

**AMENDMENT TO THE AMENDMENT IN THE
NATURE OF A SUBSTITUTE TO H.R. 3684
OFFERED BY MR. KATKO OF NEW YORK**

Strike title I of division B of the bill, and insert the following:

1 **TITLE I—FEDERAL-AID**
2 **HIGHWAYS**
3 **Subtitle A—Authorizations and**
4 **Programs**

5 **SEC. 1101. AUTHORIZATION OF APPROPRIATIONS.**

6 (a) **IN GENERAL.**—The following amounts are au-
7 thORIZED to be appropriated out of the Highway Trust
8 Fund (other than the Mass Transit Account):

9 (1) **FEDERAL-AID HIGHWAY PROGRAM.**—For
10 the national highway performance program under
11 section 119 of title 23, United States Code, the sur-
12 face transportation block grant program under sec-
13 tion 133 of that title, the highway safety improve-
14 ment program under section 148 of that title, the
15 congestion mitigation and air quality improvement
16 program under section 149 of that title, the national
17 highway freight program under section 167 of that
18 title, the carbon reduction program under section

1 175 of that title, to carry out subsection (e) of the
2 PROTECT program under section 176 of that title,
3 and to carry out section 134 of that title—

4 (A) \$52,488,065,375 for fiscal year 2022;

5 (B) \$53,537,826,683 for fiscal year 2023;

6 (C) \$54,608,583,217 for fiscal year 2024;

7 (D) \$55,700,754,881 for fiscal year 2025;

8 and

9 (E) \$56,814,769,844 for fiscal year 2026.

10 (2) TRANSPORTATION INFRASTRUCTURE FI-
11 NANCE AND INNOVATION PROGRAM.—For credit as-
12 sistance under the transportation infrastructure fi-
13 nance and innovation program under chapter 6 of
14 title 23, United States Code, \$250,000,000 for each
15 of fiscal years 2022 through 2026.

16 (3) FEDERAL LANDS AND TRIBAL TRANSPOR-
17 TATION PROGRAMS.—

18 (A) TRIBAL TRANSPORTATION PRO-
19 GRAM.—For the tribal transportation program
20 under section 202 of title 23, United States
21 Code—

22 (i) \$578,460,000 for fiscal year 2022;

23 (ii) \$589,960,000 for fiscal year 2023;

24 (iii) \$602,460,000 for fiscal year
25 2024;

1 (iv) \$612,960,000 for fiscal year
2 2025; and

3 (v) \$627,960,000 for fiscal year 2026.

4 (B) FEDERAL LANDS TRANSPORTATION

5 PROGRAM.—

6 (i) IN GENERAL.—For the Federal
7 lands transportation program under sec-
8 tion 203 of title 23, United States Code—

9 (I) \$421,965,000 for fiscal year
10 2022;

11 (II) \$429,965,000 for fiscal year
12 2023;

13 (III) \$438,965,000 for fiscal year
14 2024;

15 (IV) \$447,965,000 for fiscal year
16 2025; and

17 (V) \$455,965,000 for fiscal year
18 2026.

19 (ii) ALLOCATION.—Of the amount
20 made available for a fiscal year under
21 clause (i)—

22 (I) the amount for the National
23 Park Service is—

24 (aa) \$332,427,450 for fiscal
25 year 2022;

1 (bb) \$338,867,450 for fiscal
2 year 2023;

3 (cc) \$346,237,450 for fiscal
4 year 2024;

5 (dd) \$353,607,450 for fiscal
6 year 2025; and

7 (ee) \$360,047,450 for fiscal
8 year 2026;

9 (II) the amount for the United
10 States Fish and Wildlife Service is
11 \$36,000,000 for each of fiscal years
12 2022 through 2026; and

13 (III) the amount for the Forest
14 Service is—

15 (aa) \$24,000,000 for fiscal
16 year 2022;

17 (bb) \$25,000,000 for fiscal
18 year 2023;

19 (cc) \$26,000,000 for fiscal
20 year 2024;

21 (dd) \$27,000,000 for fiscal
22 year 2025; and

23 (ee) \$28,000,000 for fiscal
24 year 2026.

1 (C) FEDERAL LANDS ACCESS PROGRAM.—
2 For the Federal lands access program under
3 section 204 of title 23, United States Code—

4 (i) \$285,975,000 for fiscal year 2022;

5 (ii) \$291,975,000 for fiscal year 2023;

6 (iii) \$296,975,000 for fiscal year
7 2024;

8 (iv) \$303,975,000 for fiscal year
9 2025; and

10 (v) \$308,975,000 for fiscal year 2026.

11 (4) TERRITORIAL AND PUERTO RICO HIGHWAY
12 PROGRAM.—For the territorial and Puerto Rico
13 highway program under section 165 of title 23,
14 United States Code—

15 (A) \$219,000,000 for fiscal year 2022;

16 (B) \$224,000,000 for fiscal year 2023;

17 (C) \$228,000,000 for fiscal year 2024;

18 (D) \$232,500,000 for fiscal year 2025;

19 and

20 (E) \$237,000,000 for fiscal year 2026.

21 (5) NATIONALLY SIGNIFICANT FREIGHT AND
22 HIGHWAY PROJECTS.—For nationally significant
23 freight and highway projects under section 117 of
24 title 23, United States Code—

25 (A) \$1,000,000,000 for fiscal year 2022;

- 1 (B) \$1,000,000,000 for fiscal year 2023;
2 (C) \$1,000,000,000 for fiscal year 2024;
3 (D) \$900,000,000 for fiscal year 2025;
4 and
5 (E) \$900,000,000 for fiscal year 2026.

6 (b) OTHER PROGRAMS.—

7 (1) IN GENERAL.—The following amounts are
8 authorized to be appropriated out of the Highway
9 Trust Fund (other than the Mass Transit Account):

10 (A) BRIDGE INVESTMENT PROGRAM.—To
11 carry out the bridge investment program under
12 section 124 of title 23, United States Code—

13 (i) \$600,000,000 for fiscal year 2022;

14 (ii) \$640,000,000 for fiscal year 2023;

15 (iii) \$650,000,000 for fiscal year
16 2024;

17 (iv) \$675,000,000 for fiscal year
18 2025; and

19 (v) \$700,000,000 for fiscal year 2026.

20 (B) CONGESTION RELIEF PROGRAM.—To
21 carry out the congestion relief program under
22 section 129(d) of title 23, United States Code,
23 \$50,000,000 for each of fiscal years 2022
24 through 2026.

1 (C) CHARGING AND FUELING INFRASTRUC-
2 TURE GRANTS.—To carry out section 151(f) of
3 title 23, United States Code—

4 (i) \$300,000,000 for fiscal year 2022;

5 (ii) \$400,000,000 for fiscal year 2023;

6 (iii) \$500,000,000 for fiscal year
7 2024;

8 (iv) \$600,000,000 for fiscal year
9 2025; and

10 (v) \$700,000,000 for fiscal year 2026.

11 (D) RURAL SURFACE TRANSPORTATION
12 GRANT PROGRAM.—To carry out the rural sur-
13 face transportation grant program under sec-
14 tion 173 of title 23, United States Code—

15 (i) \$300,000,000 for fiscal year 2022;

16 (ii) \$350,000,000 for fiscal year 2023;

17 (iii) \$400,000,000 for fiscal year
18 2024;

19 (iv) \$450,000,000 for fiscal year
20 2025; and

21 (v) \$500,000,000 for fiscal year 2026.

22 (E) PROTECT GRANTS.—

23 (i) IN GENERAL.—To carry out sub-
24 section (d) of the PROTECT program
25 under section 176 of title 23, United

1 States Code, for each of fiscal years 2022
2 through 2026—

3 (I) \$250,000,000 for fiscal year
4 2022;

5 (II) \$250,000,000 for fiscal year
6 2023;

7 (III) \$300,000,000 for fiscal year
8 2024;

9 (IV) \$300,000,000 for fiscal year
10 2025; and

11 (V) \$300,000,000 for fiscal year
12 2026.

13 (ii) ALLOCATION.—Of the amounts
14 made available under clause (i)—

15 (I) for planning grants under
16 paragraph (3) of that subsection—

17 (aa) \$25,000,000 for fiscal
18 year 2022;

19 (bb) \$25,000,000 for fiscal
20 year 2023;

21 (cc) \$30,000,000 for fiscal
22 year 2024;

23 (dd) \$30,000,000 for fiscal
24 year 2025; and

1 (ee) \$30,000,000 for fiscal
2 year 2026;

3 (II) for resilience improvement
4 grants under paragraph (4)(A) of that
5 subsection—

6 (aa) \$175,000,000 for fiscal
7 year 2022;

8 (bb) \$175,000,000 for fiscal
9 year 2023;

10 (cc) \$210,000,000 for fiscal
11 year 2024;

12 (dd) \$210,000,000 for fiscal
13 year 2025; and

14 (ee) \$210,000,000 for fiscal
15 year 2026;

16 (III) for community resilience
17 and evacuation route grants under
18 paragraph (4)(B) of that subsection—

19 (aa) \$25,000,000 for fiscal
20 year 2022;

21 (bb) \$25,000,000 for fiscal
22 year 2023;

23 (cc) \$30,000,000 for fiscal
24 year 2024;

1 (dd) \$30,000,000 for fiscal
2 year 2025; and

3 (ee) \$30,000,000 for fiscal
4 year 2026; and

5 (IV) for at-risk coastal infra-
6 structure grants under paragraph
7 (4)(C) of that subsection—

8 (aa) \$25,000,000 for fiscal
9 year 2022;

10 (bb) \$25,000,000 for fiscal
11 year 2023;

12 (cc) \$30,000,000 for fiscal
13 year 2024;

14 (dd) \$30,000,000 for fiscal
15 year 2025; and

16 (ee) \$30,000,000 for fiscal
17 year 2026.

18 (F) REDUCTION OF TRUCK EMISSIONS AT
19 PORT FACILITIES.—

20 (i) IN GENERAL.—To carry out the
21 reduction of truck emissions at port facili-
22 ties under section 1402, \$50,000,000 for
23 each of fiscal years 2022 through 2026.

24 (ii) TREATMENT.—Amounts made
25 available under clause (i) shall be available

1 for obligation in the same manner as if
2 those amounts were apportioned under
3 chapter 1 of title 23, United States Code.

4 (G) **NATIONALLY SIGNIFICANT FEDERAL**
5 **LANDS AND TRIBAL PROJECTS.—**

6 (i) **IN GENERAL.—**To carry out the
7 nationally significant Federal lands and
8 tribal projects program under section 1123
9 of the FAST Act (23 U.S.C. 201 note;
10 Public Law 114–94), \$55,000,000 for each
11 of fiscal years 2022 through 2026.

12 (ii) **TREATMENT.—**Amounts made
13 available under clause (i) shall be available
14 for obligation in the same manner as if
15 those amounts were apportioned under
16 chapter 1 of title 23, United States Code.

17 (2) **GENERAL FUND.—**

18 (A) **BRIDGE INVESTMENT PROGRAM.—**

19 (i) **IN GENERAL.—**In addition to
20 amounts made available under paragraph
21 (1)(A), there are authorized to be appro-
22 priated to carry out the bridge investment
23 program under section 124 of title 23,
24 United States Code—

1 (I) \$600,000,000 for fiscal year
2 2022;

3 (II) \$640,000,000 for fiscal year
4 2023;

5 (III) \$650,000,000 for fiscal year
6 2024;

7 (IV) \$675,000,000 for fiscal year
8 2025; and

9 (V) \$700,000,000 for fiscal year
10 2026.

11 (ii) ALLOCATION.—Amounts made
12 available under clause (i) shall be allocated
13 in the same manner as if made available
14 under paragraph (1)(A).

15 (B) NATIONALLY SIGNIFICANT FEDERAL
16 LANDS AND TRIBAL PROJECTS PROGRAM.—In
17 addition to amounts made available under para-
18 graph (1)(G), there is authorized to be appro-
19 priated to carry out section 1123 of the FAST
20 Act (23 U.S.C. 201 note; Public Law 114–94)
21 \$300,000,000 for each of fiscal years 2022
22 through 2026.

23 (C) HEALTHY STREETS PROGRAM.—There
24 is authorized to be appropriated to carry out
25 the Healthy Streets program under section

1 1407 \$100,000,000 for each of fiscal years
2 2022 through 2026.

3 (D) TRANSPORTATION RESILIENCE AND
4 ADAPTATION CENTERS OF EXCELLENCE.—
5 There is authorized to be appropriated to carry
6 out section 520 of title 23, United States Code,
7 \$100,000,000 for each of fiscal years 2022
8 through 2026.

9 (E) OPEN CHALLENGE AND RESEARCH
10 PROPOSAL PILOT PROGRAM.—There is author-
11 ized to be appropriated to carry out the open
12 challenge and research proposal pilot program
13 under section 3006(e) \$15,000,000 for each of
14 fiscal years 2022 through 2026.

15 (c) RESEARCH, TECHNOLOGY, AND EDUCATION AU-
16 THORIZATIONS.—

17 (1) IN GENERAL.—The following amounts are
18 authorized to be appropriated out of the Highway
19 Trust Fund (other than the Mass Transit Account):

20 (A) HIGHWAY RESEARCH AND DEVELOP-
21 MENT PROGRAM.—To carry out section 503(b)
22 of title 23, United States Code, \$147,000,000
23 for each of fiscal years 2022 through 2026.

24 (B) TECHNOLOGY AND INNOVATION DE-
25 PLOYMENT PROGRAM.—To carry out section

1 503(c) of title 23, United States Code,
2 \$110,000,000 for each of fiscal years 2022
3 through 2026.

4 (C) TRAINING AND EDUCATION.—To carry
5 out section 504 of title 23, United States
6 Code—

7 (i) \$25,000,000 for fiscal year 2022;

8 (ii) \$25,250,000 for fiscal year 2023;

9 (iii) \$25,500,000 for fiscal year 2024;

10 (iv) \$25,750,000 for fiscal year 2025;

11 and

12 (v) \$26,000,000 for fiscal year 2026.

13 (D) INTELLIGENT TRANSPORTATION SYS-
14 TEMS PROGRAM.—To carry out sections 512
15 through 518 of title 23, United States Code,
16 \$110,000,000 for each of fiscal years 2022
17 through 2026.

18 (E) UNIVERSITY TRANSPORTATION CEN-
19 TERS PROGRAM.—To carry out section 5505 of
20 title 49, United States Code—

21 (i) \$80,000,000 for fiscal year 2022;

22 (ii) \$80,500,000 for fiscal year 2023;

23 (iii) \$81,000,000 for fiscal year 2024;

24 (iv) \$81,500,000 for fiscal year 2025;

25 and

1 (v) \$82,000,000 for fiscal year 2026.

2 (F) BUREAU OF TRANSPORTATION STATIS-
3 TICS.—To carry out chapter 63 of title 49,
4 United States Code—

5 (i) \$26,000,000 for fiscal year 2022;

6 (ii) \$26,250,000 for fiscal year 2023;

7 (iii) \$26,500,000 for fiscal year 2024;

8 (iv) \$26,750,000 for fiscal year 2025;

9 and

10 (v) \$27,000,000 for fiscal year 2026.

11 (2) ADMINISTRATION.—The Federal Highway
12 Administration shall—

13 (A) administer the programs described in
14 subparagraphs (A), (B), and (C) of paragraph
15 (1); and

16 (B) in consultation with relevant modal ad-
17 ministrations, administer the programs de-
18 scribed in paragraph (1)(D).

19 (3) APPLICABILITY OF TITLE 23, UNITED
20 STATES CODE.—Amounts authorized to be appro-
21 priated by paragraph (1) shall—

22 (A) be available for obligation in the same
23 manner as if those funds were apportioned
24 under chapter 1 of title 23, United States Code,
25 except that the Federal share of the cost of a

1 project or activity carried out using those funds
2 shall be 80 percent, unless otherwise expressly
3 provided by this Act (including the amendments
4 by this Act) or otherwise determined by the
5 Secretary; and

6 (B) remain available until expended and
7 not be transferable, except as otherwise pro-
8 vided by this Act.

9 (d) PILOT PROGRAMS.—The following amounts are
10 authorized to be appropriated out of the Highway Trust
11 Fund (other than the Mass Transit Account):

12 (1) WILDLIFE CROSSINGS PILOT PROGRAM.—
13 For the wildlife crossings pilot program under sec-
14 tion 171 of title 23, United States Code—

15 (A) \$60,000,000 for fiscal year 2022;

16 (B) \$65,000,000 for fiscal year 2023;

17 (C) \$70,000,000 for fiscal year 2024;

18 (D) \$75,000,000 for fiscal year 2025; and

19 (E) \$80,000,000 for fiscal year 2026.

20 (2) PRIORITIZATION PROCESS PILOT PRO-
21 GRAM.—

22 (A) IN GENERAL.—For the prioritization
23 process pilot program under section 1204,
24 \$10,000,000 for each of fiscal years 2022
25 through 2026.

1 (B) TREATMENT.—Amounts made avail-
2 able under subparagraph (A) shall be available
3 for obligation in the same manner as if those
4 amounts were apportioned under chapter 1 of
5 title 23, United States Code.

6 (3) RECONNECTING COMMUNITIES PILOT PRO-
7 GRAM.—

8 (A) PLANNING GRANTS.—For planning
9 grants under the reconnecting communities
10 pilot program under section 1509(c),
11 \$30,000,000 for each of fiscal years 2022
12 through 2026.

13 (B) CAPITAL CONSTRUCTION GRANTS.—
14 For capital construction grants under the re-
15 connecting communities pilot program under
16 section 1509(d)—

17 (i) \$65,000,000 for fiscal year 2022;

18 (ii) \$68,000,000 for fiscal year 2023;

19 (iii) \$70,000,000 for fiscal year 2024;

20 (iv) \$72,000,000 for fiscal year 2025;

21 and

22 (v) \$75,000,000 for fiscal year 2026.

23 (C) TREATMENT.—Amounts made avail-
24 able under subparagraph (A) or (B) shall be
25 available for obligation in the same manner as

1 if those amounts were apportioned under chap-
2 ter 1 of title 23, United States Code, except
3 that those amounts shall remain available until
4 expended.

5 (e) DISADVANTAGED BUSINESS ENTERPRISES.—

6 (1) FINDINGS.—Congress finds that—

7 (A) while significant progress has occurred
8 due to the establishment of the disadvantaged
9 business enterprise program, discrimination and
10 related barriers continue to pose significant ob-
11 stacles for minority- and women-owned busi-
12 nesses seeking to do business in Federally as-
13 sisted surface transportation markets across the
14 United States;

15 (B) the continuing barriers described in
16 subparagraph (A) merit the continuation of the
17 disadvantaged business enterprise program;

18 (C) Congress has received and reviewed
19 testimony and documentation of race and gen-
20 der discrimination from numerous sources, in-
21 cluding congressional hearings and roundtables,
22 scientific reports, reports issued by public and
23 private agencies, news stories, reports of dis-
24 crimination by organizations and individuals,
25 and discrimination lawsuits, which show that

1 race- and gender-neutral efforts alone are insuf-
2 ficient to address the problem;

3 (D) the testimony and documentation de-
4 scribed in subparagraph (C) demonstrate that
5 discrimination across the United States poses a
6 barrier to full and fair participation in surface
7 transportation-related businesses of women
8 business owners and minority business owners
9 and has impacted firm development and many
10 aspects of surface transportation-related busi-
11 ness in the public and private markets; and

12 (E) the testimony and documentation de-
13 scribed in subparagraph (C) provide a strong
14 basis that there is a compelling need for the
15 continuation of the disadvantaged business en-
16 terprise program to address race and gender
17 discrimination in surface transportation-related
18 business.

19 (2) DEFINITIONS.—In this subsection:

20 (A) SMALL BUSINESS CONCERN.—

21 (i) IN GENERAL.—The term “small
22 business concern” means a small business
23 concern (as the term is used in section 3
24 of the Small Business Act (15 U.S.C.
25 632)).

1 (ii) EXCLUSIONS.—The term “small
2 business concern” does not include any
3 concern or group of concerns controlled by
4 the same socially and economically dis-
5 advantaged individual or individuals that
6 have average annual gross receipts during
7 the preceding 3 fiscal years in excess of
8 \$26,290,000, as adjusted annually by the
9 Secretary for inflation.

10 (B) SOCIALLY AND ECONOMICALLY DIS-
11 ADVANTAGED INDIVIDUALS.—The term “so-
12 cially and economically disadvantaged individ-
13 uals” has the meaning given the term in section
14 8(d) of the Small Business Act (15 U.S.C.
15 637(d)) and relevant subcontracting regulations
16 issued pursuant to that Act, except that women
17 shall be presumed to be socially and economi-
18 cally disadvantaged individuals for purposes of
19 this subsection.

20 (3) AMOUNTS FOR SMALL BUSINESS CON-
21 CERNS.—Except to the extent that the Secretary de-
22 termines otherwise, not less than 10 percent of the
23 amounts made available for any program under this
24 Act (other than section 4004) and section 403 of
25 title 23, United States Code, shall be expended

1 through small business concerns owned and con-
2 trolled by socially and economically disadvantaged
3 individuals.

4 (4) ANNUAL LISTING OF DISADVANTAGED BUSI-
5 NESS ENTERPRISES.—Each State shall annually—

6 (A) survey and compile a list of the small
7 business concerns referred to in paragraph (3)
8 in the State, including the location of the small
9 business concerns in the State; and

10 (B) notify the Secretary, in writing, of the
11 percentage of the small business concerns that
12 are controlled by—

13 (i) women;

14 (ii) socially and economically dis-
15 advantaged individuals (other than
16 women); and

17 (iii) individuals who are women and
18 are otherwise socially and economically dis-
19 advantaged individuals.

20 (5) UNIFORM CERTIFICATION.—

21 (A) IN GENERAL.—The Secretary shall es-
22 tablish minimum uniform criteria for use by
23 State governments in certifying whether a con-
24 cern qualifies as a small business concern for
25 the purpose of this subsection.

1 (B) INCLUSIONS.—The minimum uniform
2 criteria established under subparagraph (A)
3 shall include, with respect to a potential small
4 business concern—

- 5 (i) on-site visits;
6 (ii) personal interviews with personnel;
7 (iii) issuance or inspection of licenses;
8 (iv) analyses of stock ownership;
9 (v) listings of equipment;
10 (vi) analyses of bonding capacity;
11 (vii) listings of work completed;
12 (viii) examination of the resumes of
13 principal owners;
14 (ix) analyses of financial capacity; and
15 (x) analyses of the type of work pre-
16 ferred.

17 (6) REPORTING.—The Secretary shall establish
18 minimum requirements for use by State govern-
19 ments in reporting to the Secretary—

20 (A) information concerning disadvantaged
21 business enterprise awards, commitments, and
22 achievements; and

23 (B) such other information as the Sec-
24 retary determines to be appropriate for the

1 proper monitoring of the disadvantaged busi-
2 ness enterprise program.

3 (7) COMPLIANCE WITH COURT ORDERS.—Noth-
4 ing in this subsection limits the eligibility of an indi-
5 vidual or entity to receive funds made available
6 under this Act and section 403 of title 23, United
7 States Code, if the entity or person is prevented, in
8 whole or in part, from complying with paragraph (3)
9 because a Federal court issues a final order in which
10 the court finds that a requirement or the implemen-
11 tation of paragraph (3) is unconstitutional.

12 (8) SENSE OF CONGRESS ON PROMPT PAYMENT
13 OF DBE SUBCONTRACTORS.—It is the sense of Con-
14 gress that—

15 (A) the Secretary should take additional
16 steps to ensure that recipients comply with sec-
17 tion 26.29 of title 49, Code of Federal Regula-
18 tions (the disadvantaged business enterprises
19 prompt payment rule), or any corresponding
20 regulation, in awarding Federally funded trans-
21 portation contracts under laws and regulations
22 administered by the Secretary; and

23 (B) such additional steps should include
24 increasing the ability of the Department to

1 track and keep records of complaints and to
2 make that information publicly available.

3 **SEC. 1102. OBLIGATION CEILING.**

4 (a) GENERAL LIMITATION.—Subject to subsection
5 (e), and notwithstanding any other provision of law, the
6 obligations for Federal-aid highway and highway safety
7 construction programs shall not exceed—

8 (1) \$57,473,430,072 for fiscal year 2022;

9 (2) \$58,764,510,674 for fiscal year 2023;

10 (3) \$60,095,782,888 for fiscal year 2024;

11 (4) \$61,314,170,545 for fiscal year 2025; and

12 (5) \$62,657,105,821 for fiscal year 2026.

