

114TH CONGRESS
1ST SESSION

H. R. 2716

To empower States with authority for most taxing and spending for highway programs and mass transit programs, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JUNE 10, 2015

Mr. DESANTIS (for himself, Mr. GRAVES of Georgia, Mr. SALMON, Mr. STUTZMAN, Mr. JOLLY, Mr. BUCK, Mr. FLORES, and Mr. AMASH) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committees on Ways and Means, the Budget, and Rules, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To empower States with authority for most taxing and spending for highway programs and mass transit 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,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Transportation Em-
5 powerment Act”.

6 **SEC. 2. FINDINGS AND PURPOSES.**

7 (a) FINDINGS.—Congress finds that—

1 (1) the objective of the Federal highway pro-
2 gram has been to facilitate the construction of a
3 modern freeway system that promotes efficient inter-
4 state commerce by connecting all States;

5 (2) the objective described in paragraph (1) has
6 been attained, and the Interstate System connecting
7 all States is near completion;

8 (3) each State has the responsibility of pro-
9 viding an efficient transportation network for the
10 residents of the State;

11 (4) each State has the means to build and oper-
12 ate a network of transportation systems, including
13 highways, that best serves the needs of the State;

14 (5) each State is best capable of determining
15 the needs of the State and acting on those needs;

16 (6) the Federal role in highway transportation
17 has, over time, usurped the role of the States by tax-
18 ing motor fuels used in the States and then distrib-
19 uting the proceeds to the States based on the per-
20 ceptions of the Federal Government on what is best
21 for the States;

22 (7) the Federal Government has used the Fed-
23 eral motor fuels tax revenues to force all States to
24 take actions that are not necessarily appropriate for
25 individual States;

1 (8) the Federal distribution, review, and en-
2 forcement process wastes billions of dollars on un-
3 productive activities;

4 (9) Federal mandates that apply uniformly to
5 all 50 States, regardless of the different cir-
6 cumstances of the States, cause the States to waste
7 billions of hard-earned tax dollars on projects, pro-
8 grams, and activities that the States would not oth-
9 erwise undertake; and

10 (10) Congress has expressed a strong interest
11 in reducing the role of the Federal Government by
12 allowing each State to manage its own affairs.

13 (b) PURPOSES.—The purposes of this Act are—

14 (1) to provide a new policy blueprint to govern
15 the Federal role in transportation once existing and
16 prior financial obligations are met;

17 (2) to return to the individual States maximum
18 discretionary authority and fiscal responsibility for
19 all elements of the national surface transportation
20 systems that are not within the direct purview of the
21 Federal Government;

22 (3) to preserve Federal responsibility for the
23 Dwight D. Eisenhower National System of Inter-
24 state and Defense Highways;

1 (4) to preserve the responsibility of the Depart-
2 ment of Transportation for—

3 (A) design, construction, and preservation
4 of transportation facilities on Federal public
5 land;

6 (B) national programs of transportation
7 research and development and transportation
8 safety; and

9 (C) emergency assistance to the States in
10 response to natural disasters;

11 (5) to eliminate to the maximum extent prac-
12 ticable Federal obstacles to the ability of each State
13 to apply innovative solutions to the financing, de-
14 sign, construction, operation, and preservation of
15 Federal and State transportation facilities; and

16 (6) with respect to transportation activities car-
17 ried out by States, local governments, and the pri-
18 vate sector, to encourage—

19 (A) competition among States, local gov-
20 ernments, and the private sector; and

21 (B) innovation, energy efficiency, private
22 sector participation, and productivity.

23 **SEC. 3. FUNDING LIMITATION.**

24 Notwithstanding any other provision of law, if the
25 Secretary of Transportation determines for any of fiscal

1 years 2016 through 2020 that the aggregate amount re-
2 quired to carry out transportation programs and projects
3 under this Act and amendments made by this Act exceeds
4 the estimated aggregate amount in the Highway Trust
5 Fund available for those programs and projects for the
6 fiscal year, each amount made available for that program
7 or project shall be reduced by the pro rata percentage re-
8 quired to reduce the aggregate amount required to carry
9 out those programs and projects to an amount equal to
10 that available for those programs and projects in the
11 Highway Trust Fund for the fiscal year.

12 **SEC. 4. FUNDING FOR CORE HIGHWAY PROGRAMS.**

13 (a) IN GENERAL.—

14 (1) AUTHORIZATION OF APPROPRIATIONS.—

15 The following sums are authorized to be appro-
16 priated out of the Highway Trust Fund (other than
17 the Mass Transit Account):

18 (A) FEDERAL-AID HIGHWAY PROGRAM,
19 ETC.—For the national highway performance
20 program under section 119 of title 23, United
21 States Code, the surface transportation pro-
22 gram under section 133 of that title, the high-
23 way safety improvement program under section
24 148 of that title, and the congestion mitigation
25 and air quality improvement program under

1 section 149 of that title, for each of fiscal years
2 2016 through 2020, an aggregate amount not
3 to exceed 10 percent of the balance of the
4 Highway Trust Fund (other than such Mass
5 Transit Account) as estimated (taking into ac-
6 count estimated revenues) at the beginning of
7 each such fiscal year.

8 (B) EMERGENCY RELIEF.—For emergency
9 relief under section 125 of title 23, United
10 States Code, \$100,000,000 for each of fiscal
11 years 2016 through 2020.

