020,000	134,934,342	138,004,098	141,328,616	144,893,631	148,557,701	839,738,388
Transit Oriented Planning	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	60,000,000
Pilot Program for Innovative Accesss and Mobility		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	12,000,000
Research, Development, Demo and Deployment Program		30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	180,000,000
Tech Assistance and Development		4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	24,000,000
Bus Testing Facility	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	18,000,000
National Transit Institute	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	30,000,000
National Transit Database	3,850,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	24,000,000
Bus Competitive Grants & Low Emissions Grants		180,000,000	180,000,000	185,000,000	190,000,000	190,000,000	190,000,000	1,115,000,000
Innovative Public Transportation Workforce Development Program					4,000,000	4,000,000	4,000,000	12,000,000
Research, Development, Demonstration and Deployment Program /1	70,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	120,000,000
Transit Coop Research Program	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	42,000,000
Tech Assistance and Standards /1	7,000,000							
Human Resources and Training	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	30,000,000
Authorizations - General Fund								
Capital Investment Grants	1,907,000,000	2,301,785,760	2,352,597,681	2,406,119,278	2,464,082,691	2,526,239,177	2,590,122,713	14,640,947,300
Administration	104,000,000	115,016,543	117,555,533	120,229,921	123,126,260	126,232,120	129,424,278	731,584,655
Total Authorizations	**10,695,000,000**	**11,633,549,703**	**11,882,192,563**	**12,244,094,943**	**12,720,260,189**	**13,036,235,103**	**13,360,989,544**	**74,877,322,045**

1 Parts of these programs would be funded with formula funds under the DRIVE Act

The public transportation section of the DRIVE Act would also make a number of programmatic changes of interest to the transportation construction industry. The Senate passed bill would expand the eligibility of the capital investment grant program to allow spending on projects that provide both public transportation and intercity passenger rail service. The DRIVE Act would also create a new pilot program to expedite the delivery of capital projects using innovative procurement and financing methods for projects where the federal funding contribution is less than 25 percent. While specific authorization levels for these programs were not included in the final version of the DRIVE Act, it is expected they will cut into the authorized growth for core capital investment grant program.