13 (b) EXCEPTIONS.—The limitations under subsection
14 (a) shall not apply to obligations under or for—

15 (1) section 125 of title 23, United States Code;

16 (2) section 147 of the Surface Transportation
17 Assistance Act of 1978 (23 U.S.C. 144 note; 92
18 Stat. 2714);

19 (3) section 9 of the Federal-Aid Highway Act
20 of 1981 (95 Stat. 1701);

21 (4) subsections (b) and (j) of section 131 of the
22 Surface Transportation Assistance Act of 1982 (96
23 Stat. 2119);

1 (5) subsections (b) and (c) of section 149 of the
2 Surface Transportation and Uniform Relocation As-
3 sistance Act of 1987 (101 Stat. 198);

4 (6) sections 1103 through 1108 of the Inter-
5 modal Surface Transportation Efficiency Act of
6 1991 (105 Stat. 2027);

7 (7) section 157 of title 23, United States Code
8 (as in effect on June 8, 1998);

9 (8) section 105 of title 23, United States Code
10 (as in effect for fiscal years 1998 through 2004, but
11 only in an amount equal to \$639,000,000 for each
12 of those fiscal years);

13 (9) Federal-aid highway programs for which ob-
14 ligation authority was made available under the
15 Transportation Equity Act for the 21st Century
16 (112 Stat. 107) or subsequent Acts for multiple
17 years or to remain available until expended, but only
18 to the extent that the obligation authority has not
19 lapsed or been used;

20 (10) section 105 of title 23, United States Code
21 (as in effect for fiscal years 2005 through 2012, but
22 only in an amount equal to \$639,000,000 for each
23 of those fiscal years);

24 (11) section 1603 of SAFETEA-LU (23
25 U.S.C. 118 note; 119 Stat. 1248), to the extent that

1 funds obligated in accordance with that section were
2 not subject to a limitation on obligations at the time
3 at which the funds were initially made available for
4 obligation;

5 (12) section 119 of title 23, United States Code
6 (as in effect for fiscal years 2013 through 2015, but
7 only in an amount equal to \$639,000,000 for each
8 of those fiscal years);

9 (13) section 119 of title 23, United States Code
10 (as in effect for fiscal years 2016 through 2021, but
11 only in an amount equal to \$639,000,000 for each
12 of those fiscal years); and

13 (14) section 119 of title 23, United States Code
14 (but, for fiscal years 2022 through 2026, only in an
15 amount equal to \$639,000,000 for each of those fis-
16 cal years).

17 (c) DISTRIBUTION OF OBLIGATION AUTHORITY.—
18 For each of fiscal years 2022 through 2026, the Sec-
19 retary—

20 (1) shall not distribute obligation authority pro-
21 vided by subsection (a) for the fiscal year for—

22 (A) amounts authorized for administrative
23 expenses and programs by section 104(a) of
24 title 23, United States Code; and

1 (B) amounts authorized for the Bureau of
2 Transportation Statistics;

3 (2) shall not distribute an amount of obligation
4 authority provided by subsection (a) that is equal to
5 the unobligated balance of amounts—

6 (A) made available from the Highway
7 Trust Fund (other than the Mass Transit Ac-
8 count) for Federal-aid highway and highway
9 safety construction programs for previous fiscal
10 years the funds for which are allocated by the
11 Secretary (or apportioned by the Secretary
12 under section 175, 176(c), 202, or 204 of title
13 23, United States Code); and

14 (B) for which obligation authority was pro-
15 vided in a previous fiscal year;

16 (3) shall determine the proportion that—

17 (A) the obligation authority provided by
18 subsection (a) for the fiscal year, less the aggre-
19 gate of amounts not distributed under para-
20 graphs (1) and (2) of this subsection; bears to

21 (B) the total of the sums authorized to be
22 appropriated for the Federal-aid highway and
23 highway safety construction programs (other
24 than sums authorized to be appropriated for
25 provisions of law described in paragraphs (1)

1 through (13) of subsection (b) and sums au-
2 thorized to be appropriated for section 119 of
3 title 23, United States Code, equal to the
4 amount referred to in subsection (b)(14) for the
5 fiscal year), less the aggregate of the amounts
6 not distributed under paragraphs (1) and (2) of
7 this subsection;

8 (4) shall distribute the obligation authority pro-
9 vided by subsection (a), less the aggregate amounts
10 not distributed under paragraphs (1) and (2), for
11 each of the programs (other than programs to which
12 paragraph (1) applies) that are allocated by the Sec-
13 retary under this Act and title 23, United States
14 Code, or apportioned by the Secretary under section
15 175, 176(c), 202, or 204 of that title, by multi-
16 plying—

17 (A) the proportion determined under para-
18 graph (3); by

19 (B) the amounts authorized to be appro-
20 priated for each such program for the fiscal
21 year; and

22 (5) shall distribute the obligation authority pro-
23 vided by subsection (a), less the aggregate amounts
24 not distributed under paragraphs (1) and (2) and
25 the amounts distributed under paragraph (4), for

1 Federal-aid highway and highway safety construc-
2 tion programs that are apportioned by the Secretary
3 under title 23, United States Code (other than the
4 amounts apportioned for the national highway per-
5 formance program in section 119 of title 23, United
6 States Code, that are exempt from the limitation
7 under subsection (b)(14) and the amounts appor-
8 tioned under sections 175, 176(e), 202, and 204 of
9 that title) in the proportion that—

10 (A) amounts authorized to be appropriated
11 for the programs that are apportioned under
12 title 23, United States Code, to each State for
13 the fiscal year; bears to

14 (B) the total of the amounts authorized to
15 be appropriated for the programs that are ap-
16 portioned under title 23, United States Code, to
17 all States for the fiscal year.

18 (d) REDISTRIBUTION OF UNUSED OBLIGATION AU-
19 THORITY.—Notwithstanding subsection (c), the Secretary
20 shall, after August 1 of each of fiscal years 2022 through
21 2026—

22 (1) revise a distribution of the obligation au-
23 thority made available under subsection (c) if an
24 amount distributed cannot be obligated during that
25 fiscal year; and

1 (2) redistribute sufficient amounts to those
2 States able to obligate amounts in addition to those
3 previously distributed during that fiscal year, giving
4 priority to those States having large unobligated bal-
5 ances of funds apportioned under sections 144 (as in
6 effect on the day before the date of enactment of
7 MAP-21 (Public Law 112-141; 126 Stat. 405)) and
8 104 of title 23, United States Code.

9 (e) APPLICABILITY OF OBLIGATION LIMITATIONS TO
10 TRANSPORTATION RESEARCH PROGRAMS.—

11 (1) IN GENERAL.—Except as provided in para-
12 graph (2), obligation limitations imposed by sub-
13 section (a) shall apply to contract authority for
14 transportation research programs carried out under
15 chapter 5 of title 23, United States Code.

16 (2) EXCEPTION.—Obligation authority made
17 available under paragraph (1) shall—

18 (A) remain available for a period of 4 fis-
19 cal years; and

20 (B) be in addition to the amount of any
21 limitation imposed on obligations for Federal-
22 aid highway and highway safety construction
23 programs for future fiscal years.

24 (f) REDISTRIBUTION OF CERTAIN AUTHORIZED
25 FUNDS.—

1 (1) IN GENERAL.—Not later than 30 days after
2 the date of distribution of obligation authority under
3 subsection (c) for each of fiscal years 2022 through
4 2026, the Secretary shall distribute to the States
5 any funds (excluding funds authorized for the pro-
6 gram under section 202 of title 23, United States
7 Code) that—

8 (A) are authorized to be appropriated for
9 the fiscal year for Federal-aid highway pro-
10 grams; and

11 (B) the Secretary determines will not be
12 allocated to the States (or will not be appor-
13 tioned to the States under sections 175, 176(c),
14 and 204 of title 23, United States Code), and
15 will not be available for obligation, for the fiscal
16 year because of the imposition of any obligation
17 limitation for the fiscal year.

18 (2) RATIO.—Funds shall be distributed under
19 paragraph (1) in the same proportion as the dis-
20 tribution of obligation authority under subsection
21 (c)(5).

22 (3) AVAILABILITY.—Funds distributed to each
23 State under paragraph (1) shall be available for any
24 purpose described in section 133(b) of title 23,
25 United States Code.

1 **SEC. 1103. DEFINITIONS.**

2 Section 101(a) of title 23, United States Code, is
3 amended—

4 (1) in paragraph (4)—

5 (A) in subparagraph (A), by inserting “as-
6 ssuming resilience,” after “surveying,”;

7 (B) in subparagraph (G), by striking
8 “and” at the end;

9 (C) by redesignating subparagraph (H) as
10 subparagraph (I); and

11 (D) by inserting after subparagraph (G)
12 the following:

13 “(H) improvements that reduce the num-
14 ber of wildlife-vehicle collisions, such as wildlife
15 crossing structures; and”;

16 (2) by redesignating paragraphs (17) through
17 (34) as paragraphs (18), (19), (20), (21), (22), (23),
18 (25), (26), (27), (28), (29), (30), (31), (32), (33),
19 (34), (35), and (36), respectively;

20 (3) by inserting after paragraph (16) the fol-
21 lowing:

22 “(17) **NATURAL INFRASTRUCTURE.**—The term
23 ‘natural infrastructure’ means infrastructure that
24 uses, restores, or emulates natural ecological proc-
25 esses and—

1 “(A) is created through the action of nat-
2 ural physical, geological, biological, and chem-
3 ical processes over time;

4 “(B) is created by human design, engineer-
5 ing, and construction to emulate or act in con-
6 cert with natural processes; or

7 “(C) involves the use of plants, soils, and
8 other natural features, including through the
9 creation, restoration, or preservation of vege-
10 tated areas using materials appropriate to the
11 region to manage stormwater and runoff, to at-
12 tenuate flooding and storm surges, and for
13 other related purposes.”;

14 (4) by inserting after paragraph (23) (as so re-
15 designated) the following:

16 “(24) RESILIENCE.—The term ‘resilience’, with
17 respect to a project, means a project with the ability
18 to anticipate, prepare for, or adapt to conditions or
19 withstand, respond to, or recover rapidly from dis-
20 ruptions, including the ability—

21 “(A)(i) to resist hazards or withstand im-
22 pacts from weather events and natural disas-
23 ters; or

1 “(ii) to reduce the magnitude or duration
2 of impacts of a disruptive weather event or nat-
3 ural disaster on a project; and

4 “(B) to have the absorptive capacity,
5 adaptive capacity, and recoverability to decrease
6 project vulnerability to weather events or other
7 natural disasters.”; and

8 (5) in subparagraph (A) of paragraph (32) (as
9 so redesignated)—

10 (A) by striking the period at the end and
11 inserting “; and”;

12 (B) by striking “through the implementa-
13 tion” and inserting the following: “through—

14 “(i) the implementation”; and

15 (C) by adding at the end the following:

16 “(ii) the consideration of incor-
17 porating natural infrastructure.”.

18 **SEC. 1104. APPORTIONMENT.**

19 (a) ADMINISTRATIVE EXPENSES.—Section 104(a)(1)
20 of title 23, United States Code, is amended by striking
21 subparagraphs (A) through (E) and inserting the fol-
22 lowing:

23 “(A) \$490,964,697 for fiscal year 2022;

24 “(B) \$500,783,991 for fiscal year 2023;

25 “(C) \$510,799,671 for fiscal year 2024;

1 “(D) \$521,015,664 for fiscal year 2025;

2 and

3 “(E) \$531,435,977 for fiscal year 2026.”.

4 (b) DIVISION AMONG PROGRAMS OF STATE
5 SHARE.—Section 104(b) of title 23, United States Code,
6 is amended in subsection (b)—

7 (1) in the matter preceding paragraph (1), by
8 inserting “the carbon reduction program under sec-
9 tion 175, to carry out subsection (c) of the PRO-
10 TECT program under section 176,” before “and to
11 carry out section 134”;

12 (2) in paragraph (1), by striking “63.7 per-
13 cent” and inserting “59.0771195921461 percent”;

14 (3) in paragraph (2), by striking “29.3 per-
15 cent” and inserting “28.7402203421251 percent”;

16 (4) in paragraph (3), by striking “7 percent”
17 and inserting “6.70605141316253 percent”;

18 (5) by striking paragraph (4) and inserting the
19 following:

20 “(4) CONGESTION MITIGATION AND AIR QUAL-
21 ITY IMPROVEMENT PROGRAM.—

22 “(A) IN GENERAL.—For the congestion
23 mitigation and air quality improvement pro-
24 gram, an amount determined for the State
25 under subparagraphs (B) and (C).

1 “(B) TOTAL AMOUNT.—The total amount
2 for the congestion mitigation and air quality
3 improvement program for all States shall be—

4 “(i) \$2,536,490,803 for fiscal year
5 2022;

6 “(ii) \$2,587,220,620 for fiscal year
7 2023;

8 “(iii) \$2,638,965,032 for fiscal year
9 2024;

10 “(iv) \$2,691,744,332 for fiscal year
11 2025; and

12 “(v) \$2,745,579,213 for fiscal year
13 2026.

14 “(C) STATE SHARE.—For each fiscal year,
15 the Secretary shall distribute among the States
16 the total amount for the congestion mitigation
17 and air quality improvement program under
18 subparagraph (B) so that each State receives
19 an amount equal to the proportion that—

20 “(i) the amount apportioned to the
21 State for the congestion mitigation and air
22 quality improvement program for fiscal
23 year 2020; bears to

1 “(ii) the total amount of funds appor-
2 tioned to all States for that program for
3 fiscal year 2020.”;

4 (6) in paragraph (5)—

5 (A) by striking subparagraph (B) and in-
6 serting the following:

7 “(B) TOTAL AMOUNT.—The total amount
8 set aside for the national highway freight pro-
9 gram for all States shall be—

10 “(i) \$1,373,932,519 for fiscal year
11 2022;

12 “(ii) \$1,401,411,169 for fiscal year
13 2023;

14 “(iii) \$1,429,439,392 for fiscal year
15 2024;

16 “(iv) \$1,458,028,180 for fiscal year
17 2025; and

18 “(v) \$1,487,188,740 for fiscal year
19 2026.”; and

20 (B) by striking subparagraph (D); and

21 (7) by striking paragraph (6) and inserting the
22 following:

23 “(6) METROPOLITAN PLANNING.—

1 “(A) IN GENERAL.—To carry out section
2 134, an amount determined for the State under
3 subparagraphs (B) and (C).

4 “(B) TOTAL AMOUNT.—The total amount
5 for metropolitan planning for all States shall
6 be—

7 “(i) \$ 438,121,139 for fiscal year
8 2022;

9 “(ii) \$446,883,562 for fiscal year
10 2023;

11 “(iii) \$455,821,233 for fiscal year
12 2024;

13 “(iv) \$464,937,657 for fiscal year
14 2025; and

15 “(v) \$474,236,409 for fiscal year
16 2026.

17 “(C) STATE SHARE.—For each fiscal year,
18 the Secretary shall distribute among the States
19 the total amount to carry out section 134 under
20 subparagraph (B) so that each State receives
21 an amount equal to the proportion that—

22 “(i) the amount apportioned to the
23 State to carry out section 134 for fiscal
24 year 2020; bears to

1 “(ii) the total amount of funds appor-
2 tioned to all States to carry out section
3 134 for fiscal year 2020.

4 “(7) CARBON REDUCTION PROGRAM.—For the
5 carbon reduction program under section 175,
6 2.56266964565637 percent of the amount remaining
7 after distributing amounts under paragraphs (4),
8 (5), and (6).

9 “(8) PROTECT FORMULA PROGRAM.—To
10 carry out subsection (c) of the PROTECT program
11 under section 176, 2.91393900690991 percent of
12 the amount remaining after distributing amounts
13 under paragraphs (4), (5), and (6).”.

14 “(c) CALCULATION OF AMOUNTS.—Section 104(e) of
15 title 23, United States Code, is amended—

16 (1) in paragraph (1)—

17 (A) in the matter preceding subparagraph
18 (A), by striking “each of fiscal years 2016
19 through 2020” and inserting “fiscal year 2022
20 and each fiscal year thereafter”;

21 (B) in subparagraph (A)—

22 (i) by striking clause (i) and inserting
23 the following:

24 “(i) the base apportionment; by”; and

1 (ii) in clause (ii)(I), by striking “fiscal
2 year 2015” and inserting “fiscal year
3 2021”; and

4 (C) by striking subparagraph (B) and in-
5 serting the following:

6 “(B) GUARANTEED AMOUNTS.—The initial
7 amounts resulting from the calculation under
8 subparagraph (A) shall be adjusted to ensure
9 that each State receives an aggregate appor-
10 tionment that is—

11 “(i) equal to at least 95 percent of the
12 estimated tax payments paid into the
13 Highway Trust Fund (other than the Mass
14 Transit Account) in the most recent fiscal
15 year for which data are available that
16 are—

17 “(I) attributable to highway
18 users in the State; and

19 “(II) associated with taxes in ef-
20 fect on July 1, 2019, and only up to
21 the rate those taxes were in effect on
22 that date;

23 “(ii) at least 2 percent greater than
24 the apportionment that the State received
25 for fiscal year 2021; and

1 “(iii) at least 1 percent greater than
2 the apportionment that the State received
3 for the previous fiscal year.”; and

4 (2) in paragraph (2)—

5 (A) by striking “fiscal years 2016 through
6 2020” and inserting “fiscal year 2022 and each
7 fiscal year thereafter”; and

8 (B) by inserting “the carbon reduction
9 program under section 175, to carry out sub-
10 section (c) of the PROTECT program under
11 section 176,” before “and to carry out section
12 134”.

13 (d) METROPOLITAN PLANNING.—Section
14 104(d)(1)(A) of title 23, United States Code, is amended
15 by striking “paragraphs (5)(D) and (6) of subsection (b)”
16 each place it appears and inserting “subsection (b)(6)”.

17 (e) SUPPLEMENTAL FUNDS.—Section 104 of title 23,
18 United States Code, is amended by striking subsection (h).

19 (f) BASE APPORTIONMENT DEFINED.—Section 104
20 of title 23, United States Code, is amended—

21 (1) by redesignating subsection (i) as subsection
22 (h); and

23 (2) in subsection (h) (as so redesignated)—

24 (A) by striking “means” in the matter pre-
25 ceding paragraph (1) and all that follows

1 through “the combined amount” in paragraph
2 (1) and inserting “means the combined
3 amount”;

4 (B) by striking “and to carry out section
5 134; minus” and inserting “the carbon reduc-
6 tion program under section 175, to carry out
7 subsection (c) of the PROTECT program under
8 section 176, and to carry out section 134.”; and

9 (C) by striking paragraph (2).

10 **SEC. 1105. NATIONAL HIGHWAY PERFORMANCE PROGRAM.**

11 Section 119 of title 23, United States Code, is
12 amended—

13 (1) in subsection (b)—

14 (A) in paragraph (2), by striking “and” at
15 the end;

16 (B) in paragraph (3), by striking the pe-
17 riod at the end and inserting “; and”; and

18 (C) by adding at the end the following:

19 “(4) to provide support for activities to increase
20 the resiliency of the National Highway System to
21 mitigate the cost of damages from sea level rise, ex-
22 treme weather events, flooding, or other natural dis-
23 asters.”;

24 (2) in subsection (d)(2), by adding at the end
25 the following:

1 “(Q) Undergrounding public utility infra-
2 structure carried out in conjunction with a
3 project otherwise eligible under this section.

4 “(R) Resiliency improvements on the Na-
5 tional Highway System, including protective
6 features described in subsection (k)(2).

7 “(S) Implement activities to protect seg-
8 ments of the National Highway System from
9 cybersecurity threats.”;

10 (3) in subsection (e)(4)(D), by striking “anal-
11 ysis” and inserting “analyses, both of which shall
12 take into consideration extreme weather and resil-
13 ience”; and

14 (4) by adding at the end the following:

15 “(k) PROTECTIVE FEATURES.—

16 “(1) IN GENERAL.—A State may use not more
17 than 15 percent of the funds apportioned to the
18 State under section 104(b)(1) for each fiscal year
19 for 1 or more protective features on a Federal-aid
20 highway or bridge not on the National Highway Sys-
21 tem, if the protective feature is designed to mitigate
22 the risk of recurring damage or the cost of future
23 repairs from extreme weather events, flooding, or
24 other natural disasters.

1 “(2) PROTECTIVE FEATURES DESCRIBED.—A
2 protective feature referred to in paragraph (1) in-
3 cludes—

4 “(A) raising roadway grades;

5 “(B) relocating roadways in a base flood-
6 plain to higher ground above projected flood
7 elevation levels or away from slide prone areas;

8 “(C) stabilizing slide areas;

9 “(D) stabilizing slopes;

10 “(E) lengthening or raising bridges to in-
11 crease waterway openings;

12 “(F) increasing the size or number of
13 drainage structures;

14 “(G) replacing culverts with bridges or
15 upsizing culverts;

16 “(H) installing seismic retrofits on bridges;

17 “(I) adding scour protection at bridges, in-
18 stalling riprap, or adding other scour, stream
19 stability, coastal, or other hydraulic counter-
20 measures, including spur dikes; and

21 “(J) the use of natural infrastructure to
22 mitigate the risk of recurring damage or the
23 cost of future repair from extreme weather
24 events, flooding, or other natural disasters.

1 “(3) SAVINGS PROVISION.—Nothing in this sub-
2 section limits the ability of a State to carry out a
3 project otherwise eligible under subsection (d) using
4 funds apportioned under section 104(b)(1).”.

5 **SEC. 1106. EMERGENCY RELIEF.**

6 Section 125 of title 23, United States Code, is
7 amended—

8 (1) in subsection (a)(1), by inserting “wildfire,”
9 after “severe storm,”;

10 (2) by striking subsection (b) and inserting the
11 following:

12 “(b) RESTRICTION ON ELIGIBILITY.—Funds under
13 this section shall not be used for the repair or reconstruc-
14 tion of a bridge that has been permanently closed to all
15 vehicular traffic by the State or responsible local official
16 because of imminent danger of collapse due to a structural
17 deficiency or physical deterioration.”; and

18 (3) in subsection (d)—

19 (A) in paragraph (2)(A)—

20 (i) by striking the period at the end
21 and inserting “; and”

22 (ii) by striking “a facility that meets
23 the current” and inserting the following:

24 “a facility that—

25 “(i) meets the current”; and

1 (iii) by adding at the end the fol-
2 lowing:

3 “(ii) incorporates economically justifi-
4 able improvements that will mitigate the
5 risk of recurring damage from extreme
6 weather, flooding, and other natural disas-
7 ters.”;

8 (B) by redesignating paragraph (3) as
9 paragraph (4); and

10 (C) by inserting after paragraph (2) the
11 following:

12 “(3) PROTECTIVE FEATURES.—

13 “(A) IN GENERAL.—The cost of an im-
14 provement that is part of a project under this
15 section shall be an eligible expense under this
16 section if the improvement is a protective fea-
17 ture that will mitigate the risk of recurring
18 damage or the cost of future repair from ex-
19 treme weather, flooding, and other natural dis-
20 asters.

21 “(B) PROTECTIVE FEATURES DE-
22 SCRIBED.—A protective feature referred to in
23 subparagraph (A) includes—

24 “(i) raising roadway grades;

- 1 “(ii) relocating roadways in a flood-
2 plain to higher ground above projected
3 flood elevation levels or away from slide
4 prone areas;
- 5 “(iii) stabilizing slide areas;
- 6 “(iv) stabilizing slopes;
- 7 “(v) lengthening or raising bridges to
8 increase waterway openings;
- 9 “(vi) increasing the size or number of
10 drainage structures;
- 11 “(vii) replacing culverts with bridges
12 or upsizing culverts;
- 13 “(viii) installing seismic retrofits on
14 bridges;
- 15 “(ix) adding scour protection at
16 bridges, installing riprap, or adding other
17 scour, stream stability, coastal, or other
18 hydraulic countermeasures, including spur
19 dikes; and
- 20 “(x) the use of natural infrastructure
21 to mitigate the risk of recurring damage or
22 the cost of future repair from extreme
23 weather, flooding, and other natural disas-
24 ters.”.

1 **SEC. 1107. FEDERAL SHARE PAYABLE.**

2 Section 120 of title 23, United States Code, is
3 amended—

4 (1) in subsection (c)—

5 (A) in paragraph (1), in the first sentence,
6 by inserting “vehicle-to-infrastructure commu-
7 nication equipment,” after “breakaway utility
8 poles,”;

9 (B) in subparagraph (3)(B)—

10 (i) in clause (v), by striking “or” at
11 the end;

12 (ii) by redesignating clause (vi) as
13 clause (vii); and

14 (iii) by inserting after clause (v) the
15 following:

16 “(vi) contractual provisions that pro-
17 vide safety contingency funds to incor-
18 porate safety enhancements to work zones
19 prior to or during roadway construction ac-
20 tivities; or”; and

21 (C) by adding at the end the following:

22 “(4) POOLED FUNDING.—Notwithstanding any
23 other provision of law, the Secretary may waive the
24 non-Federal share of the cost of a project or activity
25 under section 502(b)(6) that is carried out with

1 amounts apportioned under section 104(b)(2) after
2 considering appropriate factors, including whether—

3 “(A) decreasing or eliminating the non-
4 Federal share would best serve the interests of
5 the Federal-aid highway program; and

6 “(B) the project or activity addresses na-
7 tional or regional high priority research, devel-
8 opment, and technology transfer problems in a
9 manner that would benefit multiple States or
10 metropolitan planning organizations.”;

11 (2) in subsection (e)—

12 (A) in paragraph (1), by striking “180
13 days” and inserting “270 days”; and

14 (B) in paragraph (4), by striking “perma-
15 nent”; and

16 (3) by adding at the end the following:

17 “(1) FEDERAL SHARE FLEXIBILITY PILOT PRO-
18 GRAM.—

19 “(1) ESTABLISHMENT.—Not later than 180
20 days after the date of enactment of the INVEST in
21 America Act, the Secretary shall establish a pilot
22 program (referred to in this subsection as the ‘pilot
23 program’) to give States additional flexibility with
24 respect to the Federal requirements under this sec-
25 tion.