12 (C) FEDERAL LANDS PROGRAMS.—

13 (i) FEDERAL LANDS TRANSPOR-
14 TATION PROGRAM.—For the Federal lands
15 transportation program under section 203
16 of title 23, United States Code,
17 \$300,000,000 for each of fiscal years 2016
18 through 2020, of which \$240,000,000 of
19 the amount made available for each fiscal
20 year shall be the amount for the National
21 Park Service and \$30,000,000 of the
22 amount made available for each fiscal year
23 shall be the amount for the United States
24 Fish and Wildlife Service.

1 (ii) FEDERAL LANDS ACCESS PRO-
2 GRAM.—For the Federal lands access pro-
3 gram under section 204 of title 23, United
4 States Code, \$250,000,000 for each of fis-
5 cal years 2016 through 2020.

6 (D) ADMINISTRATIVE EXPENSES.—Section
7 104(a) of title 23, United States Code, is
8 amended by striking paragraph (1) and insert-
9 ing the following:

10 “(1) AUTHORIZATION OF APPROPRIATIONS.—

11 “(A) IN GENERAL.—There are authorized
12 to be appropriated from the Highway Trust
13 Fund (other than the Mass Transit Account)
14 for each of fiscal years 2016 through 2020, to
15 be made available to the Secretary for adminis-
16 trative expenses of the Federal Highway Ad-
17 ministration, an amount equal to 1 percent of
18 the balance of the Highway Trust Fund (other
19 than such Mass Transit Account) as estimated
20 (taking into account estimated revenues) at the
21 beginning of each such fiscal year.

22 “(B)(i) Notwithstanding any other provi-
23 sion of law, it shall not be in order in the Sen-
24 ate or the House of Representatives to consider
25 any measure that would make available for ex-

1 penditure from the Highway Trust Fund (other
2 than the Mass Transit Account) for a fiscal
3 year an amount less than the amount author-
4 ized under subparagraph (A) for such fiscal
5 year.

6 “(ii)(I) Clause (i) may be waived or sus-
7 pended in the Senate only by the affirmative
8 vote of $\frac{3}{5}$ of the Members, duly chosen and
9 sworn.

10 “(II) Debate on appeals in the Senate
11 from the decisions of the Chair relating to sub-
12 clause (I) shall be limited to 1 hour, to be
13 equally divided between, and controlled by, the
14 mover and the manager of the measure that
15 would make available for expenditure from the
16 Fund for a fiscal year an amount less than the
17 amount described in subparagraph (A). An af-
18 firmative vote of $\frac{3}{5}$ of the Members, duly cho-
19 sen and sworn, shall be required in the Senate
20 to sustain an appeal of the ruling of the Chair
21 on a point of order raised in relation to sub-
22 clause (I).

23 “(iii) This subparagraph is enacted by
24 Congress—

1 “(I) as an exercise of the rulemaking
2 power of the House of Representatives and
3 the Senate, respectively, and as such it is
4 deemed a part of the rules of each House,
5 respectively, but applicable only with re-
6 spect to the procedure to be followed in
7 that House in the case of a joint resolu-
8 tion, and it supersedes other rules only to
9 the extent that it is inconsistent with those
10 rules; and

11 “(II) with full recognition of the con-
12 stitutional right of either House to change
13 the rules (so far as relating to the proce-
14 dure of that House) at any time, in the
15 same manner and to the same extent as in
16 the case of any other rule of that House.”.

17 (2) TRANSFERABILITY OF FUNDS.—Section 104
18 of title 23, United States Code, is amended by strik-
19 ing subsection (f) and inserting the following:

20 “(f) TRANSFERABILITY OF FUNDS.—

21 “(1) IN GENERAL.—To the extent that a State
22 determines that funds made available under this title
23 to the State for a purpose are in excess of the needs
24 of the State for that purpose, the State may transfer
25 the excess funds to, and use the excess funds for,

1 any surface transportation (including mass transit
2 and rail) purpose in the State.

3 “(2) ENFORCEMENT.—If the Secretary deter-
4 mines that a State has transferred funds under
5 paragraph (1) to a purpose that is not a surface
6 transportation purpose as described in paragraph
7 (1), the amount of the improperly transferred funds
8 shall be deducted from any amount the State would
9 otherwise receive from the Highway Trust Fund for
10 the fiscal year that begins after the date of the de-
11 termination.”.

12 (3) FEDERAL-AID SYSTEM.—

13 (A) IN GENERAL.—Section 103(a) of title
14 23, United States Code, is amended by striking
15 “the National Highway System, which in-
16 cludes”.

17 (B) CONFORMING AMENDMENTS.—Chapter
18 1 of title 23, United States Code, is amended—

19 (i) in section 103 by striking the sec-
20 tion designation and heading and inserting
21 the following:

22 “§ 103. Federal-aid system”;

23 and

1 (ii) in the analysis by striking the
2 item relating to section 103 and inserting
3 the following:

“103. Federal-aid system.”.

4 (4) CALCULATION OF STATE AMOUNTS.—Sec-
5 tion 104(c)(2) of title 23, United States Code, is
6 amended—

7 (A) in the paragraph heading by striking
8 “FOR FISCAL YEAR 2014” and inserting “SUB-
9 SEQUENT FISCAL YEARS”; and

10 (B) in subparagraph (A) by striking “fiscal
11 year 2014” and inserting “fiscal year 2014 and
12 each subsequent fiscal year”.