1 “(2) PROGRAM.—

2 “(A) IN GENERAL.—Notwithstanding any
3 other provision of law, a State participating in
4 the pilot program (referred to in this subsection
5 as a ‘participating State’) may determine the
6 Federal share on a project, multiple-project, or
7 program basis for projects under any of the fol-
8 lowing:

9 “(i) The national highway perform-
10 ance program under section 119.

11 “(ii) The surface transportation block
12 grant program under section 133.

13 “(iii) The highway safety improve-
14 ment program under section 148.

15 “(iv) The congestion mitigation and
16 air quality improvement program under
17 section 149.

18 “(v) The national highway freight
19 program under section 167.

20 “(vi) The carbon reduction program
21 under section 175.

22 “(vii) Subsection (c) of the PRO-
23 TECT program under section 176.

24 “(B) REQUIREMENTS.—

1 “(i) MAXIMUM FEDERAL SHARE.—
2 Subject to clause (iii), the Federal share of
3 the cost of an individual project carried out
4 under a program described in subpara-
5 graph (A) by a participating State and to
6 which the participating State is applying
7 the Federal share requirements under the
8 pilot program may be up to 100 percent.

9 “(ii) MINIMUM FEDERAL SHARE.—No
10 individual project carried out under a pro-
11 gram described in subparagraph (A) by a
12 participating State and to which the par-
13 ticipating State is applying the Federal
14 share requirements under the pilot pro-
15 gram shall have a Federal share of 0 per-
16 cent.

17 “(iii) DETERMINATION.—The average
18 annual Federal share of the total cost of
19 all projects authorized under a program
20 described in subparagraph (A) to which a
21 participating State is applying the Federal
22 share requirements under the pilot pro-
23 gram shall be not more than the average
24 of the maximum Federal share of those

1 projects if those projects were not carried
2 out under the pilot program.

3 “(C) SELECTION.—

4 “(i) APPLICATION.—A State seeking
5 to be a participating State shall—

6 “(I) submit to the Secretary an
7 application in such form, at such
8 time, and containing such information
9 as the Secretary may require; and

10 “(II) have in place adequate fi-
11 nancial controls to allow the State to
12 determine the average annual Federal
13 share requirements under the pilot
14 program.

15 “(ii) REQUIREMENT.—For each of fis-
16 cal years 2022 through 2026, the Sec-
17 retary shall select not more than 10 States
18 to be participating States.”.

19 **SEC. 1108. RAILWAY-HIGHWAY GRADE CROSSINGS.**

20 (a) IN GENERAL.—Section 130(e) of title 23, United
21 States Code, is amended—

22 (1) in the heading, by striking “PROTECTIVE
23 DEVICES” and inserting “RAILWAY-HIGHWAY
24 GRADE CROSSINGS”; and

25 (2) in paragraph (1)—

1 (A) in subparagraph (A), by striking “and
2 the installation of protective devices at railway-
3 highway crossings” in the matter preceding
4 clause (i) and all that follows through “2020.”
5 in clause (v) and inserting the following: “, the
6 installation of protective devices at railway-
7 highway crossings, the replacement of function-
8 ally obsolete warning devices, and as described
9 in subparagraph (B), not less than
10 \$245,000,000 for each of fiscal years 2022
11 through 2026.”; and

12 (B) by striking subparagraph (B) and in-
13 serting the following:

14 “(B) REDUCING TRESPASSING FATALITIES
15 AND INJURIES.—A State may use funds set
16 aside under subparagraph (A) for projects to
17 reduce pedestrian fatalities and injuries from
18 trespassing at grade crossings.”.

19 (b) FEDERAL SHARE.—Section 130(f)(3) of title 23,
20 United States Code, is amended by striking “90 percent”
21 and inserting “100 percent”.

22 (c) INCENTIVE PAYMENTS FOR AT-GRADE CROSSING
23 CLOSURES.—Section 130(i)(3)(B) of title 23, United
24 States Code, is amended by striking “\$7,500” and insert-
25 ing “\$100,000”.

1 (d) GAO STUDY.—Not later than 3 years after the
2 date of enactment of this Act, the Comptroller General
3 of the United States shall submit to Congress a report
4 that includes an analysis of the effectiveness of the rail-
5 way-highway crossings program under section 130 of title
6 23, United States Code.

7 (e) SENSE OF CONGRESS RELATING TO TRESPASSER
8 DEATHS ALONG RAILROAD RIGHTS-OF-WAY.—It is the
9 sense of Congress that the Department should, where fea-
10 sible, coordinate departmental efforts to prevent or reduce
11 trespasser deaths along railroad rights-of-way and at or
12 near railway-highway crossings.

13 **SEC. 1109. SURFACE TRANSPORTATION BLOCK GRANT PRO-**
14 **GRAM.**

15 (a) IN GENERAL.—Section 133 of title 23, United
16 States Code, is amended—

17 (1) in subsection (b)—

18 (A) in paragraph (1)—

19 (i) in subparagraph (B)—

20 (I) by adding “or” at the end;

21 (II) by striking “facilities eligi-
22 ble” and inserting the following: “fa-
23 cilities—

24 “(i) that are eligible”; and

1 (III) by adding at the end the
2 following:

3 “(ii) that are privately or majority-
4 privately owned, but that the Secretary de-
5 termines provide a substantial public
6 transportation benefit or otherwise meet
7 the foremost needs of the surface transpor-
8 tation system described in section
9 101(b)(3)(D);”;

10 (ii) in subparagraph (E), by striking
11 “and” at the end;

12 (iii) in subparagraph (F), by striking
13 the period at the end and inserting “;
14 and”; and

15 (iv) by adding at the end the fol-
16 lowing:

17 “(G) wildlife crossing structures.”;

18 (B) in paragraph (3), by inserting
19 “148(a)(4)(B)(xvii),” after “119(g),”;

20 (C) by redesignating paragraphs (4)
21 through (15) as paragraphs (5), (6), (7), (8),
22 (9), (10), (11), (12), (13), (20), (21), and (22),
23 respectively;

24 (D) in paragraph (5) (as so redesignated),
25 by striking “railway-highway grade crossings”

1 and inserting “projects eligible under section
2 130 and installation of safety barriers and nets
3 on bridges”;

4 (E) in paragraph (7) (as so redesign-
5 nated)—

6 (i) by inserting “including the mainte-
7 nance and restoration of existing rec-
8 reational trails,” after “section 206”; and

9 (ii) by striking “the safe routes to
10 school program under section 1404 of
11 SAFETEA-LU (23 U.S.C. 402 note)” and
12 inserting “the safe routes to school pro-
13 gram under section 208”;

14 (F) by inserting after paragraph (13) (as
15 so redesignated) the following:

16 “(14) Projects and strategies designed to re-
17 duce the number of wildlife-vehicle collisions, includ-
18 ing project-related planning, design, construction,
19 monitoring, and preventative maintenance.

20 “(15) The installation of electric vehicle charg-
21 ing infrastructure and vehicle-to-grid infrastructure.

22 “(16) The installation and deployment of cur-
23 rent and emerging intelligent transportation tech-
24 nologies, including the ability of vehicles to commu-

1 nicate with infrastructure, buildings, and other road
2 users.

3 “(17) Planning and construction of projects
4 that facilitate intermodal connections between
5 emerging transportation technologies, such as mag-
6 netic levitation and hyperloop.

7 “(18) Protective features, including natural in-
8 frastructure, to enhance the resilience of a transpor-
9 tation facility otherwise eligible for assistance under
10 this section.

11 “(19) Measures to protect a transportation fa-
12 cility otherwise eligible for assistance under this sec-
13 tion from cybersecurity threats.”; and

14 (G) by adding at the end the following:

15 “(23) Rural barge landing, dock, and water-
16 front infrastructure projects in accordance with sub-
17 section (j).

18 “(24) Projects to enhance travel and tourism.”;

19 (2) in subsection (c)—

20 (A) in paragraph (2), by striking “para-
21 graphs (4) through (11)” and inserting “para-
22 graphs (5) through (15) and paragraph (23)”;

23 (B) in paragraph (3), by striking “and” at
24 the end;

1 (C) by redesignating paragraph (4) as
2 paragraph (5); and

3 (D) by inserting after paragraph (3) the
4 following:

5 “(4) for a bridge project for the replacement of
6 a low water crossing (as defined by the Secretary)
7 with a bridge; and”;

8 (3) in subsection (d)—

9 (A) in paragraph (1)—

10 (i) in the matter preceding subpara-
11 graph (A), by striking “reservation” and
12 inserting “set aside”; and

13 (ii) in subparagraph (A)—

14 (I) in the matter preceding clause
15 (i), by striking “the percentage speci-
16 fied in paragraph (6) for a fiscal
17 year” and inserting “55 percent for
18 each of fiscal years 2022 through
19 2026”; and

20 (II) by striking clauses (ii) and
21 (iii) and inserting the following:

22 “(ii) in urbanized areas of the State
23 with an urbanized area population of not
24 less than 50,000 and not more than
25 200,000;

1 “(iii) in urban areas of the State with
2 a population not less than 5,000 and not
3 more than 49,999; and

4 “(iv) in other areas of the State with
5 a population less than 5,000; and”;

6 (B) by striking paragraph (3) and insert-
7 ing the following:

8 “(3) LOCAL CONSULTATION.—

9 “(A) CONSULTATION WITH METROPOLITAN
10 PLANNING ORGANIZATIONS.—For purposes of
11 clause (ii) of paragraph (1)(A), a State shall—

12 “(i) establish a process to consult with
13 all metropolitan planning organizations in
14 the State that represent an urbanized area
15 described in that clause; and

16 “(ii) describe how funds allocated for
17 areas described in that clause will be allo-
18 cated equitably among the applicable ur-
19 banized areas during the period of fiscal
20 years 2022 through 2026.

21 “(B) CONSULTATION WITH REGIONAL
22 TRANSPORTATION PLANNING ORGANIZA-
23 TIONS.—For purposes of clauses (iii) and (iv)
24 of paragraph (1)(A), before obligating funding
25 attributed to an area with a population less

1 than 50,000, a State shall consult with the re-
2 gional transportation planning organizations
3 that represent the area, if any.”; and

4 (C) by striking paragraph (6);

5 (4) in subsection (e)(1), in the matter preceding
6 subparagraph (A), by striking “fiscal years 2016
7 through 2020” and inserting “fiscal years 2022
8 through 2026”;

9 (5) in subsection (f)—

10 (A) in paragraph (1)—

11 (i) by inserting “or low water crossing
12 (as defined by the Secretary)” after “a
13 highway bridge”; and

14 (ii) by inserting “or low water cross-
15 ing (as defined by the Secretary)” after
16 “other than a bridge”;

17 (B) in paragraph (2)(A)—

18 (i) by striking “activities described in
19 subsection (b)(2) for off-system bridges”
20 and inserting “activities described in para-
21 graphs (1)(A) and (10) of subsection (b)
22 for off-system bridges, projects and activi-
23 ties described in subsection (b)(1)(A) for
24 the replacement of low water crossings
25 with bridges, and projects and activities

1 described in subsection (b)(10) for low
2 water crossings (as defined by the Sec-
3 retary),”; and

4 (ii) by striking “15 percent” and in-
5 serting “20 percent”; and

6 (C) in paragraph (3), in the matter pre-
7 ceding subparagraph (A)—

8 (i) by striking “bridge or rehabilita-
9 tion of a bridge” and inserting “bridge, re-
10 habilitation of a bridge, or replacement of
11 a low water crossing (as defined by the
12 Secretary) with a bridge”; and

13 (ii) by inserting “or, in the case of a
14 replacement of a low water crossing with a
15 bridge, is determined by the Secretary on
16 completion to have improved the safety of
17 the location” after “no longer a deficient
18 bridge”;

19 (6) in subsection (g)—

20 (A) in the subsection heading, by striking
21 “LESS THAN 5,000” and inserting “LESS
22 THAN 50,000”; and

23 (B) by striking paragraph (1) and insert-
24 ing the following:

1 “(1) IN GENERAL.—Notwithstanding subsection
2 (c), and except as provided in paragraph (2), up to
3 15 percent of the amounts required to be obligated
4 by a State under clauses (iii) and (iv) of subsection
5 (d)(1)(A) for each fiscal year may be obligated on—

6 “(A) roads functionally classified as rural
7 minor collectors or local roads; or

8 “(B) on critical rural freight corridors des-
9 ignated under section 167(e).”; and

10 (7) by adding at the end the following:

11 “(j) RURAL BARGE LANDING, DOCK, AND WATER-
12 FRONT INFRASTRUCTURE PROJECTS.—

13 “(1) IN GENERAL.—A State may use not more
14 than 5 percent of the funds apportioned to the State
15 under section 104(b)(2) for eligible rural barge land-
16 ing, dock, and waterfront infrastructure projects de-
17 scribed in paragraph (2).

18 “(2) ELIGIBLE PROJECTS.—An eligible rural
19 barge landing, dock, or waterfront infrastructure
20 project referred to in paragraph (1) is a project for
21 the planning, designing, engineering, or construction
22 of a barge landing, dock, or other waterfront infra-
23 structure in a rural community or a Native village
24 (as defined in section 3 of the Alaska Native Claims
25 Settlement Act (43 U.S.C. 1602))—

1 “(A) that is off the road system; and

2 “(B) for which the Secretary determines
3 there is a lack of adequate infrastructure.

4 “(k) PROJECTS IN RURAL AREAS.—

5 “(1) SET ASIDE.—Notwithstanding subsection
6 (c), in addition to the activities described in sub-
7 sections (b) and (g), of the amounts apportioned to
8 a State for each fiscal year to carry out this section,
9 not more than 15 percent may be—

10 “(A) used on eligible projects under sub-
11 section (b) or maintenance activities on roads
12 functionally classified as rural minor collectors
13 or local roads, ice roads, or seasonal roads; or

14 “(B) transferred to—

15 “(i) the Appalachian Highway System
16 Program under 14501 of title 40; or

17 “(ii) the Denali access system pro-
18 gram under section 309 of the Denali
19 Commission Act of 1998 (42 U.S.C. 3121
20 note; Public Law 105–277).

21 “(2) SAVINGS CLAUSE.—Amounts allocated
22 under subsection (d) shall not be used to carry out
23 this subsection, except at the request of the applica-
24 ble metropolitan planning organization.”.

25 (b) SET-ASIDE.—

1 (1) IN GENERAL.—Section 133(h) of title 23,
2 United States Code, is amended—

3 (A) in paragraph (1)—

4 (i) in the heading, by striking “RES-
5 ERVATION OF FUNDS” and inserting “IN
6 GENERAL”; and

7 (ii) in the matter preceding subpara-
8 graph (A), by striking “for each fiscal
9 year” and all that follows through “and”
10 at the end of subparagraph (A)(ii) and in-
11 serting the following: “for fiscal year 2022
12 and each fiscal year thereafter—

13 “(A) the Secretary shall set aside an
14 amount equal to 10 percent to carry out this
15 subsection; and”;

16 (B) by striking paragraph (2) and insert-
17 ing the following:

18 “(2) ALLOCATION WITHIN A STATE.—

19 “(A) IN GENERAL.—Except as provided in
20 subparagraph (B), funds set aside for a State
21 under paragraph (1) shall be obligated within
22 that State in the manner described in sub-
23 section (d), except that, for purposes of this
24 paragraph (after funds are made available
25 under paragraph (5))—

1 “(i) for fiscal year 2022 and each fis-
2 cal year thereafter, the percentage referred
3 to in paragraph (1)(A) of that subsection
4 shall be deemed to be 59 percent; and

5 “(ii) paragraph (3) of subsection (d)
6 shall not apply.

7 “(B) LOCAL CONTROL.—A State may allo-
8 cate up to 100 percent of the funds referred to
9 in subparagraph (A)(i) if—

10 “(i) the State submits to the Sec-
11 retary a plan that describes—

12 “(I) how funds will be allocated
13 to counties, metropolitan planning or-
14 ganizations, regional transportation
15 planning organizations as described in
16 section 135(m), or local governments;

17 “(II) how the entities described
18 in subclause (I) will carry out a com-
19 petitive process to select projects for
20 funding and report selected projects
21 to the State;

22 “(III) the legal, financial, and
23 technical capacity of the entities de-
24 scribed in subclause (I);

1 “(IV) how input was gathered
2 from the entities described in sub-
3 clause (I) to ensure those entities will
4 be able to comply with the require-
5 ments of this subsection; and

6 “(V) how the State will comply
7 with paragraph (8); and

8 “(ii) the Secretary approves the plan
9 submitted under clause (i).”;

10 (C) by striking paragraph (3) and insert-
11 ing the following:

12 “(3) ELIGIBLE PROJECTS.—Funds set aside
13 under this subsection may be obligated for—

14 “(A) projects or activities described in sec-
15 tion 101(a)(29) or 213, as those provisions
16 were in effect on the day before the date of en-
17 actment of the FAST Act (Public Law 114–94;
18 129 Stat. 1312);

19 “(B) projects and activities under the safe
20 routes to school program under section 208;
21 and

22 “(C) activities in furtherance of a vulner-
23 able road user safety assessment (as defined in
24 section 148(a)).”;

25 (D) in paragraph (4)—

1 (i) by striking subparagraph (A);

2 (ii) by redesignating subparagraph
3 (B) as subparagraph (A);

4 (iii) in subparagraph (A) (as so reded-
5 igned)—

6 (I) by redesignating clauses (vii)
7 and (viii) as clauses (viii) and (ix), re-
8 spectively;

9 (II) by inserting after clause (vi)
10 the following:

11 “(vii) a metropolitan planning organi-
12 zation that serves an urbanized area with
13 a population of 200,000 or fewer;”;

14 (III) in clause (viii) (as so reded-
15 igned), by striking “responsible”
16 and all that follows through “pro-
17 grams; and” and inserting a semi-
18 colon;

19 (IV) in clause (ix) (as so rededig-
20 nated)—

21 (aa) by inserting “that
22 serves an urbanized area with a
23 population of over 200,000” after
24 “metropolitan planning organiza-
25 tion”; and

1 (bb) by striking the period
2 at the end and inserting “; and”;
3 and

4 (V) by adding at the end the fol-
5 lowing:

6 “(x) a State, at the request of an enti-
7 ty described in clauses (i) through (ix).”;
8 and

9 (iv) by adding at the end the fol-
10 lowing:

11 “(B) COMPETITIVE PROCESS.—A State or
12 metropolitan planning organization required to
13 obligate funds in accordance with paragraph (2)
14 shall develop a competitive process to allow eli-
15 gible entities to submit projects for funding
16 that achieve the objectives of this subsection.

17 “(C) SELECTION.—A metropolitan plan-
18 ning organization for an area described in sub-
19 section (d)(1)(A)(i) shall select projects under
20 the competitive process described in subpara-
21 graph (B) in consultation with the relevant
22 State.

23 “(D) PRIORITIZATION.—The competitive
24 process described in subparagraph (B) shall in-
25 clude prioritization of project location and im-

1 pact in high-need areas as defined by the State,
2 such as low-income, transit-dependent, rural, or
3 other areas.”;

4 (E) in paragraph (5)(A), by striking “re-
5 served under this section” and inserting “set
6 aside under this subsection”;

7 (F) in paragraph (6)—

8 (i) in subparagraph (B), by striking
9 “reserved” and inserting “set aside”; and

10 (ii) by adding at the end the fol-
11 lowing:

12 “(C) IMPROVING ACCESSIBILITY AND EFFI-
13 CIENCY.—

14 “(i) IN GENERAL.—A State may use
15 an amount equal to not more than 5 per-
16 cent of the funds set aside for the State
17 under this subsection, after allocating
18 funds in accordance with paragraph
19 (2)(A), to improve the ability of applicants
20 to access funding for projects under this
21 subsection in an efficient and expeditious
22 manner by providing—

23 “(I) to applicants for projects
24 under this subsection application as-
25 sistance, technical assistance, and as-

1 sistance in reducing the period of time
2 between the selection of the project
3 and the obligation of funds for the
4 project; and

5 “**(II)** funding for 1 or more full-
6 time State employee positions to ad-
7 minister this subsection.

8 “**(ii)** **USE OF FUNDS.**—Amounts used
9 under clause (i) may be expended—

10 “**(I)** directly by the State; or

11 “**(II)** through contracts with
12 State agencies, private entities, or
13 nonprofit entities.”;

14 **(G)** by redesignating paragraph (7) as
15 paragraph (8);

16 **(H)** by inserting after paragraph (6) the
17 following:

18 “**(7)** **FEDERAL SHARE.**—

19 “**(A)** **REQUIRED AGGREGATE NON-FED-**
20 **ERAL SHARE.**—The average annual non-Federal
21 share of the total cost of all projects for which
22 funds are obligated under this subsection in a
23 State for a fiscal year shall be not less than the
24 average non-Federal share of the cost of the
25 projects that would otherwise apply.

1 “(B) FLEXIBLE FINANCING.—Subject to
2 subparagraph (A), notwithstanding section
3 120—

4 “(i) funds made available to carry out
5 section 148 may be credited toward the
6 non-Federal share of the costs of a project
7 under this subsection if the project—

8 “(I) is an eligible project de-
9 scribed in section 148(e)(1); and

10 “(II) is consistent with the State
11 strategic highway safety plan (as de-
12 fined in section 148(a));

13 “(ii) the non-Federal share for a
14 project under this subsection may be cal-
15 culated on a project, multiple-project, or
16 program basis; and

17 “(iii) the Federal share of the cost of
18 an individual project in this section may be
19 up to 100 percent.

20 “(C) REQUIREMENT.—Subparagraph (B)
21 shall only apply to a State if the State has ade-
22 quate financial controls, as certified by the Sec-
23 retary, to account for the average annual non-
24 Federal share under this paragraph.”; and

1 (I) in subparagraph (A) of paragraph (8)
2 (as so redesignated)—

3 (i) in the matter preceding clause (i),
4 by striking “describes” and inserting “in-
5 cludes”; and

6 (ii) by striking clause (ii) and insert-
7 ing the following:

8 “(ii) a list of each project selected for
9 funding for each fiscal year, including, for
10 each project—

11 “(I) the fiscal year during which
12 the project was selected;

13 “(II) the fiscal year in which the
14 project is anticipated to be funded;

15 “(III) the recipient;

16 “(IV) the location, including the
17 congressional district;

18 “(V) the type;

19 “(VI) the cost; and

20 “(VII) a brief description.”.

21 (2) STATE TRANSFERABILITY.—Section
22 126(b)(2) of title 23, United States Code, is amend-
23 ed—

24 (A) by striking the period at the end and
25 inserting “; and”;

1 (B) by striking “reserved for a State under
2 section 133(h) for a fiscal year may” and in-
3 serting the following: “set aside for a State
4 under section 133(h) for a fiscal year—

5 “(A) may”; and

6 (C) by adding at the end the following:

7 “(B) may only be transferred if the Sec-
8 retary certifies that the State—

9 “(i) held a competition in compliance
10 with the guidance issued to carry out sec-
11 tion 133(h) and provided sufficient time
12 for applicants to apply;

13 “(ii) offered to each eligible entity,
14 and provided on request of an eligible enti-
15 ty, technical assistance; and

16 “(iii) demonstrates that there were
17 not sufficiently suitable applications from
18 eligible entities to use the funds to be
19 transferred.”.

20 **SEC. 1110. NATIONALLY SIGNIFICANT FREIGHT AND HIGH-**
21 **WAY PROJECTS.**

22 (a) IN GENERAL.—Section 117 of title 23, United
23 States Code, is amended—

24 (1) in subsection (a)(2)—

1 (A) in subparagraph (A), by inserting “in
2 and across rural and urban areas” after “peo-
3 ple”; and

4 (B) in subparagraph (F), by inserting “,
5 including highways that support movement of
6 energy equipment” after “security”;

7 (2) in subsection (b), by adding at the end the
8 following:

9 “(3) GRANT ADMINISTRATION.—The Secretary
10 may—

11 “(A) retain not more than a total of 2 per-
12 cent of the funds made available to carry out
13 this section for the National Surface Transpor-
14 tation and Innovative Finance Bureau to review
15 applications for grants under this section; and

16 “(B) transfer portions of the funds re-
17 tained under subparagraph (A) to the relevant
18 Administrators to fund the award and oversight
19 of grants provided under this section.”;

20 (3) in subsection (d)—

21 (A) in paragraph (1)(A)—

22 (i) in clause (iii)(II), by striking “or”
23 at the end;

24 (ii) in clause (iv), by striking “and” at
25 the end; and

1 (iii) by adding at the end the fol-
2 lowing:

3 “(v) a wildlife crossing project;

4 “(vi) a surface transportation infra-
5 structure project that—

6 “(I) is located within the bound-
7 aries of or functionally connected to
8 an international border crossing area
9 in the United States;

10 “(II) improves a transportation
11 facility owned by a Federal, State, or
12 local government entity; and

13 “(III) increases throughput effi-
14 ciency of the border crossing described
15 in subclause (I), including—

16 “(aa) a project to add lanes;

17 “(bb) a project to add tech-
18 nology; and

19 “(cc) other surface transpor-
20 tation improvements; or

21 “(vii) a project for a marine highway
22 corridor designated by the Secretary under
23 section 55601(c) of title 46 (including an
24 inland waterway corridor), if the Secretary
25 determines that the project—

1 “(I) is functionally connected to
2 the National Highway Freight Net-
3 work; and

4 “(II) is likely to reduce on-road
5 mobile source emissions; and”;

6 (B) in paragraph (2)(A), in the matter
7 preceding clause (i)—

8 (i) by striking “\$500,000,000” and
9 inserting “30 percent”; and

10 (ii) by striking “fiscal years 2016
11 through 2020, in the aggregate,” and in-
12 serting “each of fiscal years 2022 through
13 2026”; and

14 (4) in subsection (e)—

15 (A) in paragraph (1), by striking “10 per-
16 cent” and inserting “not less than 15 percent”;

17 (B) in paragraph (3)—

18 (i) in subparagraph (A), by striking
19 “and” at the end;

20 (ii) in subparagraph (B), by striking
21 the period at the end and inserting “;
22 and”;

23 (iii) by adding at the end the fol-
24 lowing:

1 “(C) the effect of the proposed project on
2 safety on freight corridors with significant haz-
3 ards, such as high winds, heavy snowfall, flood-
4 ing, rockslides, mudslides, wildfire, wildlife
5 crossing onto the roadway, or steep grades.”;
6 and

7 (C) by adding at the end the following:

8 “(4) REQUIREMENT.—Of the amounts reserved
9 under paragraph (1), not less than 30 percent shall
10 be used for projects in rural areas (as defined in
11 subsection (i)(3)).”;

12 (5) in subsection (h)—

13 (A) in paragraph (2), by striking “and” at
14 the end;

15 (B) in paragraph (3), by striking the pe-
16 riod at the end and inserting “; and”; and

17 (C) by adding at the end the following:

18 “(4) enhancement of freight resilience to nat-
19 ural hazards or disasters, including high winds,
20 heavy snowfall, flooding, rockslides, mudslides, wild-
21 fire, wildlife crossing onto the roadway, or steep
22 grades.”;

23 (6) in subsection (i)(2), by striking “other
24 grants under this section” and inserting “grants
25 under subsection (e)”;

1 (7) in subsection (j)—

2 (A) by striking the subsection designation
3 and heading and all that follows through “The
4 Federal share” in paragraph (1) and inserting
5 the following:

6 “(j) FEDERAL ASSISTANCE.—

7 “(1) FEDERAL SHARE.—

8 “(A) IN GENERAL.—Except as provided in
9 subparagraph (B) or for a grant under sub-
10 section (q), the Federal share”;

11 (B) in paragraph (1), by adding at the end
12 the following:

13 “(B) SMALL PROJECTS.—In the case of a
14 project described in subsection (e)(1), the Fed-
15 eral share of the cost of the project shall be 80
16 percent.”; and

17 (C) in paragraph (2)—

18 (i) by striking “Federal assistance
19 other” and inserting “Except for grants
20 under subsection (q), Federal assistance
21 other”; and

22 (ii) by striking “except that the total
23 Federal” and inserting the following: “ex-
24 cept that—

1 “(A) for a State with a population density
2 of not more than 80 persons per square mile of
3 land area, based on the 2010 census, the max-
4 imum share of the total Federal assistance pro-
5 vided for a project receiving a grant under this
6 section shall be the applicable share under sec-
7 tion 120(b); and

8 “(B) for a State not described in subpara-
9 graph (A), the total Federal”;

10 (8) by redesignating subsections (k) through
11 (n) as subsections (l), (m), (n), and (p), respectively;

12 (9) by inserting after subsection (j) the fol-
13 lowing:

14 “(k) EFFICIENT USE OF NON-FEDERAL FUNDS.—

15 “(1) IN GENERAL.—Notwithstanding any other
16 provision of law and subject to approval by the Sec-
17 retary under paragraph (2)(B), in the case of any
18 grant for a project under this section, during the pe-
19 riod beginning on the date on which the grant recipi-
20 ent is selected and ending on the date on which the
21 grant agreement is signed—

22 “(A) the grant recipient may obligate and
23 expend non-Federal funds with respect to the
24 project for which the grant is provided; and

1 “(B) any non-Federal funds obligated or
2 expended in accordance with subparagraph (A)
3 shall be credited toward the non-Federal cost
4 share for the project for which the grant is pro-
5 vided.

6 “(2) REQUIREMENTS.—

7 “(A) APPLICATION.—In order to obligate
8 and expend non-Federal funds under paragraph
9 (1), the grant recipient shall submit to the Sec-
10 retary a request to obligate and expend non-
11 Federal funds under that paragraph, includ-
12 ing—

13 “(i) a description of the activities the
14 grant recipient intends to fund;

15 “(ii) a justification for advancing the
16 activities described in clause (i), including
17 an assessment of the effects to the project
18 scope, schedule, and budget if the request
19 is not approved; and

20 “(iii) the level of risk of the activities
21 described in clause (i).

22 “(B) APPROVAL.—The Secretary shall ap-
23 prove or disapprove each request submitted
24 under subparagraph (A).

1 “(C) COMPLIANCE WITH APPLICABLE RE-
2 QUIREMENTS.—Any non-Federal funds obli-
3 gated or expended under paragraph (1) shall
4 comply with all applicable requirements, includ-
5 ing any requirements included in the grant
6 agreement.

7 “(3) EFFECT.—The obligation or expenditure
8 of any non-Federal funds in accordance with this
9 subsection shall not—

10 “(A) affect the signing of a grant agree-
11 ment or other applicable grant procedures with
12 respect to the applicable grant;

13 “(B) create an obligation on the part of
14 the Federal Government to repay any non-Fed-
15 eral funds if the grant agreement is not signed;
16 or

17 “(C) affect the ability of the recipient of
18 the grant to obligate or expend non-Federal
19 funds to meet the non-Federal cost share for
20 the project for which the grant is provided after
21 the period described in paragraph (1).”;

22 (10) by inserting after subsection (n) (as so re-
23 designated) the following:

24 “(o) APPLICANT NOTIFICATION.—

1 “(1) IN GENERAL.—Not later than 60 days
2 after the date on which a grant recipient for a
3 project under this section is selected, the Secretary
4 shall provide to each eligible applicant not selected
5 for that grant a written notification that the eligible
6 applicant was not selected.

7 “(2) INCLUSION.—A written notification under
8 paragraph (1) shall include an offer for a written or
9 telephonic debrief by the Secretary that will pro-
10 vide—

11 “(A) detail on the evaluation of the appli-
12 cation of the eligible applicant; and

13 “(B) an explanation of and guidance on
14 the reasons the application was not selected for
15 a grant under this section.

16 “(3) RESPONSE.—

17 “(A) IN GENERAL.—Not later than 30
18 days after the eligible applicant receives a writ-
19 ten notification under paragraph (1), if the eli-
20 gible applicant opts to receive a debrief de-
21 scribed in paragraph (2), the eligible applicant
22 shall notify the Secretary that the eligible appli-
23 cant is requesting a debrief.

24 “(B) DEBRIEF.—If the eligible applicant
25 submits a request for a debrief under subpara-

1 graph (A), the Secretary shall provide the de-
2 brief by not later than 60 days after the date
3 on which the Secretary receives the request for
4 a debrief.”; and

5 (11) by striking subsection (p) (as so redesign-
6 nated) and inserting the following:

7 “(p) REPORTS.—

8 “(1) ANNUAL REPORT.—

9 “(A) IN GENERAL.—Notwithstanding any
10 other provision of law, not later than 30 days
11 after the date on which the Secretary selects a
12 project for funding under this section, the Sec-
13 retary shall submit to the Committee on Envi-
14 ronment and Public Works of the Senate and
15 the Committee on Transportation and Infra-
16 structure of the House of Representatives a re-
17 port that describes the reasons for selecting the
18 project, based on any criteria established by the
19 Secretary in accordance with this section.

20 “(B) INCLUSIONS.—The report submitted
21 under subparagraph (A) shall specify each cri-
22 terion established by the Secretary that the
23 project meets.

24 “(C) AVAILABILITY.—The Secretary shall
25 make available on the website of the Depart-

1 ment of Transportation the report submitted
2 under subparagraph (A).

3 “(D) APPLICABILITY.—This paragraph ap-
4 plies to all projects described in subparagraph
5 (A) that the Secretary selects on or after Octo-
6 ber 1, 2021.

7 “(2) COMPTROLLER GENERAL.—

8 “(A) ASSESSMENT.—The Comptroller Gen-
9 eral of the United States shall conduct an as-
10 sessment of the establishment, solicitation, se-
11 lection, and justification process with respect to
12 the funding of projects under this section.

13 “(B) REPORT.—Not later than 1 year
14 after the date of enactment of the INVEST in
15 America Act and annually thereafter, the
16 Comptroller General of the United States shall
17 submit to the Committee on Environment and
18 Public Works of the Senate and the Committee
19 on Transportation and Infrastructure of the
20 House of Representatives a report that de-
21 scribes, for each project selected to receive
22 funding under this section—

23 “(i) the process by which each project
24 was selected;

1 “(ii) the factors that went into the se-
2 lection of each project; and

3 “(iii) the justification for the selection
4 of each project based on any criteria estab-
5 lished by the Secretary in accordance with
6 this section.

7 “(3) INSPECTOR GENERAL.—Not later than 1
8 year after the date of enactment of the INVEST in
9 America Act and annually thereafter, the Inspector
10 General of the Department of Transportation
11 shall—

12 “(A) conduct an assessment of the estab-
13 lishment, solicitation, selection, and justification
14 process with respect to the funding of projects
15 under this section; and

16 “(B) submit to the Committee on Environ-
17 ment and Public Works of the Senate and the
18 Committee on Transportation and Infrastruc-
19 ture of the House of Representatives a final re-
20 port that describes the findings of the Inspector
21 General of the Department of Transportation
22 with respect to the assessment conducted under
23 subparagraph (A).

24 “(q) STATE INCENTIVES PILOT PROGRAM.—

1 “(1) ESTABLISHMENT.—There is established a
2 pilot program to award grants to eligible applicants
3 for projects eligible for grants under this section (re-
4 ferred to in this subsection as the ‘pilot program’).

5 “(2) PRIORITY.—In awarding grants under the
6 pilot program, the Secretary shall give priority to an
7 application that offers a greater non-Federal share
8 of the cost of a project relative to other applications
9 under the pilot program.

10 “(3) FEDERAL SHARE.—

11 “(A) IN GENERAL.—Notwithstanding any
12 other provision of law, the Federal share of the
13 cost of a project assisted with a grant under the
14 pilot program may not exceed 50 percent.

15 “(B) NO FEDERAL INVOLVEMENT.—

16 “(i) IN GENERAL.—For grants award-
17 ed under the pilot program, except as pro-
18 vided in clause (ii), an eligible applicant
19 may not use Federal assistance to satisfy
20 the non-Federal share of the cost under
21 subparagraph (A).

22 “(ii) EXCEPTION.—An eligible appli-
23 cant may use funds from a secured loan
24 (as defined in section 601(a)) to satisfy the
25 non-Federal share of the cost under sub-

1 paragraph (A) if the loan is repayable from
2 non-Federal funds.

3 “(4) RESERVATION.—

4 “(A) IN GENERAL.—Of the amounts made
5 available to provide grants under this section,
6 the Secretary shall reserve for each fiscal year
7 \$150,000,000 to provide grants under the pilot
8 program.

9 “(B) UNUTILIZED AMOUNTS.—In any fis-
10 cal year during which applications under this
11 subsection are insufficient to effect an award or
12 allocation of the entire amount reserved under
13 subparagraph (A), the Secretary shall use the
14 unutilized amounts to provide other grants
15 under this section.

16 “(5) SET-ASIDES.—

17 “(A) SMALL PROJECTS.—

18 “(i) IN GENERAL.—Of the amounts
19 reserved under paragraph (4)(A), the Sec-
20 retary shall reserve for each fiscal year not
21 less than 10 percent for projects eligible
22 for a grant under subsection (e).

23 “(ii) REQUIREMENT.—For a grant
24 awarded from the amount reserved under
25 clause (i)—

1 “(I) the requirements of sub-
2 section (e) shall apply; and

3 “(II) the requirements of sub-
4 section (g) shall not apply.

5 “(B) RURAL PROJECTS.—

6 “(i) IN GENERAL.—Of the amounts
7 reserved under paragraph (4)(A), the Sec-
8 retary shall reserve for each fiscal year not
9 less than 25 percent for projects eligible
10 for a grant under subsection (i).

11 “(ii) REQUIREMENT.—For a grant
12 awarded from the amount reserved under
13 clause (i), the requirements of subsection
14 (i) shall apply.

15 “(6) REPORT TO CONGRESS.—Not later than 2
16 years after the date of enactment of this subsection,
17 the Secretary shall submit to the Committee on En-
18 vironment and Public Works of the Senate and the
19 Committee on Transportation and Infrastructure of
20 the House of Representatives a report that describes
21 the administration of the pilot program, including—

22 “(A) the number, types, and locations of
23 eligible applicants that have applied for grants
24 under the pilot program;

1 “(B) the number, types, and locations of
2 grant recipients under the pilot program;

3 “(C) an assessment of whether implemen-
4 tation of the pilot program has incentivized eli-
5 gible applicants to offer a greater non-Federal
6 share for grants under the pilot program; and

7 “(D) any recommendations for modifica-
8 tions to the pilot program.”.

9 (b) EFFICIENT USE OF NON-FEDERAL FUNDS.—

10 (1) IN GENERAL.—Notwithstanding any other
11 provision of law, in the case of a grant described in
12 paragraph (2), section 117(k) of title 23, United
13 States Code, shall apply to the grant as if the grant
14 was a grant provided under that section.

15 (2) GRANT DESCRIBED.—A grant referred to in
16 paragraph (1) is a grant that is—

17 (A) provided under a competitive discre-
18 tionary grant program administered by the
19 Federal Highway Administration;

20 (B) for a project eligible under title 23,
21 United States Code; and

22 (C) in an amount greater than \$5,000,000.

23 **SEC. 1111. HIGHWAY SAFETY IMPROVEMENT PROGRAM.**

24 (a) IN GENERAL.—Section 148 of title 23, United
25 States Code, is amended—

1 (1) in subsection (a)—

2 (A) in paragraph (4)(B)—

3 (i) in clause (i), by inserting “that
4 provides for the safety of all road users, as
5 appropriate, including a multimodal round-
6 about” after “improvement”;

7 (ii) in clause (vi), by inserting “or a
8 grade separation project” after “devices”;

9 (iii) by striking clause (viii) and in-
10 sserting the following:

11 “(viii) Construction or installation of
12 features, measures, and road designs to
13 calm traffic and reduce vehicle speeds.”;

14 (iv) by striking clause (xxvi) and in-
15 sserting the following:

16 “(xxvi) Installation or upgrades of
17 traffic control devices for pedestrians and
18 bicyclists, including pedestrian hybrid bea-
19 cons and the addition of bicycle movement
20 phases to traffic signals.”; and

21 (v) by striking clauses (xxvii) and
22 (xxviii) and inserting the following:

23 “(xxvii) Roadway improvements that
24 provide separation between pedestrians and
25 motor vehicles or between bicyclists and

1 motor vehicles, including medians, pedes-
2 trian crossing islands, protected bike lanes,
3 and protected intersection features.

4 “(xxviii) A pedestrian security feature
5 designed to slow or stop a motor vehicle.

6 “(xxix) A physical infrastructure safe-
7 ty project not described in clauses (i)
8 through (xxviii).”;

9 (B) by redesignating paragraphs (9)
10 through (12) as paragraphs (10), (12), (13),
11 and (14), respectively;

12 (C) by inserting after paragraph (8) the
13 following:

14 “(9) SAFE SYSTEM APPROACH.—The term ‘safe
15 system approach’ means a roadway design—

16 “(A) that emphasizes minimizing the risk
17 of injury or fatality to road users; and

18 “(B) that—

19 “(i) takes into consideration the possi-
20 bility and likelihood of human error;

21 “(ii) accommodates human injury tol-
22 erance by taking into consideration likely
23 accident types, resulting impact forces, and
24 the ability of the human body to withstand
25 impact forces; and

1 “(iii) takes into consideration vulner-
2 able road users.”;

3 (D) by inserting after paragraph (10) (as
4 so redesignated) the following:

5 “(11) SPECIFIED SAFETY PROJECT.—

6 “(A) IN GENERAL.—The term ‘specified
7 safety project’ means a project carried out for
8 the purpose of safety under any other section of
9 this title that is consistent with the State stra-
10 tegic highway safety plan.

11 “(B) INCLUSION.—The term ‘specified
12 safety project’ includes a project that—

13 “(i) promotes public awareness and
14 informs the public regarding highway safe-
15 ty matters (including safety for motorcy-
16 clists, bicyclists, pedestrians, individuals
17 with disabilities, and other road users);

18 “(ii) facilitates enforcement of traffic
19 safety laws;

20 “(iii) provides infrastructure and in-
21 frastructure-related equipment to support
22 emergency services;

23 “(iv) conducts safety-related research
24 to evaluate experimental safety counter-
25 measures or equipment; or

1 “(v) supports safe routes to school
2 noninfrastructure-related activities de-
3 scribed in section 208(g)(2).”;

4 (E) in paragraph (13) (as so redesign-
5 nated)—

6 (i) by redesignating subparagraphs
7 (G), (H), and (I) as subparagraphs (H),
8 (I), and (J), respectively; and

9 (ii) by inserting after subparagraph
10 (F) the following;

11 “(G) includes a vulnerable road user safety
12 assessment;”;

13 (F) by adding at the end the following:

14 “(15) VULNERABLE ROAD USER.—The term
15 ‘vulnerable road user’ means a nonmotorist—

16 “(A) with a fatality analysis reporting sys-
17 tem person attribute code that is included in
18 the definition of the term ‘number of non-mo-
19 torized fatalities’ in section 490.205 of title 23,
20 Code of Federal Regulations (or successor regu-
21 lations); or

22 “(B) described in the term ‘number of
23 non-motorized serious injuries’ in that section.

24 “(16) VULNERABLE ROAD USER SAFETY AS-
25 SESSMENT.—The term ‘vulnerable road user safety

1 assessment’ means an assessment of the safety per-
2 formance of the State with respect to vulnerable
3 road users and the plan of the State to improve the
4 safety of vulnerable road users as described in sub-
5 section (1).”;

6 (2) in subsection (c)—

7 (A) in paragraph (1)(A), by striking “sub-
8 sections (a)(11)” and inserting “subsections
9 (a)(13)”; and

10 (B) in paragraph (2)—

11 (i) in subparagraph (A)(vi), by insert-
12 ing “and to differentiate the safety data
13 for vulnerable road users, including
14 bicyclists, motorcycleists, and pedestrians,
15 from other road users” after “crashes”;

16 (ii) in subparagraph (B)(i), by strik-
17 ing “(including motorcycleists), bicyclists,
18 pedestrians,” and inserting “, vulnerable
19 road users (including motorcycleists,
20 bicyclists, pedestrians),”; and

21 (iii) in subparagraph (D)—

22 (I) in clause (iv), by striking
23 “and” at the end;

1 (II) in clause (v), by striking the
2 semicolon at the end and inserting “;
3 and”; and

4 (III) by adding at the end the
5 following:

6 “(vi) improves the ability of the State
7 to differentiate the fatalities and serious
8 injuries of vulnerable road users, including
9 bicyclists, motorcyclists, and pedestrians,
10 from other road users;”;

11 (3) in subsection (d)(2)(B)(i), by striking “sub-
12 section (a)(11)” and inserting “subsection (a)(13)”;

13 (4) in subsection (e), by adding at the end the
14 following:

15 “(3) FLEXIBLE FUNDING FOR SPECIFIED SAFE-
16 TY PROJECTS.—

17 “(A) IN GENERAL.—To advance the imple-
18 mentation of a State strategic highway safety
19 plan, a State may use not more than 10 percent
20 of the amounts apportioned to the State under
21 section 104(b)(3) for a fiscal year to carry out
22 specified safety projects.

23 “(B) RULE OF CONSTRUCTION.—Nothing
24 in this paragraph requires a State to revise any

1 State process, plan, or program in effect on the
2 date of enactment of this paragraph.

3 “(C) EFFECT OF PARAGRAPH.—

4 “(i) REQUIREMENTS.—A project car-
5 ried out under this paragraph shall be sub-
6 ject to all requirements under this section
7 that apply to a highway safety improve-
8 ment project.

9 “(ii) OTHER APPORTIONED PRO-
10 GRAMS.—Nothing in this paragraph pro-
11 hibits the use of funds made available
12 under other provisions of this title for a
13 specified safety project that is a noninfra-
14 structure project.”;

15 (5) in subsection (g), by adding at the end the
16 following:

17 “(3) VULNERABLE ROAD USER SAFETY.—If the
18 total annual fatalities of vulnerable road users in a
19 State represents not less than 15 percent of the
20 total annual crash fatalities in the State, that State
21 shall be required to obligate not less than 15 percent
22 of the amounts apportioned to the State under sec-
23 tion 104(b)(3) for the following fiscal year for high-
24 way safety improvement projects to address the safe-
25 ty of vulnerable road users.”; and

1 (6) by adding at the end the following:

2 “(1) VULNERABLE ROAD USER SAFETY ASSESS-
3 MENT.—

4 “(1) IN GENERAL.—Not later than 2 years
5 after the date of enactment of this subsection, each
6 State shall complete a vulnerable road user safety
7 assessment.

8 “(2) CONTENTS.—A vulnerable road user safety
9 assessment under paragraph (1) shall include—

10 “(A) a quantitative analysis of vulnerable
11 road user fatalities and serious injuries that—

12 “(i) includes data such as location,
13 roadway functional classification, design
14 speed, speed limit, and time of day;

15 “(ii) considers the demographics of
16 the locations of fatalities and serious inju-
17 ries, including race, ethnicity, income, and
18 age; and

19 “(iii) based on the data, identifies
20 areas as ‘high-risk’ to vulnerable road
21 users; and

22 “(B) a program of projects or strategies to
23 reduce safety risks to vulnerable road users in
24 areas identified as high-risk under subpara-
25 graph (A)(iii).

1 “(3) USE OF DATA.—In carrying out a vulner-
2 able road user safety assessment under paragraph
3 (1), a State shall use data from the most recent 5-
4 year period for which data is available.

5 “(4) REQUIREMENTS.—In carrying out a vul-
6 nerable road user safety assessment under para-
7 graph (1), a State shall—

8 “(A) take into consideration a safe system
9 approach; and

10 “(B) consult with local governments, met-
11 ropolitan planning organizations, and regional
12 transportation planning organizations that rep-
13 resent a high-risk area identified under para-
14 graph (2)(A)(iii).

15 “(5) UPDATE.—A State shall update the vul-
16 nerable road user safety assessment of the State in
17 accordance with the updates required to the State
18 strategic highway safety plan under subsection (d).

19 “(6) REQUIREMENT FOR TRANSPORTATION SYS-
20 TEM ACCESS.—The program of projects developed
21 under paragraph (2)(B) may not degrade transpor-
22 tation system access for vulnerable road users.

23 “(7) GUIDANCE.—

24 “(A) IN GENERAL.—Not later than 1 year
25 after the date of enactment of this subsection,

1 the Secretary shall develop guidance for States
2 to carry out this subsection.

3 “(B) CONSULTATION.—In developing the
4 guidance under this paragraph, the Secretary
5 shall consult with the States and relevant safety
6 stakeholders.”.

7 (b) HIGH-RISK RURAL ROADS.—

8 (1) STUDY.—Not later than 2 years after the
9 date of enactment of this Act, the Secretary shall
10 update the study under section 1112(b)(1) of MAP–
11 21 (23 U.S.C. 148 note; Public Law 112–141).

12 (2) PUBLICATION OF REPORT.—Not later than
13 2 years after the date of enactment of this Act, the
14 Secretary shall publish on the website of the Depart-
15 ment of Transportation an update to the report de-
16 scribed in section 1112(b)(2) of MAP–21 (23 U.S.C.
17 148 note; Public Law 112–141).

18 (3) BEST PRACTICES MANUAL.—Not later than
19 180 days after the date on which the report is pub-
20 lished under paragraph (2), the Secretary shall up-
21 date the best practices manual described in section
22 1112(b)(3) of MAP–21 (23 U.S.C. 148 note; Public
23 Law 112–141).

1 **SEC. 1112. FEDERAL LANDS TRANSPORTATION PROGRAM.**

2 Section 203(a) of title 23, United States Code, is
3 amended—

4 (1) in paragraph (1)(D), by striking
5 “\$10,000,000” and inserting “\$20,000,000”; and

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

7 “(6) NATIVE PLANT MATERIALS.—In carrying
8 out an activity described in paragraph (1), the entity
9 carrying out the activity shall consider, to the max-
10 imum extent practicable—

11 “(A) the use of locally adapted native plant
12 materials; and

13 “(B) designs that minimize runoff and
14 heat generation.”.