13 (5) FEDERALIZATION AND DEFEDERALIZATION
14 OF PROJECTS.—Notwithstanding any other provision
15 of law, beginning on October 1, 2015—

16 (A) a highway construction or improve-
17 ment project shall not be considered to be a
18 Federal highway construction or improvement
19 project unless and until a State expends Fed-
20 eral funds for the construction portion of the
21 project;

22 (B) a highway construction or improve-
23 ment project shall not be considered to be a
24 Federal highway construction or improvement
25 project solely by reason of the expenditure of

1 Federal funds by a State before the construc-
2 tion phase of the project to pay expenses relat-
3 ing to the project, including for any environ-
4 mental document or design work required for
5 the project; and

6 (C)(i) a State may, after having used Fed-
7 eral funds to pay all or a portion of the costs
8 of a highway construction or improvement
9 project, reimburse the Federal Government in
10 an amount equal to the amount of Federal
11 funds so expended; and

12 (ii) after completion of a reimbursement
13 described in clause (i), a highway construction
14 or improvement project described in that clause
15 shall no longer be considered to be a Federal
16 highway construction or improvement project.

17 (6) REPORTING REQUIREMENTS.—No reporting
18 requirement, other than a reporting requirement in
19 effect as of the date of enactment of this Act, shall
20 apply on or after October 1, 2015, to the use of
21 Federal funds for highway projects by a public-pri-
22 vate partnership.

23 (b) EXPENDITURES FROM HIGHWAY TRUST
24 FUND.—

1 (1) EXPENDITURES FOR CORE PROGRAMS.—
2 Section 9503(c) of the Internal Revenue Code of
3 1986 is amended—

4 (A) in paragraph (1)—

5 (i) by striking “June 1, 2015” and in-
6 serting “October 1, 2022”; and

7 (ii) by striking “Highway and Trans-
8 portation Funding Act of 2014” and in-
9 serting “Transportation Empowerment
10 Act”;

11 (B) in paragraph (2), by striking “July 1,
12 2017” and inserting “July 1, 2022”; and

13 (C) in paragraph (5), by striking “October
14 1, 2011” and inserting “October 1, 2022”.

15 (2) AMOUNTS AVAILABLE FOR CORE PROGRAM
16 EXPENDITURES.—Section 9503 of the Internal Rev-
17 enue Code of 1986 is amended by adding at the end
18 the following:

19 “(g) CORE PROGRAMS FINANCING RATE.—For pur-
20 poses of this section—

21 “(1) IN GENERAL.—Except as provided in para-
22 graph (2)—

23 “(A) in the case of gasoline and special
24 motor fuels the tax rate of which is the rate

1 specified in section 4081(a)(2)(A)(i), the core
2 programs financing rate is—

3 “(i) after September 30, 2016, and
4 before October 1, 2017, 18.3 cents per gal-
5 lon,

6 “(ii) after September 30, 2017, and
7 before October 1, 2018, 9.6 cents per gal-
8 lon,

9 “(iii) after September 30, 2018, and
10 before October 1, 2019, 6.4 cents per gal-
11 lon,

12 “(iv) after September 30, 2019, and
13 before October 1, 2020, 5.0 cents per gal-
14 lon, and

15 “(v) after September 30, 2020, 3.7
16 cents per gallon, and

17 “(B) in the case of kerosene, diesel fuel,
18 and special motor fuels the tax rate of which is
19 the rate specified in section 4081(a)(2)(A)(iii),
20 the core programs financing rate is—

21 “(i) after September 30, 2016, and
22 before October 1, 2017, 24.3 cents per gal-
23 lon,

1 “(ii) after September 30, 2017, and
2 before October 1, 2018, 12.7 cents per gal-
3 lon,

4 “(iii) after September 30, 2018, and
5 before October 1, 2019, 8.5 cents per gal-
6 lon,

7 “(iv) after September 30, 2019, and
8 before October 1, 2020, 6.6 cents per gal-
9 lon, and

10 “(v) after September 30, 2020, 5.0
11 cents per gallon.

12 “(2) APPLICATION OF RATE.—In the case of
13 fuels used as described in paragraphs (3)(C), (4)(B),
14 and (5) of subsection (c), the core programs financ-
15 ing rate is zero.”.

16 (c) TERMINATION OF MASS TRANSIT ACCOUNT.—
17 Section 9503(e) of the Internal Revenue Code of 1986 is
18 amended—

19 (1) in the first sentence of paragraph (2), by
20 inserting “, and before October 1, 2016” after
21 “March 31, 1983”; and

22 (2) by adding at the end the following:

23 “(6) TRANSFER TO HIGHWAY ACCOUNT.—On
24 October 1, 2016, the Secretary shall transfer all

1 amounts in the Mass Transit Account to the High-
2 way Account.”.

3 (d) EFFECTIVE DATE.—The amendments and re-
4 peals made by this section shall take effect on October
5 1, 2016.

6 **SEC. 5. FEDERAL-AID HIGHWAY PROGRAM.**

7 (a) NATIONAL HIGHWAY PERFORMANCE PRO-
8 GRAM.—

9 (1) IN GENERAL.—Section 119(d)(2) of title
10 23, United States Code, is amended—

- 11 (A) by striking subparagraph (H);
12 (B) by striking subparagraph (M);
13 (C) by striking subparagraph (O); and
14 (D) by redesignating subparagraphs (I),
15 (J), (K), (L), (N), and (P) as subparagraphs
16 (H), (I), (J), (K), (L), and (M), respectively.