15 **SEC. 1113. FEDERAL LANDS ACCESS PROGRAM.**

16 (a) FEDERAL SHARE.—Section 201 of title 23,
17 United States Code, is amended—

18 (1) in subsection (b)(7)(B), by striking “deter-
19 mined in accordance with section 120”, and insert-
20 ing “be up to 100 percent”; and

21 (2) in subsection (c)(8)(A), by striking “5 per-
22 cent” and inserting “20 percent”.

23 (b) FEDERAL LANDS ACCESS PROGRAM.—Section
24 204(a) of title 23, United States Code, is amended—

25 (1) in paragraph (1)(A)—

1 (A) in the matter preceding clause (i), by
2 inserting “context-sensitive solutions,” after
3 “restoration,”;

4 (B) in clause (i), by inserting “, including
5 interpretive panels in or adjacent to those
6 areas” after “areas”;

7 (C) in clause (v), by striking “and” at the
8 end;

9 (D) by redesignating clause (vi) as clause
10 (ix); and

11 (E) by inserting after clause (v) the fol-
12 lowing:

13 “(vi) contextual wayfinding markers;

14 “(vii) landscaping;

15 “(viii) cooperative mitigation of visual
16 blight, including screening or removal;
17 and”;

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

19 “(6) NATIVE PLANT MATERIALS.—In carrying
20 out an activity described in paragraph (1), the Sec-
21 retary shall ensure that the entity carrying out the
22 activity considers, to the maximum extent prac-
23 ticable—

24 “(A) the use of locally adapted native plant
25 materials; and

1 “(B) designs that minimize runoff and
2 heat generation.”.

3 **SEC. 1114. NATIONAL HIGHWAY FREIGHT PROGRAM.**

4 Section 167 of title 23, United States Code, is
5 amended—

6 (1) in subsection (e)—

7 (A) in paragraph (2), by striking “150
8 miles” and inserting “300 miles”; and

9 (B) by adding at the end the following:

10 “(3) RURAL STATES.—Notwithstanding para-
11 graph (2), a State with a population per square mile
12 of area that is less than the national average, based
13 on the 2010 census, may designate as critical rural
14 freight corridors a maximum of 600 miles of high-
15 way or 25 percent of the primary highway freight
16 system mileage in the State, whichever is greater.”;

17 (2) in subsection (f)(4), by striking “75 miles”
18 and inserting “150 miles”; and

19 (3) in subsection (i)(5)(B)—

20 (A) in the matter preceding clause (i), by
21 striking “10 percent” and inserting “30 per-
22 cent”;

23 (B) in clause (i), by striking “and” at the
24 end;

1 (C) in clause (ii), by striking the period at
2 the end and inserting a semicolon; and

3 (D) by adding at the end the following:

4 “(iii) for the modernization or reha-
5 bilitation of a lock and dam, if the Sec-
6 retary determines that the project—

7 “(I) is functionally connected to
8 the National Highway Freight Net-
9 work; and

10 “(II) is likely to reduce on-road
11 mobile source emissions; and

12 “(iv) on a marine highway corridor,
13 connector, or crossing designated by the
14 Secretary under section 55601(c) of title
15 46 (including an inland waterway corridor,
16 connector, or crossing), if the Secretary de-
17 termines that the project—

18 “(I) is functionally connected to
19 the National Highway Freight Net-
20 work; and

21 “(II) is likely to reduce on-road
22 mobile source emissions.”.

1 **SEC. 1115. CONGESTION MITIGATION AND AIR QUALITY IM-**
2 **PROVEMENT PROGRAM.**

3 Section 149 of title 23, United States Code, is
4 amended—

5 (1) in subsection (b)—

6 (A) in the matter preceding paragraph (1),
7 by striking “subsection (d)” and inserting “sub-
8 sections (d) and (m)(1)(B)(ii)”

9 (B) in paragraph (7), by inserting “shared
10 micromobility (including bikesharing and shared
11 scooter systems),” after “carsharing,”;

12 (C) in paragraph (8)—

13 (i) in subparagraph (A)—

14 (I) in the matter preceding clause
15 (i), by inserting “replacements or” be-
16 fore “retrofits”;

17 (II) by striking clause (i) and in-
18 serting the following:

19 “(i) verified technologies (as defined
20 in section 791 of the Energy Policy Act of
21 2005 (42 U.S.C. 16131)) for motor vehi-
22 cles (as defined in section 216 of the Clean
23 Air Act (42 U.S.C. 7550)); or”; and

24 (III) in clause (ii)(II), by striking
25 “or” at the end; and

1 (ii) in subparagraph (B), by inserting

2 “replacements or” before “retrofits”; and

3 (iii) by adding at the end the fol-

4 lowing:

5 “(C) the purchase of medium- or heavy-

6 duty zero emission vehicles and related charging

7 equipment;”;

8 (D) in paragraph (9), by striking the pe-

9 riod at the end and inserting a semicolon; and

10 (E) by adding at the end the following:

11 “(10) if the project is for the modernization or

12 rehabilitation of a lock and dam that—

13 “(A) is functionally connected to the Fed-

14 eral-aid highway system; and

15 “(B) the Secretary determines is likely to

16 contribute to the attainment or maintenance of

17 a national ambient air quality standard; or

18 “(11) if the project is on a marine highway cor-

19 ridor, connector, or crossing designated by the Sec-

20 retary under section 55601(e) of title 46 (including

21 an inland waterway corridor, connector, or crossing)

22 that—

23 “(A) is functionally connected to the Fed-

24 eral-aid highway system; and

1 “(B) the Secretary determines is likely to
2 contribute to the attainment or maintenance of
3 a national ambient air quality standard.”;

4 (2) in subsection (c), by adding at the end the
5 following:

6 “(4) LOCKS AND DAMS; MARINE HIGHWAYS.—
7 For each fiscal year, a State may not obligate more
8 than 10 percent of the funds apportioned to the
9 State under section 104(b)(4) for projects described
10 in paragraphs (10) and (11) of subsection (b).”;

11 (3) in subsection (f)(4)(A), by inserting “and
12 nonroad vehicles and nonroad engines used in con-
13 struction projects or port-related freight operations”
14 after “motor vehicles”;

15 (4) in subsection (g)—

16 (A) in paragraph (1)(B)—

17 (i) in the subparagraph heading, by
18 inserting “REPLACEMENT OR” before
19 “RETROFIT”;

20 (ii) by striking “The term ‘diesel ret-
21 rofit’” and inserting “The term ‘diesel re-
22 placement or retrofit’”; and

23 (iii) by inserting “or retrofit” after
24 “replacement”;

1 (B) in paragraph (2), in the matter pre-
2 ceding subparagraph (A), by inserting “replace-
3 ment or” before “retrofit”; and

4 (C) in paragraph (3), by inserting “re-
5 placements or” before “retrofits”;

6 (5) in subsection (k)(1), by striking “that re-
7 duce such fine particulate matter emissions in such
8 area, including diesel retrofits.” and inserting
9 “that—

10 “(A) reduce such fine particulate matter
11 emissions in such area, including diesel replace-
12 ments or retrofits; and

13 “(B) to the extent practicable, prioritize
14 benefits to minority populations or low-income
15 populations living in, or immediately adjacent
16 to, such area.”;

17 (6) in subsection (l), by adding at the following:

18 “(3) ASSISTANCE TO METROPOLITAN PLANNING
19 ORGANIZATIONS.—

20 “(A) IN GENERAL.—On the request of a
21 metropolitan planning organization, the Sec-
22 retary may assist the metropolitan planning or-
23 ganization tracking progress made in minority
24 or low-income populations as part of a perform-
25 ance plan under this subsection.

1 “(B) SAVINGS PROVISION.—Nothing in
2 this paragraph provides the Secretary the au-
3 thority—

4 “(i) to change the performance meas-
5 ures under section 150(c)(5) or the per-
6 formance targets established under section
7 134(h)(2) or 150(d); or

8 “(ii) to establish any other Federal re-
9 quirement.”; and

10 (7) by striking subsection (m) and inserting the
11 following:

12 “(m) OPERATING ASSISTANCE.—

13 “(1) IN GENERAL.—A State may obligate funds
14 apportioned under section 104(b)(4) in an area of
15 the State that is otherwise eligible for obligations of
16 such funds for operating costs—

17 “(A) under chapter 53 of title 49; or

18 “(B) on—

19 “(i) a system for which CMAQ fund-
20 ing was eligible, made available, obligated,
21 or expended in fiscal year 2012; or

22 “(ii) a State-supported Amtrak route
23 with a valid cost-sharing agreement under
24 section 209 of the Passenger Rail Invest-
25 ment and Improvement Act of 2008 (49

1 U.S.C. 24101 note; Public Law 110–432)
2 and no current nonattainment areas under
3 subsection (d).

4 “(2) NO TIME LIMITATION.—Operating assist-
5 ance provided under paragraph (1) shall have no im-
6 posed time limitation if the operating assistance is
7 for—

8 “(A) a route described in subparagraph
9 (B)(ii) of that paragraph; or

10 “(B) a transit system that is located in—

11 “(i) a non-urbanized area; or

12 “(ii) an urbanized area with a popu-
13 lation of 200,000 or fewer.”.

14 **SEC. 1116. ALASKA HIGHWAY.**

15 Section 218 of title 23, United States Code, is
16 amended to read as follows:

17 **“§ 218. Alaska Highway**

18 “(a) Recognizing the benefits that will accrue to the
19 State of Alaska and to the United States from the recon-
20 struction of the Alaska Highway from the Alaskan border
21 at Beaver Creek, Yukon Territory, to Haines Junction in
22 Canada and the Haines Cutoff Highway from Haines
23 Junction in Canada to Haines, Alaska, the Secretary may
24 provide for the necessary reconstruction of the highway
25 using funds awarded through an applicable competitive

1 grant program, if the highway meets all applicable eligi-
2 bility requirements for the program, except for the specific
3 requirements established by the agreement for the Alaska
4 Highway Project between the Government of the United
5 States and the Government of Canada. In addition to the
6 funds described in the previous sentence, notwithstanding
7 any other provision of law and on agreement with the
8 State of Alaska, the Secretary is authorized to expend on
9 such highway or the Alaska Marine Highway System any
10 Federal-aid highway funds apportioned to the State of
11 Alaska under this title at a Federal share of 100 per cen-
12 tum. No expenditures shall be made for the construction
13 of the portion of such highways that are in Canada unless
14 an agreement is in place between the Government of Can-
15 ada and the Government of the United States (including
16 an agreement in existence on the date of enactment of the
17 INVEST in America Act) that provides, in part, that the
18 Canadian Government—

19 “(1) will provide, without participation of funds
20 authorized under this title, all necessary right-of-way
21 for the reconstruction of such highways;

22 “(2) will not impose any highway toll, or permit
23 any such toll to be charged for the use of such high-
24 ways by vehicles or persons;

1 “(3) will not levy or assess, directly or indi-
2 rectly, any fee, tax, or other charge for the use of
3 such highways by vehicles or persons from the
4 United States that does not apply equally to vehicles
5 or persons of Canada;

6 “(4) will continue to grant reciprocal recogni-
7 tion of vehicle registration and driver’s licenses in
8 accordance with agreements between the United
9 States and Canada; and

10 “(5) will maintain such highways after their
11 completion in proper condition adequately to serve
12 the needs of present and future traffic.

13 “(b) The survey and construction work undertaken
14 in Canada pursuant to this section shall be under the gen-
15 eral supervision of the Secretary.

16 “(c) For purposes of this section, the term ‘Alaska
17 Marine Highway System’ includes all existing or planned
18 transportation facilities and equipment in Alaska, includ-
19 ing the lease, purchase, or construction of vessels, termi-
20 nals, docks, floats, ramps, staging areas, parking lots,
21 bridges and approaches thereto, and necessary roads.”.

22 **SEC. 1117. TOLL ROADS, BRIDGES, TUNNELS, AND FERRIES.**

23 (a) **IN GENERAL.**—Section 129(c) of title 23, United
24 States Code, is amended in the matter preceding para-
25 graph (1) by striking “the construction of ferry boats and

1 ferry terminal facilities, whether toll or free,” and insert-
2 ing “the construction of ferry boats and ferry terminal fa-
3 cilities (including ferry maintenance facilities), whether
4 toll or free, and the procurement of transit vehicles used
5 exclusively as an integral part of an intermodal ferry
6 trip,”.

7 (b) DIESEL FUEL FERRY VESSELS.—

8 (1) IN GENERAL.—Notwithstanding section
9 147(b), in the case of a project to replace or retrofit
10 a diesel fuel ferry vessel that provides substantial
11 emissions reductions, the Federal share of the cost
12 of the project may be up to 85 percent, as deter-
13 mined by the State.

14 (2) SUNSET.—The authority provided by para-
15 graph (1) shall terminate on September 30, 2025.

16 **SEC. 1118. BRIDGE INVESTMENT PROGRAM.**

17 (a) IN GENERAL.—Chapter 1 of title 23, United
18 States Code, is amended by inserting after section 123 the
19 following:

20 **“§ 124. Bridge investment program**

21 **“(a) DEFINITIONS.—**In this section:

22 **“(1) ELIGIBLE PROJECT.—**

23 **“(A) IN GENERAL.—**The term ‘eligible
24 project’ means a project to replace, rehabilitate,
25 preserve, or protect 1 or more bridges on the

1 National Bridge Inventory under section
2 144(b).

3 “(B) INCLUSIONS.—The term ‘eligible
4 project’ includes—

5 “(i) a bundle of projects described in
6 subparagraph (A), regardless of whether
7 the bundle of projects meets the require-
8 ments of section 144(j)(5); and

9 “(ii) a project to replace or rehabili-
10 tate culverts for the purpose of improving
11 flood control and improved habitat
12 connectivity for aquatic species.

13 “(2) LARGE PROJECT.—The term ‘large
14 project’ means an eligible project with total eligible
15 project costs of greater than \$100,000,000.

16 “(3) PROGRAM.—The term ‘program’ means
17 the bridge investment program established by sub-
18 section (b)(1).

19 “(b) ESTABLISHMENT OF BRIDGE INVESTMENT PRO-
20 GRAM.—

21 “(1) IN GENERAL.—There is established a
22 bridge investment program to provide financial as-
23 sistance for eligible projects under this section.

24 “(2) GOALS.—The goals of the program shall
25 be—

1 “(A) to improve the safety, efficiency, and
2 reliability of the movement of people and freight
3 over bridges;

4 “(B) to improve the condition of bridges in
5 the United States by reducing—

6 “(i) the number of bridges—

7 “(I) in poor condition; or

8 “(II) in fair condition and at risk
9 of falling into poor condition within
10 the next 3 years;

11 “(ii) the total person miles traveled
12 over bridges—

13 “(I) in poor condition; or

14 “(II) in fair condition and at risk
15 of falling into poor condition within
16 the next 3 years;

17 “(iii) the number of bridges that—

18 “(I) do not meet current geo-
19 metric design standards; or

20 “(II) cannot meet the load and
21 traffic requirements typical of the re-
22 gional transportation network; and

23 “(iv) the total person miles traveled
24 over bridges that—

1 “(I) do not meet current geo-
2 metric design standards; or

3 “(II) cannot meet the load and
4 traffic requirements typical of the re-
5 gional transportation network; and

6 “(C) to provide financial assistance that
7 leverages and encourages non-Federal contribu-
8 tions from sponsors and stakeholders involved
9 in the planning, design, and construction of eli-
10 gible projects.

11 “(c) GRANT AUTHORITY.—

12 “(1) IN GENERAL.—In carrying out the pro-
13 gram, the Secretary may award grants, on a com-
14 petitive basis, in accordance with this section.

15 “(2) GRANT AMOUNTS.—Except as otherwise
16 provided, a grant under the program shall be—

17 “(A) in the case of a large project, in an
18 amount that is—

19 “(i) adequate to fully fund the project
20 (in combination with other financial re-
21 sources identified in the application); and

22 “(ii) not less than \$50,000,000; and

23 “(B) in the case of any other eligible
24 project, in an amount that is—

1 “(i) adequate to fully fund the project
2 (in combination with other financial re-
3 sources identified in the application); and

4 “(ii) not less than \$2,500,000.

5 “(3) MAXIMUM AMOUNT.—Except as otherwise
6 provided, for an eligible project receiving assistance
7 under the program, the amount of assistance pro-
8 vided by the Secretary under this section, as a share
9 of eligible project costs, shall be—

10 “(A) in the case of a large project, not
11 more than 50 percent; and

12 “(B) in the case of any other eligible
13 project, not more than 80 percent.

14 “(4) FEDERAL SHARE.—

15 “(A) MAXIMUM FEDERAL INVOLVE-
16 MENT.—Federal assistance other than a grant
17 under the program may be used to satisfy the
18 non-Federal share of the cost of a project for
19 which a grant is made, except that the total
20 Federal assistance provided for a project receiv-
21 ing a grant under the program may not exceed
22 the Federal share for the project under section
23 120.

1 “(B) OFF-SYSTEM BRIDGES.—In the case
2 of an eligible project for an off-system bridge
3 (as defined in section 133(f)(1))—

4 “(i) Federal assistance other than a
5 grant under the program may be used to
6 satisfy the non-Federal share of the cost of
7 a project; and

8 “(ii) notwithstanding subparagraph
9 (A), the total Federal assistance provided
10 for the project shall not exceed 90 percent
11 of the total eligible project costs.

12 “(C) FEDERAL LAND MANAGEMENT AGEN-
13 CIES AND TRIBAL GOVERNMENTS.—Notwith-
14 standing any other provision of law, Federal
15 funds other than Federal funds made available
16 under this section may be used to pay the re-
17 maining share of the cost of a project under the
18 program by a Federal land management agency
19 or a Tribal government or consortium of Tribal
20 governments.

21 “(5) CONSIDERATIONS.—

22 “(A) IN GENERAL.—In awarding grants
23 under the program, the Secretary shall con-
24 sider—

1 “(i) in the case of a large project, the
2 ratings assigned under subsection
3 (g)(5)(A);

4 “(ii) in the case of an eligible project
5 other than a large project, the quality rat-
6 ing assigned under subsection (f)(3)(A)(ii);

7 “(iii) the average daily person and
8 freight throughput supported by the eligi-
9 ble project;

10 “(iv) the number and percentage of
11 bridges within the same State as the eligi-
12 ble project that are in poor condition;

13 “(v) the extent to which the eligible
14 project demonstrates cost savings by bun-
15 dling multiple bridge projects;

16 “(vi) in the case of an eligible project
17 of a Federal land management agency, the
18 extent to which the grant would reduce a
19 Federal liability or Federal infrastructure
20 maintenance backlog;

21 “(vii) geographic diversity among
22 grant recipients, including the need for a
23 balance between the needs of rural and
24 urban communities; and

1 “(viii) the extent to which a bridge
2 that would be assisted with a grant—

3 “(I) is, without that assistance—

4 “(aa) at risk of falling into
5 or remaining in poor condition;
6 or

7 “(bb) in fair condition and
8 at risk of falling into poor condi-
9 tion within the next 3 years;

10 “(II) does not meet current geo-
11 metric design standards based on—

12 “(aa) the current use of the
13 bridge; or

14 “(bb) load and traffic re-
15 quirements typical of the regional
16 corridor or local network in
17 which the bridge is located; or

18 “(III) does not meet current seis-
19 mic design standards.

20 “(B) REQUIREMENT.—The Secretary
21 shall—

22 “(i) give priority to an application for
23 an eligible project that is located within a
24 State for which—

1 “(I) 2 or more applications for
2 eligible projects within the State were
3 submitted for the current fiscal year
4 and an average of 2 or more applica-
5 tions for eligible projects within the
6 State were submitted in prior fiscal
7 years of the program; and

8 “(II) fewer than 2 grants have
9 been awarded for eligible projects
10 within the State under the program;

11 “(ii) during the period of fiscal years
12 2022 through 2026, for each State de-
13 scribed in clause (i), select—

14 “(I) not fewer than 1 large
15 project that the Secretary determines
16 is justified under the evaluation under
17 subsection (g)(4); or

18 “(II) 2 eligible projects that are
19 not large projects that the Secretary
20 determines are justified under the
21 evaluation under subsection (f)(3);
22 and

23 “(iii) not be required to award a grant
24 for an eligible project that the Secretary
25 does not determine is justified under an

1 evaluation under subsection (f)(3) or
2 (g)(4).

3 “(6) CULVERT LIMITATION.—Not more than 5
4 percent of the amounts made available for each fis-
5 cal year for grants under the program may be used
6 for eligible projects that consist solely of culvert re-
7 placement or rehabilitation.

8 “(d) ELIGIBLE ENTITY.—The Secretary may make
9 a grant under the program to any of the following:

10 “(1) A State or a group of States.

11 “(2) A metropolitan planning organization that
12 serves an urbanized area (as designated by the Bu-
13 reau of the Census) with a population of over
14 200,000.

15 “(3) A unit of local government or a group of
16 local governments.

17 “(4) A political subdivision of a State or local
18 government.

19 “(5) A special purpose district or public author-
20 ity with a transportation function.

21 “(6) A Federal land management agency.

22 “(7) A Tribal government or a consortium of
23 Tribal governments.

24 “(8) A multistate or multijurisdictional group
25 of entities described in paragraphs (1) through (7).

1 “(e) ELIGIBLE PROJECT REQUIREMENTS.—The Sec-
2 retary may make a grant under the program only to an
3 eligible entity for an eligible project that—

4 “(1) in the case of a large project, the Sec-
5 retary recommends for funding in the annual report
6 on funding recommendations under subsection
7 (g)(6);

8 “(2) is reasonably expected to begin construc-
9 tion not later than 18 months after the date on
10 which funds are obligated for the project; and

11 “(3) is based on the results of preliminary engi-
12 neering.

13 “(f) COMPETITIVE PROCESS AND EVALUATION OF
14 ELIGIBLE PROJECTS OTHER THAN LARGE PROJECTS.—

15 “(1) COMPETITIVE PROCESS.—

16 “(A) IN GENERAL.—The Secretary shall—

17 “(i) for the first fiscal year for which
18 funds are made available for obligation
19 under the program, not later than 60 days
20 after the date on which the template under
21 subparagraph (B)(i) is developed, and in
22 subsequent fiscal years, not later than 60
23 days after the date on which amounts are
24 made available for obligation under the
25 program, solicit grant applications for eli-

1 gible projects other than large projects;
2 and

3 “(ii) not later than 120 days after the
4 date on which the solicitation under clause
5 (i) expires, conduct evaluations under
6 paragraph (3).

7 “(B) REQUIREMENTS.—In carrying out
8 subparagraph (A), the Secretary shall—

9 “(i) develop a template for applicants
10 to use to summarize project needs and
11 benefits, including benefits described in
12 paragraph (3)(B)(i); and

13 “(ii) enable applicants to use data
14 from the National Bridge Inventory under
15 section 144(b) to populate templates de-
16 scribed in clause (i), as applicable.

17 “(2) APPLICATIONS.—An eligible entity shall
18 submit to the Secretary an application at such time,
19 in such manner, and containing such information as
20 the Secretary may require.

21 “(3) EVALUATION.—

22 “(A) IN GENERAL.—Prior to providing a
23 grant under this subsection, the Secretary
24 shall—

1 “(i) conduct an evaluation of each eli-
2 gible project for which an application is re-
3 ceived under this subsection; and

4 “(ii) assign a quality rating to the eli-
5 gible project on the basis of the evaluation
6 under clause (i).

7 “(B) REQUIREMENTS.—In carrying out an
8 evaluation under subparagraph (A), the Sec-
9 retary shall—

10 “(i) consider information on project
11 benefits submitted by the applicant using
12 the template developed under paragraph
13 (1)(B)(i), including whether the project
14 will generate, as determined by the Sec-
15 retary—

16 “(I) costs avoided by the preven-
17 tion of closure or reduced use of the
18 bridge to be improved by the project;

19 “(II) in the case of a bundle of
20 projects, benefits from executing the
21 projects as a bundle compared to as
22 individual projects;

23 “(III) safety benefits, including
24 the reduction of accidents and related
25 costs;

1 “(IV) person and freight mobility
2 benefits, including congestion reduc-
3 tion and reliability improvements;

4 “(V) national or regional eco-
5 nomic benefits;

6 “(VI) benefits from long-term re-
7 siliency to extreme weather events,
8 flooding, or other natural disasters;

9 “(VII) benefits from protection
10 (as described in section 133(b)(10)),
11 including improving seismic or scour
12 protection;

13 “(VIII) environmental benefits,
14 including wildlife connectivity;

15 “(IX) benefits to nonvehicular
16 and public transportation users;

17 “(X) benefits of using—

18 “(aa) innovative design and
19 construction techniques; or

20 “(bb) innovative tech-
21 nologies; or

22 “(XI) reductions in maintenance
23 costs, including, in the case of a feder-
24 ally-owned bridge, cost savings to the
25 Federal budget; and

1 “(ii) consider whether and the extent
2 to which the benefits, including the bene-
3 fits described in clause (i), are more likely
4 than not to outweigh the total project
5 costs.

6 “(g) COMPETITIVE PROCESS, EVALUATION, AND AN-
7 NUAL REPORT FOR LARGE PROJECTS.—

8 “(1) IN GENERAL.—The Secretary shall estab-
9 lish an annual date by which an eligible entity sub-
10 mitting an application for a large project shall sub-
11 mit to the Secretary such information as the Sec-
12 retary may require, including information described
13 in paragraph (2), in order for a large project to be
14 considered for a recommendation by the Secretary
15 for funding in the next annual report under para-
16 graph (6).

17 “(2) INFORMATION REQUIRED.—The informa-
18 tion referred to in paragraph (1) includes—

19 “(A) all necessary information required for
20 the Secretary to evaluate the large project; and

21 “(B) information sufficient for the Sec-
22 retary to determine that—

23 “(i) the large project meets the appli-
24 cable requirements under this section; and

1 “(ii) there is a reasonable likelihood
2 that the large project will continue to meet
3 the requirements under this section.

4 “(3) DETERMINATION; NOTICE.—On making a
5 determination that information submitted to the
6 Secretary under paragraph (1) is sufficient, the Sec-
7 retary shall provide a written notice of that deter-
8 mination to—

9 “(A) the eligible entity that submitted the
10 application;

11 “(B) the Committee on Environment and
12 Public Works of the Senate; and

13 “(C) the Committee on Transportation and
14 Infrastructure of the House of Representatives.

15 “(4) EVALUATION.—The Secretary may rec-
16 ommend a large project for funding in the annual
17 report under paragraph (6) only if the Secretary
18 evaluates the proposed project and determines that
19 the project is justified because the project—

20 “(A) addresses a need to improve the con-
21 dition of the bridge, as determined by the Sec-
22 retary, consistent with the goals of the program
23 under subsection (b)(2);

24 “(B) will generate, as determined by the
25 Secretary—

1 “(i) costs avoided by the prevention of
2 closure or reduced use of the bridge to be
3 improved by the project;

4 “(ii) in the case of a bundle of
5 projects, benefits from executing the
6 projects as a bundle compared to as indi-
7 vidual projects;

8 “(iii) safety benefits, including the re-
9 duction of accidents and related costs;

10 “(iv) person and freight mobility bene-
11 fits, including congestion reduction and re-
12 liability improvements;

13 “(v) national or regional economic
14 benefits;

15 “(vi) benefits from long-term resil-
16 iency to extreme weather events, flooding,
17 or other natural disasters;

18 “(vii) benefits from protection (as de-
19 scribed in section 133(b)(10)), including
20 improving seismic or scour protection;

21 “(viii) environmental benefits, includ-
22 ing wildlife connectivity;

23 “(ix) benefits to nonvehicular and
24 public transportation users;

25 “(x) benefits of using—

1 “(I) innovative design and con-
2 struction techniques; or

3 “(II) innovative technologies; or
4 “(xi) reductions in maintenance costs,
5 including, in the case of a federally-owned
6 bridge, cost savings to the Federal budget;

7 “(C) is cost effective based on an analysis
8 of whether the benefits and avoided costs de-
9 scribed in subparagraph (B) are expected to
10 outweigh the project costs;

11 “(D) is supported by other Federal or non-
12 Federal financial commitments or revenues ade-
13 quate to fund ongoing maintenance and preser-
14 vation; and

15 “(E) is consistent with the objectives of an
16 applicable asset management plan of the project
17 sponsor, including a State asset management
18 plan under section 119(e) in the case of a
19 project on the National Highway System that is
20 sponsored by a State.

21 “(5) RATINGS.—

22 “(A) IN GENERAL.—The Secretary shall
23 develop a methodology to evaluate and rate a
24 large project on a 5-point scale (the points of

1 which include ‘high’, ‘medium-high’, ‘medium’,
2 ‘medium-low’, and ‘low’) for each of—

3 “(i) paragraph (4)(B);

4 “(ii) paragraph (4)(C); and

5 “(iii) paragraph (4)(D).

6 “(B) REQUIREMENT.—To be considered
7 justified and receive a recommendation for
8 funding in the annual report under paragraph
9 (6), a project shall receive a rating of not less
10 than ‘medium’ for each rating required under
11 subparagraph (A).

12 “(6) ANNUAL REPORT ON FUNDING REC-
13 COMMENDATIONS FOR LARGE PROJECTS.—

14 “(A) IN GENERAL.—Not later than the
15 first Monday in February of each year, the Sec-
16 retary shall submit to the Committees on
17 Transportation and Infrastructure and Appro-
18 priations of the House of Representatives and
19 the Committees on Environment and Public
20 Works and Appropriations of the Senate a re-
21 port that includes—

22 “(i) a list of large projects that have
23 requested a recommendation for funding
24 under a new grant agreement from funds

1 anticipated to be available to carry out this
2 subsection in the next fiscal year;

3 “(ii) the evaluation under paragraph
4 (4) and ratings under paragraph (5) for
5 each project referred to in clause (i);

6 “(iii) the grant amounts that the Sec-
7 retary recommends providing to large
8 projects in the next fiscal year, including—

9 “(I) scheduled payments under
10 previously signed multiyear grant
11 agreements under subsection (j);

12 “(II) payments for new grant
13 agreements, including single-year
14 grant agreements and multiyear grant
15 agreements; and

16 “(III) a description of how
17 amounts anticipated to be available
18 for the program from the Highway
19 Trust Fund for that fiscal year will be
20 distributed; and

21 “(iv) for each project for which the
22 Secretary recommends a new multiyear
23 grant agreement under subsection (j), the
24 proposed payout schedule for the project.

25 “(B) LIMITATIONS.—

1 “(i) IN GENERAL.—The Secretary
2 shall not recommend in an annual report
3 under this paragraph a new multiyear
4 grant agreement provided from funds from
5 the Highway Trust Fund unless the Sec-
6 retary determines that the project can be
7 completed using funds that are anticipated
8 to be available from the Highway Trust
9 Fund in future fiscal years.

10 “(ii) GENERAL FUND PROJECTS.—
11 The Secretary—

12 “(I) may recommend for funding
13 in an annual report under this para-
14 graph a large project using funds
15 from the general fund of the Treas-
16 ury; but

17 “(II) shall not execute a grant
18 agreement for that project unless—

19 “(aa) funds other than from
20 the Highway Trust Fund have
21 been made available for the
22 project; and

23 “(bb) the Secretary deter-
24 mines that the project can be
25 completed using funds other than

1 from the Highway Trust Fund
2 that are anticipated to be avail-
3 able in future fiscal years.

4 “(C) CONSIDERATIONS.—In selecting
5 projects to recommend for funding in the an-
6 nual report under this paragraph, the Secretary
7 shall—

8 “(i) consider the amount of funds
9 available in future fiscal years for
10 multiyear grant agreements as described in
11 subparagraph (B); and

12 “(ii) assume the availability of funds
13 in future fiscal years for multiyear grant
14 agreements that extend beyond the period
15 of authorization based on the amount
16 made available for large projects under the
17 program in the last fiscal year of the pe-
18 riod of authorization.

19 “(D) PROJECT DIVERSITY.—In selecting
20 projects to recommend for funding in the an-
21 nual report under this paragraph, the Secretary
22 shall ensure diversity among projects rec-
23 ommended based on—

24 “(i) the amount of the grant re-
25 quested; and

1 “(ii) grants for an eligible project for
2 1 bridge compared to an eligible project
3 that is a bundle of projects.

4 “(h) ELIGIBLE PROJECT COSTS.—A grant received
5 for an eligible project under the program may be used
6 for—

7 “(1) development phase activities, including
8 planning, feasibility analysis, revenue forecasting,
9 environmental review, preliminary engineering and
10 design work, and other preconstruction activities;

11 “(2) construction, reconstruction, rehabilitation,
12 acquisition of real property (including land related
13 to the project and improvements to the land), envi-
14 ronmental mitigation, construction contingencies, ac-
15 quisition of equipment, and operational improve-
16 ments directly related to improving system perform-
17 ance; and

18 “(3) expenses related to the protection (as de-
19 scribed in section 133(b)(10)) of a bridge, including
20 seismic or scour protection.

21 “(i) TIFIA PROGRAM.—On the request of an eligible
22 entity carrying out an eligible project, the Secretary may
23 use amounts awarded to the entity to pay subsidy and ad-
24 ministrative costs necessary to provide to the entity Fed-

1 eral credit assistance under chapter 6 with respect to the
2 eligible project for which the grant was awarded.

3 “(j) MULTIYEAR GRANT AGREEMENTS FOR LARGE
4 PROJECTS.—

5 “(1) IN GENERAL.—A large project that re-
6 ceives a grant under the program in an amount of
7 not less than \$100,000,000 may be carried out
8 through a multiyear grant agreement in accordance
9 with this subsection.

10 “(2) REQUIREMENTS.—A multiyear grant
11 agreement for a large project described in paragraph
12 (1) shall—

13 “(A) establish the terms of participation by
14 the Federal Government in the project;

15 “(B) establish the maximum amount of
16 Federal financial assistance for the project in
17 accordance with paragraphs (3) and (4) of sub-
18 section (c);

19 “(C) establish a payout schedule for the
20 project that provides for disbursement of the
21 full grant amount by not later than 4 fiscal
22 years after the fiscal year in which the initial
23 amount is provided;

1 “(D) determine the period of time for com-
2 pleting the project, even if that period extends
3 beyond the period of an authorization; and

4 “(E) attempt to improve timely and effi-
5 cient management of the project, consistent
6 with all applicable Federal laws (including regu-
7 lations).

8 “(3) SPECIAL FINANCIAL RULES.—

9 “(A) IN GENERAL.—A multiyear grant
10 agreement under this subsection—

11 “(i) shall obligate an amount of avail-
12 able budget authority specified in law; and

13 “(ii) may include a commitment, con-
14 tingent on amounts to be specified in law
15 in advance for commitments under this
16 paragraph, to obligate an additional
17 amount from future available budget au-
18 thority specified in law.

19 “(B) STATEMENT OF CONTINGENT COM-
20 MITMENT.—The agreement shall state that the
21 contingent commitment is not an obligation of
22 the Federal Government.

23 “(C) INTEREST AND OTHER FINANCING
24 COSTS.—

1 “(i) IN GENERAL.—Interest and other
2 financing costs of carrying out a part of
3 the project within a reasonable time shall
4 be considered a cost of carrying out the
5 project under a multiyear grant agreement,
6 except that eligible costs may not be more
7 than the cost of the most favorable financ-
8 ing terms reasonably available for the
9 project at the time of borrowing.

10 “(ii) CERTIFICATION.—The applicant
11 shall certify to the Secretary that the ap-
12 plicant has shown reasonable diligence in
13 seeking the most favorable financing
14 terms.

15 “(4) ADVANCE PAYMENT.—Notwithstanding
16 any other provision of law, an eligible entity carrying
17 out a large project under a multiyear grant agree-
18 ment—

19 “(A) may use funds made available to the
20 eligible entity under this title for eligible project
21 costs of the large project until the amount spec-
22 ified in the multiyear grant agreement for the
23 project for that fiscal year becomes available for
24 obligation; and

1 “(B) if the eligible entity uses funds as de-
2 scribed in subparagraph (A), the funds used
3 shall be reimbursed from the amount made
4 available under the multiyear grant agreement
5 for the project.

6 “(k) UNDERTAKING PARTS OF PROJECTS IN AD-
7 VANCE UNDER LETTERS OF NO PREJUDICE.—

8 “(1) IN GENERAL.—The Secretary may pay to
9 an applicant all eligible project costs under the pro-
10 gram, including costs for an activity for an eligible
11 project incurred prior to the date on which the
12 project receives funding under the program if—

13 “(A) before the applicant carries out the
14 activity, the Secretary approves through a letter
15 to the applicant the activity in the same man-
16 ner as the Secretary approves other activities as
17 eligible under the program;

18 “(B) a record of decision, a finding of no
19 significant impact, or a categorical exclusion
20 under the National Environmental Policy Act of
21 1969 (42 U.S.C. 4321 et seq.) has been issued
22 for the eligible project; and

23 “(C) the activity is carried out without
24 Federal assistance and in accordance with all
25 applicable procedures and requirements.

1 “(2) INTEREST AND OTHER FINANCING
2 COSTS.—

3 “(A) IN GENERAL.—For purposes of para-
4 graph (1), the cost of carrying out an activity
5 for an eligible project includes the amount of
6 interest and other financing costs, including
7 any interest earned and payable on bonds, to
8 the extent interest and other financing costs are
9 expended in carrying out the activity for the eli-
10 gible project, except that interest and other fi-
11 nancing costs may not be more than the cost of
12 the most favorable financing terms reasonably
13 available for the eligible project at the time of
14 borrowing.

15 “(B) CERTIFICATION.—The applicant shall
16 certify to the Secretary that the applicant has
17 shown reasonable diligence in seeking the most
18 favorable financing terms under subparagraph
19 (A).

20 “(3) NO OBLIGATION OR INFLUENCE ON REC-
21 OMMENDATIONS.—An approval by the Secretary
22 under paragraph (1)(A) shall not—

23 “(A) constitute an obligation of the Fed-
24 eral Government; or

1 “(B) alter or influence any evaluation
2 under subsection (f)(3)(A)(i) or (g)(4) or any
3 recommendation by the Secretary for funding
4 under the program.

5 “(1) FEDERALLY-OWNED BRIDGES.—

6 “(1) DIVESTITURE CONSIDERATION.—In the
7 case of a bridge owned by a Federal land manage-
8 ment agency for which that agency applies for a
9 grant under the program, the agency—

10 “(A) shall consider options to divest the
11 bridge to a State or local entity after comple-
12 tion of the project; and

13 “(B) may apply jointly with the State or
14 local entity to which the bridge may be divested.

15 “(2) TREATMENT.—Notwithstanding any other
16 provision of law, section 129 shall apply to a bridge
17 that was previously owned by a Federal land man-
18 agement agency and has been transferred to a non-
19 Federal entity under paragraph (1) in the same
20 manner as if the bridge was never federally owned.

21 “(m) CONGRESSIONAL NOTIFICATION.—Not later
22 than 30 days before making a grant for an eligible project
23 under the program, the Secretary shall submit to the Com-
24 mittee on Transportation and Infrastructure of the House
25 of Representatives and the Committee on Environment

1 and Public Works of the Senate a written notification of
2 the proposed grant that includes—

3 “(1) an evaluation and justification for the eli-
4 gible project; and

5 “(2) the amount of the proposed grant.

6 “(n) REPORTS.—

7 “(1) ANNUAL REPORT.—Not later than August
8 1 of each fiscal year, the Secretary shall make avail-
9 able on the website of the Department of Transpor-
10 tation an annual report that lists each eligible
11 project for which a grant has been provided under
12 the program during the fiscal year.

13 “(2) GAO ASSESSMENT AND REPORT.—Not
14 later than 3 years after the date of enactment of the
15 INVEST in America Act, the Comptroller General of
16 the United States shall—

17 “(A) conduct an assessment of the admin-
18 istrative establishment, solicitation, selection,
19 and justification process with respect to the
20 funding of grants under the program; and

21 “(B) submit to the Committee on Trans-
22 portation and Infrastructure of the House of
23 Representatives and the Committee on Environ-
24 ment and Public Works of the Senate a report
25 that describes—

1 “(i) the adequacy and fairness of the
2 process under which each eligible project
3 that received a grant under the program
4 was selected; and

5 “(ii) the justification and criteria used
6 for the selection of each eligible project.

7 “(o) LIMITATION.—

8 “(1) LARGE PROJECTS.—Of the amounts made
9 available out of the Highway Trust Fund (other
10 than the Mass Transit Account) to carry out this
11 section for each of fiscal years 2022 through 2026,
12 not less than 50 percent, in aggregate, shall be used
13 for large projects.

14 “(2) UNUTILIZED AMOUNTS.—If, in fiscal year
15 2026, the Secretary determines that grants under
16 the program will not allow for the requirement under
17 paragraph (1) to be met, the Secretary shall use the
18 unutilized amounts to make other grants under the
19 program during that fiscal year.

20 “(p) TRIBAL TRANSPORTATION FACILITY BRIDGE
21 SET ASIDE.—

22 “(1) IN GENERAL.—Of the amounts made
23 available from the Highway Trust Fund (other than
24 the Mass Transit Account) for a fiscal year to carry

1 out this section, the Secretary shall use, to carry out
2 section 202(d)—

3 “(A) \$16,000,000 for fiscal year 2022;

4 “(B) \$18,000,000 for fiscal year 2023;

5 “(C) \$20,000,000 for fiscal year 2024;

6 “(D) \$22,000,000 for fiscal year 2025;

7 and

8 “(E) \$24,000,000 for fiscal year 2026.

9 “(2) TREATMENT.—For purposes of section
10 201, funds made available for section 202(d) under
11 paragraph (1) shall be considered to be part of the
12 tribal transportation program.”.

13 (b) CLERICAL AMENDMENT.—The analysis for chap-
14 ter 1 of title 23, United States Code, is amended by insert-
15 ing after the item relating to section 123 the following:

“124. Bridge investment program.”.

16 **SEC. 1119. SAFE ROUTES TO SCHOOL.**

17 (a) IN GENERAL.—Chapter 2 of title 23, United
18 States Code, is amended by inserting after section 207 the
19 following:

20 **“§ 208. Safe routes to school**

21 “(a) DEFINITIONS.—In this section:

22 “(1) IN THE VICINITY OF SCHOOLS.—The term
23 ‘in the vicinity of schools’, with respect to a school,
24 means the approximately 2-mile area within bicy-
25 cing and walking distance of the school.

1 “(2) PRIMARY, MIDDLE, AND HIGH SCHOOLS.—

2 The term ‘primary, middle, and high schools’ means
3 schools providing education from kindergarten
4 through 12th grade.

5 “(b) ESTABLISHMENT.—Subject to the requirements
6 of this section, the Secretary shall establish and carry out
7 a safe routes to school program for the benefit of children
8 in primary, middle, and high schools.

9 “(c) PURPOSES.—The purposes of the program es-
10 tablished under subsection (b) shall be—

11 “(1) to enable and encourage children, includ-
12 ing those with disabilities, to walk and bicycle to
13 school;

14 “(2) to make bicycling and walking to school a
15 safer and more appealing transportation alternative,
16 thereby encouraging a healthy and active lifestyle
17 from an early age; and

18 “(3) to facilitate the planning, development,
19 and implementation of projects and activities that
20 will improve safety and reduce traffic, fuel consump-
21 tion, and air pollution in the vicinity of schools.

22 “(d) APPORTIONMENT OF FUNDS.—

23 “(1) IN GENERAL.—Subject to paragraphs (2),
24 (3), and (4), amounts made available to carry out
25 this section for a fiscal year shall be apportioned

1 among the States so that each State receives the
2 amount equal to the proportion that—

3 “(A) the total student enrollment in pri-
4 mary, middle, and high schools in each State;
5 bears to

6 “(B) the total student enrollment in pri-
7 mary, middle, and high schools in all States.

8 “(2) MINIMUM APPORTIONMENT.—No State
9 shall receive an apportionment under this section for
10 a fiscal year of less than \$1,000,000.

11 “(3) SET-ASIDE FOR ADMINISTRATIVE EX-
12 PENSES.—Before apportioning under this subsection
13 amounts made available to carry out this section for
14 a fiscal year, the Secretary shall set aside not more
15 than \$3,000,000 of those amounts for the adminis-
16 trative expenses of the Secretary in carrying out this
17 section.

18 “(4) DETERMINATION OF STUDENT ENROLL-
19 MENTS.—Determinations under this subsection re-
20 lating to student enrollments shall be made by the
21 Secretary.

22 “(e) ADMINISTRATION OF AMOUNTS.—Amounts ap-
23 portioned to a State under this section shall be adminis-
24 tered by the State department of transportation.

1 “(f) ELIGIBLE RECIPIENTS.—Amounts apportioned
2 to a State under this section shall be used by the State
3 to provide financial assistance to State, local, Tribal, and
4 regional agencies, including nonprofit organizations, that
5 demonstrate an ability to meet the requirements of this
6 section.

7 “(g) ELIGIBLE PROJECTS AND ACTIVITIES.—

8 “(1) INFRASTRUCTURE-RELATED PROJECTS.—

9 “(A) IN GENERAL.—Amounts apportioned
10 to a State under this section may be used for
11 the planning, design, and construction of infra-
12 structure-related projects that will substantially
13 improve the ability of students to walk and bi-
14 cycle to school, including sidewalk improve-
15 ments, traffic calming and speed reduction im-
16 provements, pedestrian and bicycle crossing im-
17 provements, on-street bicycle facilities, off-street
18 bicycle and pedestrian facilities, secure bicycle
19 parking facilities, and traffic diversion improve-
20 ments in the vicinity of schools.

21 “(B) LOCATION OF PROJECTS.—Infra-
22 structure-related projects under subparagraph
23 (A) may be carried out on any public road or
24 any bicycle or pedestrian pathway or trail in the
25 vicinity of schools.

1 “(2) NONINFRASTRUCTURE-RELATED ACTIVI-
2 TIES.—

3 “(A) IN GENERAL.—In addition to projects
4 described in paragraph (1), amounts appor-
5 tioned to a State under this section may be
6 used for noninfrastructure-related activities to
7 encourage walking and bicycling to school, in-
8 cluding public awareness campaigns and out-
9 reach to press and community leaders, traffic
10 education and enforcement in the vicinity of
11 schools, student sessions on bicycle and pedes-
12 trian safety, health, and environment, and fund-
13 ing for training, volunteers, and managers of
14 safe routes to school programs.

15 “(B) ALLOCATION.—Not less than 10 per-
16 cent and not more than 30 percent of the
17 amount apportioned to a State under this sec-
18 tion for a fiscal year shall be used for noninfra-
19 structure-related activities under this para-
20 graph.

21 “(3) SAFE ROUTES TO SCHOOL COORDI-
22 NATOR.—Each State shall use a sufficient amount of
23 the apportionment of the State for each fiscal year
24 to fund a full-time position of coordinator of the safe
25 routes to school program of the State.

1 “(h) CLEARINGHOUSE.—

2 “(1) IN GENERAL.—The Secretary shall make
3 grants to a national nonprofit organization engaged
4 in promoting safe routes to schools—

5 “(A) to operate a national safe routes to
6 school clearinghouse;

7 “(B) to develop information and edu-
8 cational programs on safe routes to school; and

9 “(C) to provide technical assistance and
10 disseminate techniques and strategies used for
11 successful safe routes to school programs.

12 “(2) FUNDING.—The Secretary shall carry out
13 this subsection using amounts set aside for adminis-
14 trative expenses under subsection (d)(3).

15 “(i) TREATMENT OF PROJECTS.—Notwithstanding
16 any other provision of law, a project assisted under this
17 section shall be treated as a project on a Federal-aid high-
18 way under chapter 1.”.

19 (b) CONFORMING AMENDMENTS.—

20 (1) The analysis for chapter 2 of title 23,
21 United States Code, is amended by inserting after
22 the item relating to section 207 the following:

“208. Safe routes to school.”.

23 (2) Section 1404 of SAFETEA-LU (23 U.S.C.
24 402 note; Public Law 109–59) is repealed.

1 (3) The table of contents in section 1(b) of
2 SAFETEA-LU (Public Law 109-59; 119 Stat.
3 1144) is amended by striking the item relating to
4 section 1404.

5 **SEC. 1120. HIGHWAY USE TAX EVASION PROJECTS.**

6 Section 143(b)(2)(A) of title 23, United States Code,
7 is amended by striking “fiscal years 2016 through 2020”
8 and inserting “fiscal years 2022 through 2026”.

9 **SEC. 1121. CONSTRUCTION OF FERRY BOATS AND FERRY**
10 **TERMINAL FACILITIES.**

11 Section 147 of title 23, United States Code, is
12 amended by striking subsection (h) and inserting the fol-
13 lowing:

14 “(h) AUTHORIZATION OF APPROPRIATIONS.—There
15 are authorized to be appropriated out of the Highway
16 Trust Fund (other than the Mass Transit Account) to
17 carry out this section—

18 “(1) \$110,000,000 for fiscal year 2022;

19 “(2) \$112,000,000 for fiscal year 2023;

20 “(3) \$114,000,000 for fiscal year 2024;

21 “(4) \$116,000,000 for fiscal year 2025; and

22 “(5) \$118,000,000 for fiscal year 2026.”.

23 **SEC. 1122. VULNERABLE ROAD USER RESEARCH.**

24 (a) DEFINITIONS.—In this subsection:

1 (1) ADMINISTRATOR.—The term “Adminis-
2 trator” means the Secretary, acting through the Ad-
3 ministrator of the Federal Highway Administration.

4 (2) VULNERABLE ROAD USER.—The term “vul-
5 nerable road user” has the meaning given the term
6 in section 148(a) of title 23, United States Code.