17 (2) REPEAL OF ENVIRONMENTAL MITIGATION
18 PROVISIONS.—Section 119 of title 23, United States
19 Code, is amended by striking subsection (g).

20 (b) SURFACE TRANSPORTATION PROGRAM.—

21 (1) IN GENERAL.—Section 133(b) of title 23,
22 United States Code, is amended—

- 23 (A) in paragraph (6), by striking “Carpool
24 projects, fringe and corridor parking facilities
25 and programs, including electric vehicle and

1 natural gas infrastructure in accordance with
2 section 137, bicycle transportation and pedes-
3 trian walkways in accordance with section 217,
4 and the” and inserting “Any”;

5 (B) by striking paragraph (11);

6 (C) in paragraph (13), by adding a period
7 at the end;

8 (D) by striking paragraph (14);

9 (E) by striking paragraph (17);

10 (F) in paragraph (24), by striking “data
11 collection, maintenance, and integration” and
12 inserting “the maintenance and integration of
13 data”; and

14 (G) by redesignating paragraphs (12),
15 (13), (15), (16), (18), (19), (20), (21), (22),
16 (23), (24), (25), and (26) as paragraphs (11),
17 (12), (13), (14), (15), (16), (17), (18), (19),
18 (20), (21), (22), and (23), respectively.

19 (2) REPEAL OF BRIDGES NOT ON FEDERAL-AID
20 HIGHWAYS PROVISIONS.—Section 133 of title 23,
21 United States Code, is amended—

22 (A) by striking subsection (g); and

23 (B) by redesignating subsection (h) as sub-
24 section (g).

25 (3) CONFORMING AMENDMENTS.—

1 (A) Section 101(a)(29)(F)(i) of title 23,
2 United States Code, is amended by striking
3 “133(b)(11), 328(a),” and inserting “328(a)”.

4 (B) Section 133(c) of title 23, United
5 States Code, is amended—

6 (i) by striking paragraph (1);

7 (ii) in paragraph (2), by striking
8 “(11), (20), (25), and (26)” and inserting
9 “(17), (22), and (23)”; and

10 (iii) by redesignating paragraphs (2)
11 and (3) as paragraphs (1) and (2), respec-
12 tively.

13 (C) Section 165(c)(7) of title 23, United
14 States Code, is amended by striking “(14), and
15 (19)” and inserting “and (16)”.

16 (c) METROPOLITAN TRANSPORTATION PLANNING.—

17 (1) IN GENERAL.—Section 134 of title 23,
18 United States Code, is repealed.

19 (2) CONFORMING AMENDMENTS.—

20 (A) The chapter analysis for chapter 1 of
21 title 23, United States Code, is amended by
22 striking the item relating to section 134.

23 (B) Section 2864(d)(2) of title 10, United
24 States Code, is amended by inserting “(as in ef-
25 fect on the day before the date of enactment of

1 the Transportation Empowerment Act)” after
2 “title 23”.

3 (C) Section 103(b)(3) of title 23, United
4 States Code, is amended by striking subpara-
5 graph (B) and inserting the following:

6 “(B) COOPERATION.—In proposing a
7 modification under this paragraph, a State shall
8 cooperate with local and regional officials.”.

9 (D) Section 104 of title 23, United States
10 Code, is amended—

11 (i) in subsection (b)—

12 (I) in the matter preceding para-
13 graph (1), by striking “, and to carry
14 out section 134”; and

15 (II) by striking paragraph (5);

16 (ii) in subsection (d)(1)—

17 (I) by striking subparagraph (B);

18 (II) by striking “(A) USE.—”;

19 (III) by redesignating clauses (i)
20 and (ii) as subparagraphs (A) and
21 (B), respectively, and indenting appro-
22 priately;

23 (IV) in subparagraph (A) (as so
24 redesignated), by striking “clause (ii)”

1 and inserting “subparagraph (B)”;
2 and

3 (V) in subparagraphs (A) and
4 (B) (as so redesignated), by inserting
5 “(as in effect on the day before the
6 date of enactment of the Transpor-
7 tation Empowerment Act)” after
8 “subsection (b)(5)” each place it ap-
9 pears; and

10 (iii) in subsection (d)(2)—

11 (I) by striking “STATES.—” and
12 all that follows through “The distribu-
13 tion” in subparagraph (A), in the
14 matter preceding clause (i), and in-
15 serting “STATES.—The distribution”;

16 (II) in clause (ii), by striking “to
17 carry out section 134 and”;

18 (III) by striking subparagraph
19 (B); and

20 (IV) by redesignating clauses (i)
21 and (ii) as subparagraphs (A) and
22 (B), respectively, and indenting appro-
23 priately.

24 (E) Section 106(h)(3)(C) of title 23,
25 United States Code, is amended by striking

1 “sections 134 and 135” and inserting “section
2 135”.

3 (F) Section 108(d)(5)(A) of title 23,
4 United States Code, is amended by striking
5 “sections 134 and 135” and inserting “section
6 135”.

7 (G) Section 119(d)(1)(B) of title 23,
8 United States Code, is amended by striking
9 “sections 134 and 135” and inserting “section
10 135”.

11 (H) Section 133(d) of title 23, United
12 States Code, is amended—

13 (i) by striking paragraph (2);

14 (ii) in paragraph (5), by striking “sec-
15 tions 134 and 135” and inserting “section
16 135”; and

17 (iii) by redesignating paragraphs (3),
18 (4), and (5) as paragraphs (2), (3), and
19 (4), respectively.