7 (b) ESTABLISHMENT OF RESEARCH PLAN.—The Ad-
8 ministrator shall establish a research plan to prioritize re-
9 search on roadway designs, the development of safety
10 countermeasures to minimize fatalities and serious inju-
11 ries to vulnerable road users, and the promotion of bicy-
12 cling and walking, including research relating to—

13 (1) roadway safety improvements, including
14 traffic calming techniques and vulnerable road user
15 accommodations appropriate in a suburban arterial
16 context;

17 (2) the impacts of traffic speeds, and access to
18 low-traffic stress corridors, on safety and rates of bi-
19 cycling and walking;

20 (3) tools to evaluate the impact of transpor-
21 tation improvements on projected rates and safety of
22 bicycling and walking; and

23 (4) other research areas to be determined by
24 the Administrator.

1 (c) VULNERABLE ROAD USER ASSESSMENTS.—The
2 Administrator shall—

3 (1) review each vulnerable road user safety as-
4 sessment submitted by a State under section 148(l)
5 of title 23, United States Code, and other relevant
6 sources of data to determine what, if any, standard
7 definitions and methods should be developed through
8 guidance to enable a State to collect pedestrian in-
9 jury and fatality data; and

10 (2) in the first progress update under sub-
11 section (d)(2), provide—

12 (A) the results of the determination de-
13 scribed in paragraph (1); and

14 (B) the recommendations of the Secretary
15 with respect to the collection and reporting of
16 data on the safety of vulnerable road users.

17 (d) SUBMISSION; PUBLICATION.—

18 (1) SUBMISSION OF PLAN.—Not later than 180
19 days after the date of enactment of this Act, the Ad-
20 ministrator shall submit to the Committee on Envi-
21 ronment and Public Works of the Senate and the
22 Committee on Transportation and Infrastructure of
23 the House of Representatives the research plan de-
24 scribed in subsection (b).

1 (2) PROGRESS UPDATES.—Not later than 2
2 years after the date of enactment of this Act, and
3 biannually thereafter, the Administrator shall submit
4 to the Committees described in paragraph (1)—

5 (A) updates on the progress and findings
6 of the research conducted pursuant to the plan
7 described in subsection (b); and

8 (B) in the first submission under this
9 paragraph, the results and recommendations
10 described in subsection (c)(2).

11 **SEC. 1123. WILDLIFE CROSSING SAFETY.**

12 (a) DECLARATION OF POLICY.—Section
13 101(b)(3)(D) of title 23, United States Code, is amended,
14 in the matter preceding clause (i), by inserting “resilient,”
15 after “efficient,”.

16 (b) WILDLIFE CROSSINGS PILOT PROGRAM.—

17 (1) IN GENERAL.—Chapter 1 of title 23, United
18 States Code, is amended by adding at the end the
19 following:

20 **“§ 171. Wildlife crossings pilot program**

21 “(a) FINDING.—Congress finds that greater adoption
22 of wildlife-vehicle collision safety countermeasures is in the
23 public interest because—

24 “(1) according to the report of the Federal
25 Highway Administration entitled ‘Wildlife-Vehicle

1 Collision Reduction Study’, there are more than
2 1,000,000 wildlife-vehicle collisions every year;

3 “(2) wildlife-vehicle collisions—

4 “(A) present a danger to—

5 “(i) human safety; and

6 “(ii) wildlife survival; and

7 “(B) represent a persistent concern that
8 results in tens of thousands of serious injuries
9 and hundreds of fatalities on the roadways of
10 the United States; and

11 “(3) the total annual cost associated with wild-
12 life-vehicle collisions has been estimated to be
13 \$8,388,000,000; and

14 “(4) wildlife-vehicle collisions are a major
15 threat to the survival of species, including birds, rep-
16 tiles, mammals, and amphibians.

17 “(b) ESTABLISHMENT.—The Secretary shall estab-
18 lish a competitive wildlife crossings pilot program (re-
19 ferred to in this section as the ‘pilot program’) to provide
20 grants for projects that seek to achieve—

21 “(1) a reduction in the number of wildlife-vehi-
22 cle collisions; and

23 “(2) in carrying out the purpose described in
24 paragraph (1), improved habitat connectivity for ter-
25 restrial and aquatic species.

1 “(c) ELIGIBLE ENTITIES.—An entity eligible to apply
2 for a grant under the pilot program is—

3 “(1) a State highway agency, or an equivalent
4 of that agency;

5 “(2) a metropolitan planning organization (as
6 defined in section 134(b));

7 “(3) a unit of local government;

8 “(4) a regional transportation authority;

9 “(5) a special purpose district or public author-
10 ity with a transportation function, including a port
11 authority;

12 “(6) an Indian tribe (as defined in section
13 207(m)(1)), including a Native village and a Native
14 Corporation (as those terms are defined in section 3
15 of the Alaska Native Claims Settlement Act (43
16 U.S.C. 1602));

17 “(7) a Federal land management agency; or

18 “(8) a group of any of the entities described in
19 paragraphs (1) through (7).

20 “(d) APPLICATIONS.—

21 “(1) IN GENERAL.—To be eligible to receive a
22 grant under the pilot program, an eligible entity
23 shall submit to the Secretary an application at such
24 time, in such manner, and containing such informa-
25 tion as the Secretary may require.

1 “(2) REQUIREMENT.—If an application under
2 paragraph (1) is submitted by an eligible entity
3 other than an eligible entity described in paragraph
4 (1) or (7) of subsection (c), the application shall in-
5 clude documentation that the State highway agency,
6 or an equivalent of that agency, of the State in
7 which the eligible entity is located was consulted
8 during the development of the application.

9 “(3) GUIDANCE.—To enhance consideration of
10 current and reliable data, eligible entities may obtain
11 guidance from an agency in the State with jurisdic-
12 tion over fish and wildlife.

13 “(e) CONSIDERATIONS.—In selecting grant recipients
14 under the pilot program, the Secretary shall take into con-
15 sideration the following:

16 “(1) Primarily, the extent to which the pro-
17 posed project of an eligible entity is likely to protect
18 motorists and wildlife by reducing the number of
19 wildlife-vehicle collisions and improve habitat
20 connectivity for terrestrial and aquatic species.

21 “(2) Secondly, the extent to which the pro-
22 posed project of an eligible entity is likely to accom-
23 plish the following:

24 “(A) Leveraging Federal investment by en-
25 couraging non-Federal contributions to the

1 project, including projects from public-private
2 partnerships.

3 “(B) Supporting local economic develop-
4 ment and improvement of visitation opportuni-
5 ties.

6 “(C) Incorporation of innovative tech-
7 nologies, including advanced design techniques
8 and other strategies to enhance efficiency and
9 effectiveness in reducing wildlife-vehicle colli-
10 sions and improving habitat connectivity for
11 terrestrial and aquatic species.

12 “(D) Provision of educational and outreach
13 opportunities.

14 “(E) Monitoring and research to evaluate,
15 compare effectiveness of, and identify best prac-
16 tices in, selected projects.

17 “(F) Any other criteria relevant to reduc-
18 ing the number of wildlife-vehicle collisions and
19 improving habitat connectivity for terrestrial
20 and aquatic species, as the Secretary deter-
21 mines to be appropriate, subject to the condi-
22 tion that the implementation of the pilot pro-
23 gram shall not be delayed in the absence of ac-
24 tion by the Secretary to identify additional cri-
25 teria under this subparagraph.

1 “(f) USE OF FUNDS.—

2 “(1) IN GENERAL.—The Secretary shall ensure
3 that a grant received under the pilot program is
4 used for a project to reduce wildlife-vehicle collisions.

5 “(2) GRANT ADMINISTRATION.—

6 “(A) IN GENERAL.—A grant received
7 under the pilot program shall be administered
8 by—

9 “(i) in the case of a grant to a Fed-
10 eral land management agency or an Indian
11 tribe (as defined in section 207(m)(1), in-
12 cluding a Native village and a Native Cor-
13 poration (as those terms are defined in
14 section 3 of the Alaska Native Claims Set-
15 tlement Act (43 U.S.C. 1602))), the Fed-
16 eral Highway Administration, through an
17 agreement; and

18 “(ii) in the case of a grant to an eligi-
19 ble entity other than an eligible entity de-
20 scribed in clause (i), the State highway
21 agency, or an equivalent of that agency,
22 for the State in which the project is to be
23 carried out.

24 “(B) PARTNERSHIPS.—

1 “(i) IN GENERAL.—A grant received
2 under the pilot program may be used to
3 provide funds to eligible partners of the
4 project for which the grant was received
5 described in clause (ii), in accordance with
6 the terms of the project agreement.

7 “(ii) ELIGIBLE PARTNERS DE-
8 SCRIBED.—The eligible partners referred
9 to in clause (i) include—

10 “(I) a metropolitan planning or-
11 ganization (as defined in section
12 134(b));

13 “(II) a unit of local government;

14 “(III) a regional transportation
15 authority;

16 “(IV) a special purpose district
17 or public authority with a transpor-
18 tation function, including a port au-
19 thority;

20 “(V) an Indian tribe (as defined
21 in section 207(m)(1)), including a Na-
22 tive village and a Native Corporation
23 (as those terms are defined in section
24 3 of the Alaska Native Claims Settle-
25 ment Act (43 U.S.C. 1602));

1 “(VI) a Federal land manage-
2 ment agency;

3 “(VII) a foundation, nongovern-
4 mental organization, or institution of
5 higher education;

6 “(VIII) a Federal, Tribal, re-
7 gional, or State government entity;
8 and

9 “(IX) a group of any of the enti-
10 ties described in subclauses (I)
11 through (VIII).

12 “(3) COMPLIANCE.—An eligible entity that re-
13 ceives a grant under the pilot program and enters
14 into a partnership described in paragraph (2) shall
15 establish measures to verify that an eligible partner
16 that receives funds from the grant complies with the
17 conditions of the pilot program in using those funds.

18 “(g) REQUIREMENT.—The Secretary shall ensure
19 that not less than 60 percent of the amounts made avail-
20 able for grants under the pilot program each fiscal year
21 are for projects located in rural areas.

22 “(h) ANNUAL REPORT TO CONGRESS.—

23 “(1) IN GENERAL.—Not later than December
24 31 of each calendar year, the Secretary shall submit
25 to Congress, and make publicly available, a report

1 describing the activities under the pilot program for
2 the fiscal year that ends during that calendar year.

3 “(2) CONTENTS.—The report under paragraph
4 (1) shall include—

5 “(A) a detailed description of the activities
6 carried out under the pilot program;

7 “(B) an evaluation of the effectiveness of
8 the pilot program in meeting the purposes de-
9 scribed in subsection (b); and

10 “(C) policy recommendations to improve
11 the effectiveness of the pilot program.”.

12 (2) CLERICAL AMENDMENT.—The analysis for
13 chapter 1 of title 23, United States Code, is amend-
14 ed by inserting after the item relating to section 170
15 the following:

“171. Wildlife crossings pilot program.”.

16 (c) WILDLIFE VEHICLE COLLISION REDUCTION AND
17 HABITAT CONNECTIVITY IMPROVEMENT.—

18 (1) IN GENERAL.—Chapter 1 of title 23, United
19 States Code (as amended by subsection (b)(1)), is
20 amended by adding at the end the following:

21 **“§ 172. Wildlife-vehicle collision reduction and habi-
22 tat connectivity improvement**

23 “(a) STUDY.—

24 “(1) IN GENERAL.—The Secretary shall con-
25 duct a study (referred to in this subsection as the

1 ‘study’) of the state, as of the date of the study, of
2 the practice of methods to reduce collisions between
3 motorists and wildlife (referred to in this section as
4 ‘wildlife-vehicle collisions’).

5 “(2) CONTENTS.—

6 “(A) AREAS OF STUDY.—The study
7 shall—

8 “(i) update and expand on, as appro-
9 priate—

10 “(I) the report entitled ‘Wildlife
11 Vehicle Collision Reduction Study:
12 2008 Report to Congress’; and

13 “(II) the document entitled
14 ‘Wildlife Vehicle Collision Reduction
15 Study: Best Practices Manual’ and
16 dated October 2008; and

17 “(ii) include—

18 “(I) an assessment, as of the
19 date of the study, of—

20 “(aa) the causes of wildlife-
21 vehicle collisions;

22 “(bb) the impact of wildlife-
23 vehicle collisions on motorists
24 and wildlife; and

1 “(cc) the impacts of roads
2 and traffic on habitat
3 connectivity for terrestrial and
4 aquatic species; and

5 “(II) solutions and best practices
6 for—

7 “(aa) reducing wildlife-vehi-
8 cle collisions; and

9 “(bb) improving habitat
10 connectivity for terrestrial and
11 aquatic species.

12 “(B) METHODS.—In carrying out the
13 study, the Secretary shall—

14 “(i) conduct a thorough review of re-
15 search and data relating to—

16 “(I) wildlife-vehicle collisions; and

17 “(II) habitat fragmentation that
18 results from transportation infrastruc-
19 ture;

20 “(ii) survey current practices of the
21 Department of Transportation and State
22 departments of transportation to reduce
23 wildlife-vehicle collisions; and

24 “(iii) consult with—

1 “(I) appropriate experts in the
2 field of wildlife-vehicle collisions; and

3 “(II) appropriate experts on the
4 effects of roads and traffic on habitat
5 connectivity for terrestrial and aquatic
6 species.

7 “(3) REPORT.—

8 “(A) IN GENERAL.—Not later than 18
9 months after the date of enactment of the IN-
10 VEST in America Act, the Secretary shall sub-
11 mit to Congress a report on the results of the
12 study.

13 “(B) CONTENTS.—The report under sub-
14 paragraph (A) shall include—

15 “(i) a description of—

16 “(I) the causes of wildlife-vehicle
17 collisions;

18 “(II) the impacts of wildlife-vehi-
19 cle collisions; and

20 “(III) the impacts of roads and
21 traffic on—

22 “(aa) species listed as
23 threatened species or endangered
24 species under the Endangered

1 Species Act of 1973 (16 U.S.C.
2 1531 et seq.);

3 “(bb) species identified by
4 States as species of greatest con-
5 servation need;

6 “(cc) species identified in
7 State wildlife plans; and

8 “(dd) medium and small ter-
9 restrial and aquatic species;

10 “(ii) an economic evaluation of the
11 costs and benefits of installing highway in-
12 frastructure and other measures to miti-
13 gate damage to terrestrial and aquatic spe-
14 cies, including the effect on jobs, property
15 values, and economic growth to society, ad-
16 jacent communities, and landowners;

17 “(iii) recommendations for preventing
18 wildlife-vehicle collisions, including rec-
19 ommended best practices, funding re-
20 sources, or other recommendations for ad-
21 dressing wildlife-vehicle collisions; and

22 “(iv) guidance, developed in consulta-
23 tion with Federal land management agen-
24 cies and State departments of transpor-
25 tation, State fish and wildlife agencies, and

1 Tribal governments that agree to partici-
2 pate, for developing, for each State that
3 agrees to participate, a voluntary joint
4 statewide transportation and wildlife action
5 plan—

6 “(I) to address wildlife-vehicle
7 collisions; and

8 “(II) to improve habitat
9 connectivity for terrestrial and aquatic
10 species.

11 “(b) WORKFORCE DEVELOPMENT AND TECHNICAL
12 TRAINING.—

13 “(1) IN GENERAL.—Not later than 3 years
14 after the date of enactment of the INVEST in
15 America Act, the Secretary shall, based on the study
16 conducted under subsection (a), develop a series of
17 in-person and online workforce development and
18 technical training courses—

19 “(A) to reduce wildlife-vehicle collisions;
20 and

21 “(B) to improve habitat connectivity for
22 terrestrial and aquatic species.

23 “(2) AVAILABILITY.—The Secretary shall—

1 “(A) make the series of courses developed
2 under paragraph (1) available for transpor-
3 tation and fish and wildlife professionals; and

4 “(B) update the series of courses not less
5 frequently than once every 2 years.

6 “(c) STANDARDIZATION OF WILDLIFE COLLISION
7 AND CARCASS DATA.—

8 “(1) STANDARDIZED METHODOLOGY.—

9 “(A) IN GENERAL.—The Secretary, acting
10 through the Administrator of the Federal High-
11 way Administration (referred to in this sub-
12 section as the ‘Secretary’), shall develop a qual-
13 ity standardized methodology for collecting and
14 reporting spatially accurate wildlife collision
15 and carcass data for the National Highway Sys-
16 tem, considering the practicability of the meth-
17 odology with respect to technology and cost.

18 “(B) METHODOLOGY.—In developing the
19 standardized methodology under subparagraph
20 (A), the Secretary shall—

21 “(i) survey existing methodologies and
22 sources of data collection, including the
23 Fatality Analysis Reporting System, the
24 General Estimates System of the National

1 Automotive Sampling System, and the
2 Highway Safety Information System; and

3 “(ii) to the extent practicable, identify
4 and correct limitations of those existing
5 methodologies and sources of data collec-
6 tion.

7 “(C) CONSULTATION.—In developing the
8 standardized methodology under subparagraph
9 (A), the Secretary shall consult with—

10 “(i) the Secretary of the Interior;

11 “(ii) the Secretary of Agriculture, act-
12 ing through the Chief of the Forest Serv-
13 ice;

14 “(iii) Tribal, State, and local trans-
15 portation and wildlife authorities;

16 “(iv) metropolitan planning organiza-
17 tions (as defined in section 134(b));

18 “(v) members of the American Asso-
19 ciation of State Highway Transportation
20 Officials;

21 “(vi) members of the Association of
22 Fish and Wildlife Agencies;

23 “(vii) experts in the field of wildlife-
24 vehicle collisions;

1 “(viii) nongovernmental organizations;

2 and

3 “(ix) other interested stakeholders, as

4 appropriate.

5 “(2) STANDARDIZED NATIONAL DATA SYSTEM

6 WITH VOLUNTARY TEMPLATE IMPLEMENTATION.—

7 The Secretary shall—

8 “(A) develop a template for State imple-

9 mentation of a standardized national wildlife

10 collision and carcass data system for the Na-

11 tional Highway System that is based on the

12 standardized methodology developed under

13 paragraph (1); and

14 “(B) encourage the voluntary implementa-

15 tion of the template developed under subpara-

16 graph (A).

17 “(3) REPORTS.—

18 “(A) METHODOLOGY.—The Secretary shall

19 submit to Congress a report describing the

20 standardized methodology developed under

21 paragraph (1) not later than the later of—

22 “(i) the date that is 18 months after

23 the date of enactment of the INVEST in

24 America Act; and

1 “(ii) the date that is 180 days after
2 the date on which the Secretary completes
3 the development of the standardized meth-
4 odology.

5 “(B) IMPLEMENTATION.—Not later than 4
6 years after the date of enactment of the IN-
7 VEST in America Act, the Secretary shall sub-
8 mit to Congress a report describing—

9 “(i) the status of the voluntary imple-
10 mentation of the standardized methodology
11 developed under paragraph (1) and the
12 template developed under paragraph
13 (2)(A);

14 “(ii) whether the implementation of
15 the standardized methodology developed
16 under paragraph (1) and the template de-
17 veloped under paragraph (2)(A) has im-
18 pacted efforts by States, units of local gov-
19 ernment, and other entities—

20 “(I) to reduce the number of
21 wildlife-vehicle collisions; and

22 “(II) to improve habitat
23 connectivity;

24 “(iii) the degree of the impact de-
25 scribed in clause (ii); and

1 “(iv) the recommendations of the Sec-
2 retary, including recommendations for fur-
3 ther study aimed at reducing motorist col-
4 lisions involving wildlife and improving
5 habitat connectivity for terrestrial and
6 aquatic species on the National Highway
7 System, if any.

8 “(d) NATIONAL THRESHOLD GUIDANCE.—The Sec-
9 retary shall—

10 “(1) establish guidance, to be carried out by
11 States on a voluntary basis, that contains a thresh-
12 old for determining whether a highway shall be eval-
13 uated for potential mitigation measures to reduce
14 wildlife-vehicle collisions and increase habitat
15 connectivity for terrestrial and aquatic species, tak-
16 ing into consideration—

17 “(A) the number of wildlife-vehicle colli-
18 sions on the highway that pose a human safety
19 risk;

20 “(B) highway-related mortality and the ef-
21 fects of traffic on the highway on—

22 “(i) species listed as endangered spe-
23 cies or threatened species under the En-
24 dangered Species Act of 1973 (16 U.S.C.
25 1531 et seq.);

1 “(ii) species identified by a State as
2 species of greatest conservation need;

3 “(iii) species identified in State wild-
4 life plans; and

5 “(iv) medium and small terrestrial
6 and aquatic species; and

7 “(C) habitat connectivity values for terres-
8 trial and aquatic species and the barrier effect
9 of the highway on the movements and migra-
10 tions of those species.”.

11 (2) CLERICAL AMENDMENT.—The analysis for
12 chapter 1 of title 23, United States Code (as amend-
13 ed by subsection (b)(2)) is amended by inserting
14 after the item relating to section 171 the following:

“172. Wildlife-vehicle collision reduction and habitat connectivity improvement.”.

15 (d) WILDLIFE CROSSINGS STANDARDS.—Section
16 109(e)(2) of title 23, United States Code, is amended—

17 (1) in subparagraph (E), by striking “and” at
18 the end;

19 (2) by redesignating subparagraph (F) as sub-
20 paragraph (G); and

21 (3) by inserting after subparagraph (E) the fol-
22 lowing:

23 “(F) the publication of the Federal High-
24 way Administration entitled ‘Wildlife Crossing

1 Structure Handbook: Design and Evaluation in
2 North America’ and dated March 2011; and”.

3 (e) WILDLIFE HABITAT CONNECTIVITY AND NA-
4 TIONAL BRIDGE AND TUNNEL INVENTORY AND INSPEC-
5 TION STANDARDS.—Section 144 of title 23, United States
6 Code, is amended—

7 (1) in subsection (a)(2)—

8 (A) in subparagraph (B), by inserting “,
9 resilience,” after “safety”;

10 (B) in subparagraph (D), by striking
11 “and” at the end;

12 (C) in subparagraph (E), by striking the
13 period at the end and inserting “; and”; and

14 (D) by adding at the end the following:

15 “(F) to ensure adequate passage of aquatic
16 and terrestrial species, where appropriate.”;

17 (2) in subsection (b)—

18 (A) in paragraph (4), by striking “and” at
19 the end;

20 (B) in paragraph (5), by striking the pe-
21 riod at the end and inserting “; and”; and

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

23 “(6) determine if the replacement or rehabilita-
24 tion of bridges and tunnels should include measures

1 to enable safe and unimpeded movement for terres-
2 trial and aquatic species.”; and

3 (3) in subsection (i), by adding at the end the
4 following:

5 “(3) REQUIREMENT.—The first revision under
6 paragraph (2) after the date of enactment of the IN-
7 VEST in America Act shall include techniques to as-
8 sess passage of aquatic and terrestrial species and
9 habitat restoration potential.”.

10 **SEC. 1124. CONSOLIDATION OF PROGRAMS.**

11 Section 1519(a) of MAP–21 (Public Law 112–141;
12 126 Stat. 574; 129 Stat. 1423) is amended, in the matter
13 preceding paragraph (1), by striking “fiscal years 2016
14 through 2020” and inserting “fiscal years 2022 through
15 2026”.

16 **SEC. 1125. STATE FREIGHT ADVISORY COMMITTEES.**

17 Section 70201 of title 49, United States Code, is
18 amended—

19 (1) in subsection (a), by striking “representa-
20 tives of ports, freight railroads,” and all that follows
21 through the period at the end and inserting the fol-
22 lowing: “representatives of—

23 “(1) ports, if applicable;

24 “(2) freight railroads, if applicable;

25 “(3) shippers;

1 “(4) carriers;

2 “(5) freight-related associations;

3 “(6) third-party logistics providers;

4 “(7) the freight industry workforce;

5 “(8) the transportation department of the
6 State;

7 “(9) metropolitan planning organizations;

8 “(10) local governments;

9 “(11) the environmental protection department
10 of the State, if applicable;

11 “(12) the air resources board of the State, if
12 applicable; and

13 “(13) economic development agencies of the
14 State.”;

15 (2) in subsection (b)(5), by striking “70202.”
16 and inserting “70202, including by providing advice
17 regarding the development of the freight investment
18 plan.”;

19 (3) by redesignating subsection (b) as sub-
20 section (c); and

21 (4) by inserting after subsection (a) the fol-
22 lowing:

23 “(b) **QUALIFICATIONS.**—Each member of a freight
24 advisory committee established under subsection (a) shall

1 have qualifications sufficient to serve on a freight advisory
2 committee, including, as applicable—

3 “(1) general business and financial experience;

4 “(2) experience or qualifications in the areas of
5 freight transportation and logistics;

6 “(3) experience in transportation planning;

7 “(4) experience representing employees of the
8 freight industry; or

9 “(5) experience representing a State, local gov-
10 ernment, or metropolitan planning organization.”.