20 (I) Section 135 of title 23, United States
21 Code, is amended—

22 (i) in subsection (a)—

23 (I) in paragraph (1)—

1 (aa) by striking “Subject to
2 section 134, to” and inserting
3 “To”; and

4 (bb) by inserting “(as in ef-
5 fect on the day before the date of
6 enactment of the Transportation
7 Empowerment Act)” after “sec-
8 tion 134(a)”; and

9 (II) in paragraph (3), by insert-
10 ing “(as in effect on the day before
11 the date of enactment of the Trans-
12 portation Empowerment Act)” after
13 “section 134(a)”; and

14 (ii) in subsection (b)(1), by striking
15 “with the transportation planning activities
16 carried out under section 134 for metro-
17 politan areas of the State and”;

18 (iii) in subsection (f)(2)—

19 (I) by striking subparagraph (A);
20 and

21 (II) by redesignating subpara-
22 graphs (B), (C), and (D) as subpara-
23 graphs (A), (B), and (C), respectively;

24 (iv) in subsection (g)—

25 (I) in paragraph (2)—

1 (aa) by striking subpara-
2 graph (A); and

3 (bb) by redesignating sub-
4 paragraphs (B) and (C) as sub-
5 paragraphs (A) and (B), respec-
6 tively; and

7 (II) in paragraph (8), by striking
8 “and section 134”; and

9 (v) in subsection (j), by striking “and
10 section 134” each place it appears.

11 (J) Section 137 of title 23, United States
12 Code, is amended—

13 (i) by striking subsection (e); and

14 (ii) by redesignating subsections (f)
15 and (g) as subsections (e) and (f), respec-
16 tively.

17 (K) Section 142 of title 23, United States
18 Code, is amended—

19 (i) by striking subsection (d); and

20 (ii) by redesignating subsections (e)
21 through (i) as subsections (d) through (h),
22 respectively.

23 (L) Section 168(a)(2)(A) of title 23,
24 United States Code, is amended by striking “or

1 a transportation plan developed under section
2 134”.

3 (M) Section 201(c)(1) of title 23, United
4 States Code, is amended by striking “sections
5 134 and 135” and inserting “section 135”.

6 (N) Section 217(g)(1) of title 23, United
7 States Code, is amended in the first sentence by
8 striking “metropolitan planning organization
9 and State in accordance with section 134 and
10 135, respectively” and inserting “State in ac-
11 cordance with section 135”.

12 (O) Section 327(a)(2)(B) of title 23,
13 United States Code, is amended—

14 (i) in clause (iii), by striking “42
15 U.S.C. 13” and inserting “42 U.S.C.”; and

16 (ii) in clause (iv)(I), by striking “134
17 or”.

18 (P) Section 505 of title 23, United States
19 Code, is amended—

20 (i) in subsection (a)(2)—

21 (I) by striking “metropolitan
22 and”; and

23 (II) by striking “sections 134
24 and 135” and inserting “section
25 135”; and

1 (ii) in subsection (b)(2), by striking
2 “sections 134 and 135” and inserting
3 “section 135”.

4 (Q) Section 602(a)(3) of title 23, United
5 States Code, is amended by striking “sections
6 134 and 135” and inserting “section 135”.

7 (R) Section 610(d)(5) of title 23, United
8 States Code, is amended by striking “section
9 133(d)(3)” and inserting “section 133(d)(2)”.

10 (S) Section 174 of the Clean Air Act (42
11 U.S.C. 7504) is amended—

12 (i) in the fourth sentence of sub-
13 section (a), by striking “the metropolitan
14 planning organization designated to con-
15 duct the continuing, cooperative and com-
16 prehensive transportation planning process
17 for the area under section 134 of title 23,
18 United States Code,”;

19 (ii) by striking subsection (b); and

20 (iii) by redesignating subsection (c) as
21 subsection (b).

22 (T) Section 176(c) of the Clean Air Act
23 (42 U.S.C. 7506(c)) is amended—

24 (i) in paragraph (7)(A), in the matter
25 preceding clause (i), by striking “section

1 134(i) of title 23, United States Code, or”;
2 and

3 (ii) in paragraph (9), by striking “sec-
4 tion 134(i) of title 23, United States Code,
5 or”.

6 (U) Section 182(c)(5) of the Clean Air Act
7 (42 U.S.C. 7511a(c)(5)) is amended—

8 (i) by striking “(A) Beginning” and
9 inserting “Beginning”; and

10 (ii) in the last sentence by striking
11 “and with the requirements of section
12 174(b)”.

13 (V) Section 5304(i) of title 49, United
14 States Code, is amended—

15 (i) by striking “sections 134 and 135”
16 each place it appears and inserting “sec-
17 tion 135”; and

18 (ii) by striking “this this” and insert-
19 ing “this”.

20 (d) NATIONAL BRIDGE AND TUNNEL INVENTORY
21 AND INSPECTION STANDARDS.—

22 (1) IN GENERAL.—Section 144 of title 23,
23 United States Code, is amended—

1 (A) in subsection (e)(1) by inserting “on
2 the Federal-aid system” after “any bridge”;
3 and

4 (B) in subsection (f)(1) by inserting “on
5 the Federal-aid system” after “construct any
6 bridge”.

7 (2) REPEAL OF HISTORIC BRIDGES PROVI-
8 SIONS.—Section 144(g) of title 23, United States
9 Code, is repealed.

10 (e) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—

11 (1) IN GENERAL.—Section 148 of title 23,
12 United States Code, is amended—

13 (A) in subsection (a)—

14 (i) in paragraph (4)(B)—

15 (I) by striking clause (v); and

16 (II) by redesignating clauses (vi)
17 through (xxiv) as clauses (v) through
18 (xxiii), respectively;

19 (ii) in paragraph (8), by striking “bi-
20 cyclist,”; and

21 (iii) by striking paragraphs (11)
22 through (13);

23 (B) by striking subsections (b), (c), (d),
24 (e), (f), (g), (h), and (i); and

1 (C) by redesignating subsection (j) as sub-
2 section (b).

3 (2) CONFORMING AMENDMENTS.—

4 (A) Section 101(a)(27) of title 23, United
5 States Code, is amended by inserting “(as in ef-
6 fect on the day before the date of enactment of
7 the Transportation Empowerment Act)” after
8 “section 148(a)”.

9 (B) Section 402(b)(1)(F)(v) of title 23,
10 United States Code, is amended by inserting
11 “(as in effect on the day before the date of en-
12 actment of the Transportation Empowerment
13 Act)” after “section 148(a)”.

14 (f) REPEAL OF CONGESTION MITIGATION AND AIR
15 QUALITY IMPROVEMENT PROGRAM.—

16 (1) IN GENERAL.—Section 149 of title 23,
17 United States Code, is repealed.

18 (2) CONFORMING AMENDMENTS.—

19 (A) The chapter analysis for chapter 1 of
20 title 23, United States Code, is amended by
21 striking the item relating to section 149.

22 (B) Section 106(d) of title 23, United
23 States Code, is amended in the matter pre-
24 ceding paragraph (1), by striking “section, sec-

1 tion 133, or section 149” and inserting “section
2 or section 133”.

3 (C) Section 150 of title 23, United States
4 Code, is amended—

5 (i) in subsection (c)—

6 (I) by striking paragraph (5);

7 and

8 (II) by redesignating paragraph

9 (6) as paragraph (5); and

10 (ii) in subsection (d), by striking “(5),

11 and (6)” and inserting “and (5)”.

12 (D) Section 322(h)(3) of title 23, United
13 States Code, is amended by striking “and the
14 congestion mitigation and air quality improve-
15 ment program under section 149”.

16 (E) Section 505(a)(3) of title 23, United
17 States Code, is amended by striking “149,”.

18 (g) REPEAL OF TRANSPORTATION ALTERNATIVES
19 PROGRAM.—The following provisions are repealed:

20 (1) Section 213 of title 23, United States Code.

21 (2) The item relating to section 213 in the
22 analysis for chapter 1 of title 23, United States
23 Code.

24 (h) NATIONAL DEFENSE HIGHWAYS.—Section 311
25 of title 23, United States Code, is amended—

1 (1) in the first sentence, by striking “under
2 subsection (a) of section 104 of this title” and in-
3 serting “to carry out this section”; and

4 (2) by striking the second sentence.

5 **SEC. 6. FUNDING FOR HIGHWAY RESEARCH AND DEVELOP-**
6 **MENT PROGRAM.**

7 (a) AUTHORIZATION OF APPROPRIATIONS.—There is
8 authorized to be appropriated out of the Highway Trust
9 Fund (other than the Mass Transit Account) to carry out
10 section 503(b) of title 23, United States Code,
11 \$115,000,000 for each of fiscal years 2016 through 2020.

12 (b) APPLICABILITY OF TITLE 23, UNITED STATES
13 CODE.—Funds authorized to be appropriated by sub-
14 section (a) shall—

15 (1) be available for obligation in the same man-
16 ner as if those funds were apportioned under chap-
17 ter 1 of title 23, United States Code, except that the
18 Federal share of the cost of a project or activity car-
19 ried out using those funds shall be 80 percent, un-
20 less otherwise expressly provided by this Act (includ-
21 ing the amendments by this Act) or otherwise deter-
22 mined by the Secretary; and

23 (2) remain available until expended and not be
24 transferable.

1 **SEC. 7. RETURN OF EXCESS TAX RECEIPTS TO STATES.**

2 (a) IN GENERAL.—Section 9503(c) of the Internal
3 Revenue Code of 1986 is amended by adding at the end
4 the following:

5 “(6) RETURN OF EXCESS TAX RECEIPTS TO
6 STATES FOR SURFACE TRANSPORTATION PUR-
7 POSES.—

8 “(A) IN GENERAL.—On the first day of
9 each of fiscal years 2016, 2017, 2018, and
10 2019, the Secretary, in consultation with the
11 Secretary of Transportation, shall—

12 “(i) determine the excess (if any) of—

13 “(I) the amounts appropriated in
14 such fiscal year to the Highway Trust
15 Fund under subsection (b) which are
16 attributable to the taxes described in
17 paragraphs (1) and (2) thereof (after
18 the application of paragraph (4)
19 thereof) over the sum of—

20 “(II) the amounts so appro-
21 priated which are equivalent to—

22 “(aa) such amounts attrib-
23 utable to the core programs fi-
24 nancing rate for such year, plus

1 “(bb) the taxes described in
2 paragraphs (3)(C), (4)(B), and
3 (5) of subsection (c), and

4 “(ii) allocate the amount determined
5 under clause (i) among the States (as de-
6 fined in section 101(a) of title 23, United
7 States Code) for surface transportation
8 (including mass transit and rail) purposes
9 so that—

10 “(I) the percentage of that
11 amount allocated to each State, is
12 equal to

13 “(II) the percentage of the
14 amount determined under clause (i)(I)
15 paid into the Highway Trust Fund in
16 the latest fiscal year for which such
17 data are available which is attrib-
18 utable to highway users in the State.

19 “(B) ENFORCEMENT.—If the Secretary
20 determines that a State has used amounts
21 under subparagraph (A) for a purpose which is
22 not a surface transportation purpose as de-
23 scribed in subparagraph (A), the improperly
24 used amounts shall be deducted from any
25 amount the State would otherwise receive from

1 the Highway Trust Fund for the fiscal year
2 which begins after the date of the determina-
3 tion.”.

4 (b) EFFECTIVE DATE.—The amendment made by
5 this section shall take effect on October 1, 2015.

6 **SEC. 8. REDUCTION IN TAXES ON GASOLINE, DIESEL FUEL,**
7 **KEROSENE, AND SPECIAL FUELS FUNDING**
8 **HIGHWAY TRUST FUND.**

9 (a) REDUCTION IN TAX RATE.—

10 (1) IN GENERAL.—Section 4081(a)(2)(A) of the
11 Internal Revenue Code of 1986 is amended—

12 (A) in clause (i), by striking “18.3 cents”
13 and inserting “3.7 cents”; and

14 (B) in clause (iii), by striking “24.3 cents”
15 and inserting “5.0 cents”.

16 (2) CONFORMING AMENDMENTS.—

17 (A) Section 4081(a)(2)(D) of such Code is
18 amended—

19 (i) by striking “19.7 cents” and in-
20 serting “4.1 cents”, and

21 (ii) by striking “24.3 cents” and in-
22 serting “5.0 cents”.

23 (B) Section 6427(b)(2)(A) of such Code is
24 amended by striking “7.4 cents” and inserting
25 “1.5 cents”.

1 (b) ADDITIONAL CONFORMING AMENDMENTS.—

2 (1) Section 4041(a)(1)(C)(iii)(I) of the Internal
3 Revenue Code of 1986 is amended by striking “7.3
4 cents per gallon (4.3 cents per gallon after Sep-
5 tember 30, 2016)” and inserting “1.4 cents per gal-
6 lon (zero after September 30, 2021)”.

7 (2) Section 4041(a)(2)(B)(ii) of such Code is
8 amended by striking “24.3 cents” and inserting “5.0
9 cents”.

10 (3) Section 4041(a)(3)(A) of such Code is
11 amended by striking “18.3 cents” and inserting “3.7
12 cents”.

13 (4) Section 4041(m)(1) of such Code is amend-
14 ed—

15 (A) in subparagraph (A), by striking
16 “2016” and inserting “2021,”;

17 (B) in subparagraph (A)(i), by striking
18 “9.15 cents” and inserting “1.8 cents”;

19 (C) in subparagraph (A)(ii), by striking
20 “11.3 cents” and inserting “2.3 cents”; and

21 (D) by striking subparagraph (B) and in-
22 serting the following:

23 “(B) zero after September 30, 2021.”.

24 (5) Section 4081(d)(1) of such Code is amend-
25 ed by striking “4.3 cents per gallon after September

1 30, 2016” and inserting “zero after September 30,
2 2021”.

3 (6) Section 9503(b) of such Code is amended—

4 (A) in paragraphs (1) and (2), by striking
5 “October 1, 2016” both places it appears and
6 inserting “October 1, 2021”;

7 (B) in the heading of paragraph (2), by
8 striking “OCTOBER 1, 2016” and inserting “Oc-
9 TOBER 1, 2021”;

10 (C) in paragraph (2), by striking “after
11 September 30, 2016, and before July 1, 2017”
12 and inserting “after September 30, 2021, and
13 before July 1, 2022”; and

14 (D) in paragraph (6)(B), by striking
15 “June 1, 2015” and inserting “October 1,
16 2021”.

17 (c) FLOOR STOCK REFUNDS.—

18 (1) IN GENERAL.—If—

19 (A) before October 1, 2020, tax has been
20 imposed under section 4081 of the Internal
21 Revenue Code of 1986 on any liquid; and

22 (B) on such date such liquid is held by a
23 dealer and has not been used and is intended
24 for sale;

1 there shall be credited or refunded (without interest)
2 to the person who paid such tax (in this subsection
3 referred to as the “taxpayer”) an amount equal to
4 the excess of the tax paid by the taxpayer over the
5 amount of such tax which would be imposed on such
6 liquid had the taxable event occurred on such date.

7 (2) TIME FOR FILING CLAIMS.—No credit or re-
8 fund shall be allowed or made under this subsection
9 unless—

10 (A) claim therefor is filed with the Sec-
11 retary of the Treasury before April 1, 2021;
12 and

13 (B) in any case where liquid is held by a
14 dealer (other than the taxpayer) on October 1,
15 2020—

16 (i) the dealer submits a request for re-
17 fund or credit to the taxpayer before Janu-
18 ary 1, 2021; and

19 (ii) the taxpayer has repaid or agreed
20 to repay the amount so claimed to such
21 dealer or has obtained the written consent
22 of such dealer to the allowance of the cred-
23 it or the making of the refund.

24 (3) EXCEPTION FOR FUEL HELD IN RETAIL
25 STOCKS.—No credit or refund shall be allowed under

1 this subsection with respect to any liquid in retail
2 stocks held at the place where intended to be sold
3 at retail.

4 (4) DEFINITIONS.—For purposes of this sub-
5 section, the terms “dealer” and “held by a dealer”
6 have the respective meanings given to such terms by
7 section 6412 of such Code; except that the term
8 “dealer” includes a producer.

9 (5) CERTAIN RULES TO APPLY.—Rules similar
10 to the rules of subsections (b) and (c) of section
11 6412 and sections 6206 and 6675 of such Code shall
12 apply for purposes of this subsection.

13 (d) EFFECTIVE DATES.—

14 (1) IN GENERAL.—Except as provided in para-
15 graphs (2) and (3), the amendments made by this
16 section shall apply to fuel removed after September
17 30, 2020.

18 (2) CERTAIN CONFORMING AMENDMENTS.—

19 (A) The amendments made by subsection
20 (b)(4) shall apply to fuel removed after Sep-
21 tember 30, 2016.

22 (B) The amendments made by subpara-
23 graphs (A), (B), and (C) of subsection (b)(6)
24 shall take effect on October 1, 2016.

1 (C) The amendment made by subsection
2 (b)(6)(D) shall take effect on June 1, 2015.

3 **SEC. 9. REPORT TO CONGRESS.**

4 Not later than 180 days after the date of enactment
5 of this Act, after consultation with the appropriate com-
6 mittees of Congress, the Secretary of Transportation shall
7 submit a report to Congress describing such technical and
8 conforming amendments to titles 23 and 49, United States
9 Code, and such technical and conforming amendments to
10 other laws, as are necessary to bring those titles and other
11 laws into conformity with the policy embodied in this Act
12 and the amendments made by this Act.

13 **SEC. 10. EFFECTIVE DATE CONTINGENT ON CERTIFI-**
14 **CATION OF DEFICIT NEUTRALITY.**

15 (a) PURPOSE.—The purpose of this section is to en-
16 sure that—

17 (1) this Act will become effective only if the Di-
18 rector of the Office of Management and Budget cer-
19 tifies that this Act is deficit neutral;

20 (2) discretionary spending limits are reduced to
21 capture the savings realized in devolving transpor-
22 tation functions to the State level pursuant to this
23 Act; and

1 (3) the tax reduction made by this Act is not
2 scored under pay-as-you-go and does not inadvert-
3 ently trigger a sequestration.

4 (b) EFFECTIVE DATE CONTINGENCY.—Notwith-
5 standing any other provision of this Act, this Act and the
6 amendments made by this Act shall take effect only if—

7 (1) the Director of the Office of Management
8 and Budget (referred to in this section as the “Di-
9 rector”) submits the report as required in subsection
10 (c); and

11 (2) the report contains a certification by the Di-
12 rector that, based on the required estimates, the re-
13 duction in discretionary outlays resulting from the
14 reduction in contract authority is at least as great
15 as the reduction in revenues for each fiscal year
16 through fiscal year 2020.

17 (c) OMB ESTIMATES AND REPORT.—

18 (1) REQUIREMENTS.—Not later than 5 cal-
19 endar days after the date of enactment of this Act,
20 the Director shall—

21 (A) estimate the net change in revenues re-
22 sulting from this Act for each fiscal year
23 through fiscal year 2020;

24 (B) estimate the net change in discre-
25 tionary outlays resulting from the reduction in

1 contract authority under this Act for each fiscal
2 year through fiscal year 2020;

3 (C) determine, based on those estimates,
4 whether the reduction in discretionary outlays
5 is at least as great as the reduction in revenues
6 for each fiscal year through fiscal year 2020;
7 and

8 (D) submit to Congress a report setting
9 forth the estimates and determination.

10 (2) APPLICABLE ASSUMPTIONS AND GUIDE-
11 LINES.—

12 (A) REVENUE ESTIMATES.—The revenue
13 estimates required under paragraph (1)(A)
14 shall be predicated on the same economic and
15 technical assumptions and score keeping guide-
16 lines that would be used for estimates made
17 pursuant to section 252(d) of the Balanced
18 Budget and Emergency Deficit Control Act of
19 1985 (2 U.S.C. 902(d)).

20 (B) OUTLAY ESTIMATES.—The outlay esti-
21 mates required under paragraph (1)(B) shall be
22 determined by comparing the level of discre-
23 tionary outlays resulting from this Act with the
24 corresponding level of discretionary outlays pro-
25 jected in the baseline under section 257 of the

1 Balanced Budget and Emergency Deficit Con-
2 trol Act of 1985 (2 U.S.C. 907).

3 (d) CONFORMING ADJUSTMENT TO DISCRETIONARY
4 SPENDING LIMITS.—On compliance with the requirements
5 specified in subsection (b), the Director shall adjust the
6 adjusted discretionary spending limits for each fiscal year
7 through fiscal year 2020 under section 601(a)(2) of the
8 Congressional Budget Act of 1974 (2 U.S.C. 665(a)(2))
9 by the estimated reductions in discretionary outlays under
10 subsection (c)(1)(B).

11 (e) PAYGO INTERACTION.—On compliance with the
12 requirements specified in subsection (b), no changes in
13 revenues estimated to result from the enactment of this
14 Act shall be counted for the purposes of section 252(d)
15 of the Balanced Budget and Emergency Deficit Control
16 Act of 1985 (2 U.S.C. 902(d)).

○