11 **SEC. 1126. TERRITORIAL AND PUERTO RICO HIGHWAY PRO-**
12 **GRAM.**

13 Section 165 of title 23, United States Code, is
14 amended—

15 (1) in subsection (a), by striking paragraphs
16 (1) and (2) and inserting the following:

17 “(1) for the Puerto Rico highway program
18 under subsection (b)—

19 “(A) \$173,010,000 shall be for fiscal year
20 2022;

21 “(B) \$176,960,000 shall be for fiscal year
22 2023;

23 “(C) \$180,120,000 shall be for fiscal year
24 2024;

1 “(D) \$183,675,000 shall be for fiscal year
2 2025; and

3 “(E) \$187,230,000 shall be for fiscal year
4 2026; and

5 “(2) for the territorial highway program under
6 subsection (c)—

7 “(A) \$45,990,000 shall be for fiscal year
8 2022;

9 “(B) \$47,040,000 shall be for fiscal year
10 2023;

11 “(C) \$47,880,000 shall be for fiscal year
12 2024;

13 “(D) \$48,825,000 shall be for fiscal year
14 2025; and

15 “(E) \$49,770,000 shall be for fiscal year
16 2026.”;

17 (2) in subsection (b)(2)(C)(iii), by inserting
18 “and preventative maintenance on the National
19 Highway System” after “chapter 1”; and

20 (3) in subsection (c)(7), by striking “para-
21 graphs (1) through (4) of section 133(c) and section
22 133(b)(12)” and inserting “paragraphs (1), (2), (3),
23 and (5) of section 133(c) and section 133(b)(13)”.

1 **SEC. 1127. NATIONALLY SIGNIFICANT FEDERAL LANDS AND**
2 **TRIBAL PROJECTS PROGRAM.**

3 Section 1123 of the FAST Act (23 U.S.C. 201 note;
4 Public Law 114–94) is amended—

5 (1) in subsection (c)(3), by striking
6 “\$25,000,000” and all that follows through the pe-
7 riod at the end and inserting “\$12,500,000.”;

8 (2) in subsection (g)—

9 (A) by striking the subsection designation
10 and heading and all that follows through “The
11 Federal” in paragraph (1) and inserting the fol-
12 lowing:

13 “(g) COST SHARE.—

14 “(1) FEDERAL SHARE.—

15 “(A) IN GENERAL.—Except as provided in
16 subparagraph (B), the Federal”;

17 (B) in paragraph (1), by adding at the end
18 the following:

19 “(B) TRIBAL PROJECTS.—In the case of a
20 project on a tribal transportation facility (as de-
21 fined in section 101(a) of title 23, United
22 States Code), the Federal share of the cost of
23 the project shall be 100 percent.”; and

24 (C) in paragraph (2), by striking “other
25 than those made available under title 23 or title
26 49, United States Code,”; and

1 (3) by striking subsection (h) and inserting the
2 following:

3 “(h) USE OF FUNDS.—

4 “(1) IN GENERAL.—For each fiscal year, of the
5 amounts made available to carry out this section—

6 “(A) 50 percent shall be used for eligible
7 projects on Federal lands transportation facili-
8 ties and Federal lands access transportation fa-
9 cilities (as those terms are defined in section
10 101(a) of title 23, United States Code); and

11 “(B) 50 percent shall be used for eligible
12 projects on tribal transportation facilities (as
13 defined in section 101(a) of title 23, United
14 States Code).

15 “(2) REQUIREMENT.—Not less than 1 eligible
16 project carried out using the amount described in
17 paragraph (1)(A) shall be in a unit of the National
18 Park System with not less than 3,000,000 annual
19 visitors.

20 “(3) AVAILABILITY.—Amounts made available
21 to carry out this section shall remain available for
22 a period of 3 fiscal years following the fiscal year for
23 which the amounts are appropriated.”.

1 **SEC. 1128. TRIBAL HIGH PRIORITY PROJECTS PROGRAM.**

2 Section 1123(h) of MAP-21 (23 U.S.C. 202 note;
3 Public Law 112-141) is amended—

4 (1) by redesignating paragraph (2) as para-
5 graph (3);

6 (2) in paragraph (3) (as so redesignated), in
7 the matter preceding subparagraph (A), by striking
8 “paragraph (1)” and inserting “paragraphs (1) and
9 (2)”; and

10 (3) by striking the subsection designation and
11 heading and all that follows through the period at
12 the end of paragraph (1) and inserting the following:

13 “(h) FUNDING.—

14 “(1) SET-ASIDE.—For each of fiscal years 2022
15 through 2026, of the amounts made available to
16 carry out the tribal transportation program under
17 section 202 of title 23, United States Code, for that
18 fiscal year, the Secretary shall use \$9,000,000 to
19 carry out the program.

20 “(2) AUTHORIZATION OF APPROPRIATIONS.—In
21 addition to amounts made available under paragraph
22 (1), there is authorized to be appropriated
23 \$30,000,000 out of the general fund of the Treasury
24 to carry out the program for each of fiscal years
25 2022 through 2026.”.

1 **SEC. 1129. STANDARDS.**

2 Section 109 of title 23, United States Code, is
3 amended—

4 (1) in subsection (d)—

5 (A) by striking “(d) On any” and inserting
6 the following:

7 “(d) MANUAL ON UNIFORM TRAFFIC CONTROL DE-
8 VICES.—

9 “(1) IN GENERAL.—On any”;

10 (B) in paragraph (1) (as so designated), by
11 striking “promote the safe” and inserting “pro-
12 mote the safety, inclusion, and mobility of all
13 users”; and

14 (C) by adding at the end the following:

15 “(2) UPDATES.—Not later than 18 months
16 after the date of enactment of the INVEST in
17 America Act and not less frequently than every 4
18 years thereafter, the Secretary shall update the
19 Manual on Uniform Traffic Control Devices.”;

20 (2) in subsection (o)—

21 (A) by striking “Projects” and inserting:

22 “(A) IN GENERAL.—Projects”; and

23 (B) by inserting at the end the following:

24 “(B) LOCAL JURISDICTIONS.—Notwith-
25 standing subparagraph (A), a local jurisdiction
26 may use a roadway design guide recognized by

1 the Federal Highway Administration and
2 adopted by the local jurisdiction that is dif-
3 ferent from the roadway design guide used by
4 the State in which the local jurisdiction is lo-
5 cated for the design of projects on all roadways
6 under the ownership of the local jurisdiction
7 (other than a highway on the National Highway
8 System) for which the local jurisdiction is the
9 project sponsor, provided that the design com-
10 plies with all other applicable Federal laws.”;
11 and

12 (3) by adding at the end the following:

13 “(s) ELECTRIC VEHICLE CHARGING STATIONS.—

14 “(1) STANDARDS.—Electric vehicle charging in-
15 frastructure installed using funds provided under
16 this title shall provide, at a minimum—

17 “(A) non-proprietary charging connectors
18 that meet applicable industry safety standards;
19 and

20 “(B) open access to payment methods that
21 are available to all members of the public to en-
22 sure secure, convenient, and equal access to the
23 electric vehicle charging infrastructure that
24 shall not be limited by membership to a par-
25 ticular payment provider.

1 “(2) TREATMENT OF PROJECTS.—Notwith-
2 standing any other provision of law, a project to in-
3 stall electric vehicle charging infrastructure using
4 funds provided under this title shall be treated as if
5 the project is located on a Federal-aid highway.”.

6 **SEC. 1130. PUBLIC TRANSPORTATION.**

7 (a) IN GENERAL.—Section 142(a) of title 23, United
8 States Code, is amended by adding at the end the fol-
9 lowing:

10 “(3) BUS CORRIDORS.—In addition to the
11 projects described in paragraphs (1) and (2), the
12 Secretary may approve payment from sums appor-
13 tioned under paragraph (2) or (7) of section 104(b)
14 for carrying out a capital project for the construc-
15 tion of a bus rapid transit corridor or dedicated bus
16 lanes, including the construction or installation of—

17 “(A) traffic signaling and prioritization
18 systems;

19 “(B) redesigned intersections that are nec-
20 essary for the establishment of a bus rapid
21 transit corridor;

22 “(C) on-street stations;

23 “(D) fare collection systems;

24 “(E) information and wayfinding systems;

25 and

1 “(F) depots.”.

2 (b) TECHNICAL CORRECTION.—Section 142 of title
3 23, United States Code, is amended by striking subsection
4 (i).

5 **SEC. 1131. RURAL OPPORTUNITIES TO USE TRANSPOR-**
6 **TATION FOR ECONOMIC SUCCESS COUNCIL.**

7 (a) DEFINITIONS.—In this section:

8 (1) COUNCIL.—The term “Council” means the
9 Rural Opportunities to Use Transportation for Eco-
10 nomic Success Council, or the ROUTES Council, es-
11 tablished under subsection (b).

12 (2) DISADVANTAGED RURAL COMMUNITY.—The
13 term “disadvantaged rural community” means a
14 community—

15 (A) in a rural area; and

16 (B) the annual median household income
17 of which is less than 80 percent of the annual
18 median household income of the State in which
19 the community is located.

20 (3) DISCRETIONARY FUNDING AND FINANCING
21 PROGRAMS.—The term “discretionary funding and
22 financing programs” means—

23 (A) the programs described in section
24 116(d)(1) of title 49, United States Code; and

1 (B) any other program of the Department,
2 as determined by the Secretary.

3 (4) INDIAN TRIBE.—The term “Indian Tribe”
4 has the meaning given the term in section 4 of the
5 Indian Self-Determination and Education Assistance
6 Act (25 U.S.C. 5304).

7 (5) RURAL AREA.—The term “rural area”
8 means an area that is outside an urbanized area
9 with a population of over 200,000.

10 (b) ESTABLISHMENT.—The Secretary shall establish
11 in the Department a council, to be known as the “Rural
12 Opportunities to Use Transportation for Economic Suc-
13 cess Council”, or the “ROUTES Council”, to coordinate
14 with—

15 (1) modal administrations and offices of the
16 Department; and

17 (2) other Federal agencies, as appropriate—

18 (A) to ensure that the unique transpor-
19 tation needs and attributes of rural areas, In-
20 dian Tribes, and disadvantaged rural commu-
21 nities are fully addressed during the develop-
22 ment and implementation of programs, policies,
23 and activities of the Department;

24 (B) to increase coordination of programs,
25 policies, and activities of the Department in a

1 manner that improves and expands transpor-
2 tation infrastructure in order to further eco-
3 nomic development in, and the quality of life of,
4 rural areas, Indian Tribes, and disadvantaged
5 rural communities; and

6 (C) to provide rural areas, Indian Tribes,
7 and disadvantaged rural communities with
8 proactive outreach—

9 (i) to improve access to discretionary
10 funding and financing programs; and

11 (ii) to facilitate timely resolution on
12 environmental reviews for complex or high-
13 priority projects.

14 (c) MEMBERSHIP; CHAIRPERSON.—The Council shall
15 be composed of—

16 (1) the Deputy Secretary of Transportation,
17 who shall serve as the chairperson of the Council;

18 (2) the Under Secretary of Transportation for
19 Policy;

20 (3) the General Counsel of the Department;

21 (4) the Chief Financial Officer and Assistant
22 Secretary for Budget and Programs;

23 (5) the Assistant Secretary for Research and
24 Technology;

1 (6) the Assistant Secretary for Transportation
2 Policy;

3 (7) the Deputy Assistant Secretary for Tribal
4 Government Affairs;

5 (8) the Administrator of each of—

6 (A) the Federal Highway Administration;

7 (B) the Federal Railroad Administration;

8 and

9 (C) the Federal Transit Administration;

10 and

11 (9) such other individuals, who shall serve as
12 at-large members, as the Secretary may designate.

13 (d) DUTIES.—The Council shall—

14 (1) educate and provide technical assistance to
15 rural areas, Indian Tribes, and disadvantaged rural
16 communities with respect to discretionary funding
17 and financing programs;

18 (2) carry out research and utilize innovative ap-
19 proaches to resolve the transportation challenges
20 faced by rural areas, Indian Tribes, and disadvan-
21 taged rural communities;

22 (3) gather input from knowledgeable entities
23 and the public relating to—

1 (A) the benefits of transportation projects
2 to rural areas, Indian Tribes, and disadvan-
3 taged rural communities; and

4 (B) the barriers to advancing those
5 projects; and

6 (4) perform such other duties, as determined by
7 the Secretary.

8 (e) **ADDITIONAL STAFFING.**—The Secretary shall en-
9 sure the Council has adequate staff support to carry out
10 the duties of the Council under subsection (d).

11 (f) **REPORT.**—The Council shall submit to the Com-
12 mittee on Environment and Public Works of the Senate
13 and the Committee on Transportation and Infrastructure
14 of the House of Representatives an annual report that de-
15 scribes the activities carried out by the Council under sub-
16 section (d).

17 **SEC. 1132. RESERVATION OF CERTAIN FUNDS.**

18 (a) **OPEN CONTAINER REQUIREMENTS.**—Section
19 154(c)(2) of title 23, United States Code, is amended—

20 (1) in the paragraph heading, by striking
21 “2012” and inserting “2022”;

22 (2) by striking subparagraph (A) and inserting
23 the following:

24 “(A) **RESERVATION OF FUNDS.**—

1 “(i) IN GENERAL.—On October 1,
2 2021, and each October 1 thereafter, in
3 the case of a State described in clause (ii),
4 the Secretary shall reserve an amount
5 equal to 2.5 percent of the funds to be ap-
6 portioned to the State on that date under
7 each of paragraphs (1) and (2) of section
8 104(b) until the State certifies to the Sec-
9 retary the means by which the State will
10 use those reserved funds in accordance
11 with subparagraphs (A) and (B) of para-
12 graph (1), and paragraph (3).

13 “(ii) STATES DESCRIBED.—A State
14 referred to in clause (i) is a State—

15 “(I) that has not enacted or is
16 not enforcing an open container law
17 described in subsection (b); and

18 “(II) for which the Secretary de-
19 termined for the prior fiscal year that
20 the State had not enacted or was not
21 enforcing an open container law de-
22 scribed in subsection (b).”; and

23 (3) in subparagraph (B), in the matter pre-
24 ceding clause (i), by striking “subparagraph (A)”
25 and inserting “subparagraph (A)(i)”.

1 (b) REPEAT INTOXICATED DRIVER LAWS.—Section
2 164(b)(2) of title 23, United States Code, is amended—

3 (1) in the paragraph heading, by striking
4 “2012” and inserting “2022”;

5 (2) by striking subparagraph (A) and inserting
6 the following:

7 “(A) RESERVATION OF FUNDS.—

8 “(i) IN GENERAL.—On October 1,
9 2021, and each October 1 thereafter, in
10 the case of a State described in clause (ii),
11 the Secretary shall reserve an amount
12 equal to 2.5 percent of the funds to be ap-
13 portioned to the State on that date under
14 each of paragraphs (1) and (2) of section
15 104(b) until the State certifies to the Sec-
16 retary the means by which the State will
17 use those reserved funds in accordance
18 with subparagraphs (A) and (B) of para-
19 graph (1), and paragraph (3).

20 “(ii) STATES DESCRIBED.—A State
21 referred to in clause (i) is a State—

22 “(I) that has not enacted or is
23 not enforcing a repeat intoxicated
24 driver law; and

1 “(II) for which the Secretary de-
2 termined for the prior fiscal year that
3 the State had not enacted or was not
4 enforcing a repeat intoxicated driver
5 law.”; and

6 (3) in subparagraph (B), in the matter pre-
7 ceding clause (i), by striking “subparagraph (A)”
8 and inserting “subparagraph (A)(i)”.

9 **SEC. 1133. RURAL SURFACE TRANSPORTATION GRANT PRO-**
10 **GRAM.**

11 (a) IN GENERAL.—Chapter 1 of title 23, United
12 States Code (as amended by section 1123(c)(1)), is
13 amended by adding at the end the following:

14 **“§ 173. Rural surface transportation grant program**

15 “(a) DEFINITIONS.—In this section:

16 “(1) PROGRAM.—The term ‘program’ means
17 the program established under subsection (b)(1).

18 “(2) RURAL AREA.—The term ‘rural area’
19 means an area that is outside an urbanized area
20 with a population of over 200,000.

21 “(b) ESTABLISHMENT.—

22 “(1) IN GENERAL.—The Secretary shall estab-
23 lish a rural surface transportation grant program to
24 provide grants, on a competitive basis, to eligible en-

1 tities to improve and expand the surface transpor-
2 tation infrastructure in rural areas.

3 “(2) GOALS.—The goals of the program shall
4 be—

5 “(A) to increase connectivity;

6 “(B) to improve the safety and reliability
7 of the movement of people and freight; and

8 “(C) to generate regional economic growth
9 and improve quality of life.

10 “(3) GRANT ADMINISTRATION.—The Secretary
11 may—

12 “(A) retain not more than a total of 2 per-
13 cent of the funds made available to carry out
14 the program and to review applications for
15 grants under the program; and

16 “(B) transfer portions of the funds re-
17 tained under subparagraph (A) to the relevant
18 Administrators to fund the award and oversight
19 of grants provided under the program.

20 “(c) ELIGIBLE ENTITIES.—The Secretary may make
21 a grant under the program to—

22 “(1) a State;

23 “(2) a regional transportation planning organi-
24 zation;

25 “(3) a unit of local government;

1 “(4) a Tribal government or a consortium of
2 Tribal governments; and

3 “(5) a multijurisdictional group of entities de-
4 scribed in paragraphs (1) through (4).

5 “(d) APPLICATIONS.—To be eligible to receive a
6 grant under the program, an eligible entity shall submit
7 to the Secretary an application in such form, at such time,
8 and containing such information as the Secretary may re-
9 quire.

10 “(e) ELIGIBLE PROJECTS.—

11 “(1) IN GENERAL.—Except as provided in para-
12 graph (2), the Secretary may make a grant under
13 the program only for a project that is—

14 “(A) a highway, bridge, or tunnel project
15 eligible under section 119(d);

16 “(B) a highway, bridge, or tunnel project
17 eligible under section 133(b);

18 “(C) a project eligible under section
19 202(a);

20 “(D) a highway freight project eligible
21 under section 167(h)(5);

22 “(E) a highway safety improvement
23 project, including a project to improve a high
24 risk rural road (as those terms are defined in
25 section 148(a));

1 “(F) a project on a publicly-owned high-
2 way or bridge that provides or increases access
3 to an agricultural, commercial, energy, or inter-
4 modal facility that supports the economy of a
5 rural area; or

6 “(G) a project to develop, establish, or
7 maintain an integrated mobility management
8 system, a transportation demand management
9 system, or on-demand mobility services.

10 “(2) BUNDLING OF ELIGIBLE PROJECTS.—

11 “(A) IN GENERAL.—An eligible entity may
12 bundle 2 or more similar eligible projects under
13 the program that are—

14 “(i) included as a bundled project in
15 a statewide transportation improvement
16 program under section 135; and

17 “(ii) awarded to a single contractor or
18 consultant pursuant to a contract for engi-
19 neering and design or construction between
20 the contractor and the eligible entity.

21 “(B) ITEMIZATION.—Notwithstanding any
22 other provision of law (including regulations), a
23 bundling of eligible projects under this para-
24 graph may be considered to be a single project,
25 including for purposes of section 135.

1 “(f) ELIGIBLE PROJECT COSTS.—An eligible entity
2 may use funds from a grant under the program for—

3 “(1) development phase activities, including
4 planning, feasibility analysis, revenue forecasting,
5 environmental review, preliminary engineering and
6 design work, and other preconstruction activities;
7 and

8 “(2) construction, reconstruction, rehabilitation,
9 acquisition of real property (including land related
10 to the project and improvements to the land), envi-
11 ronmental mitigation, construction contingencies, ac-
12 quisition of equipment, and operational improve-
13 ments.

14 “(g) PROJECT REQUIREMENTS.—The Secretary may
15 provide a grant under the program to an eligible project
16 only if the Secretary determines that the project—

17 “(1) will generate regional economic, mobility,
18 or safety benefits;

19 “(2) will be cost effective;

20 “(3) will contribute to the accomplishment of 1
21 or more of the national goals under section 150;

22 “(4) is based on the results of preliminary engi-
23 neering; and

1 “(5) is reasonably expected to begin construc-
2 tion not later than 18 months after the date of obli-
3 gation of funds for the project.

4 “(h) ADDITIONAL CONSIDERATIONS.—In providing
5 grants under the program, the Secretary shall consider the
6 extent to which an eligible project will—

7 “(1) improve the state of good repair of existing
8 highway, bridge, and tunnel facilities;

9 “(2) increase the capacity or connectivity of the
10 surface transportation system and improve mobility
11 for residents of rural areas;

12 “(3) address economic development and job cre-
13 ation challenges, including energy sector job losses
14 in energy communities as identified in the report re-
15 leased in April 2021 by the interagency working
16 group established by section 218 of Executive Order
17 14008 (86 Fed. Reg. 7628 (February 1, 2021));

18 “(4) enhance recreational and tourism opportu-
19 nities by providing access to Federal land, national
20 parks, national forests, national recreation areas, na-
21 tional wildlife refuges, wilderness areas, or State
22 parks;

23 “(5) contribute to geographic diversity among
24 grant recipients;

1 “(6) utilize innovative project delivery ap-
2 proaches or incorporate transportation technologies;

3 “(7) coordinate with projects to address
4 broadband infrastructure needs; or

5 “(8) improve access to emergency care, essen-
6 tial services, healthcare providers, or drug and alco-
7 hol treatment and rehabilitation resources.

8 “(i) GRANT AMOUNT.—Except as provided in sub-
9 section (k)(1), a grant under the program shall be in an
10 amount that is not less than \$25,000,000.

11 “(j) FEDERAL SHARE.—

12 “(1) IN GENERAL.—Except as provided in para-
13 graph (2), the Federal share of the cost of a project
14 carried out with a grant under the program may not
15 exceed 80 percent.

16 “(2) FEDERAL SHARE FOR CERTAIN
17 PROJECTS.—The Federal share of the cost of an eli-
18 gible project that furthers the completion of a des-
19 ignated segment of the Appalachian Development
20 Highway System under section 14501 of title 40, or
21 addresses a surface transportation infrastructure
22 need identified for the Denali access system program
23 under section 309 of the Denali Commission Act of
24 1998 (42 U.S.C. 3121 note; Public Law 105–277)

1 shall be up to 100 percent, as determined by the
2 State.

3 “(3) USE OF OTHER FEDERAL ASSISTANCE.—
4 Federal assistance other than a grant under the pro-
5 gram may be used to satisfy the non-Federal share
6 of the cost of a project carried out with a grant
7 under the program.

8 “(k) SET ASIDES.—

9 “(1) SMALL PROJECTS.—The Secretary shall
10 use not more than 10 percent of the amounts made
11 available for the program for each fiscal year to pro-
12 vide grants for eligible projects in an amount that
13 is less than \$25,000,000.

14 “(2) APPALACHIAN DEVELOPMENT HIGHWAY
15 SYSTEM.—The Secretary shall reserve 25 percent of
16 the amounts made available for the program for
17 each fiscal year for eligible projects that further the
18 completion of designated routes of the Appalachian
19 Development Highway System under section 14501
20 of title 40.

21 “(3) EXCESS FUNDING.—In any fiscal year in
22 which qualified applications for grants under this
23 subsection do not allow for the amounts reserved
24 under paragraphs (1) or (2) to be fully utilized, the

1 Secretary shall use the unutilized amounts to make
2 other grants under the program.

3 “(1) CONGRESSIONAL REVIEW.—

4 “(1) NOTIFICATION.—Not less than 60 days be-
5 fore providing a grant under the program, the Sec-
6 retary shall submit to the Committee on Environ-
7 ment and Public Works of the Senate and the Com-
8 mittee on Transportation and Infrastructure of the
9 House of Representatives—

10 “(A) a list of all applications determined to
11 be eligible for a grant by the Secretary;

12 “(B) each application proposed to be se-
13 lected for a grant, including a justification for
14 the selection; and

15 “(C) proposed grant amounts.

16 “(2) COMMITTEE REVIEW.—Before the last day
17 of the 60-day period described in paragraph (1),
18 each Committee described in paragraph (1) shall re-
19 view the list of proposed projects submitted by the
20 Secretary.

21 “(3) CONGRESSIONAL DISAPPROVAL.—The Sec-
22 retary may not make a grant or any other obligation
23 or commitment to fund a project under the program
24 if a joint resolution is enacted disapproving funding

1 for the project before the last day of the 60-day pe-
2 riod described in paragraph (1).

3 “(m) TRANSPARENCY.—

4 “(1) IN GENERAL.—Not later than 30 days
5 after providing a grant for a project under the pro-
6 gram, the Secretary shall provide to all applicants,
7 and publish on the website of the Department of
8 Transportation, the information described in sub-
9 section (l)(1).

10 “(2) BRIEFING.—The Secretary shall provide,
11 on the request of an eligible entity, the opportunity
12 to receive a briefing to explain any reasons the eligi-
13 ble entity was not selected to receive a grant under
14 the program.

15 “(n) REPORTS.—

16 “(1) ANNUAL REPORT.—The Secretary shall
17 make available on the website of the Department of
18 Transportation at the end of each fiscal year an an-
19 nual report that lists each project for which a grant
20 has been provided under the program during that
21 fiscal year.

22 “(2) COMPTROLLER GENERAL.—

23 “(A) ASSESSMENT.—The Comptroller Gen-
24 eral of the United States shall conduct an as-
25 sessment of the administrative establishment,

1 solicitation, selection, and justification process
2 with respect to the awarding of grants under
3 the program for each fiscal year.

4 “(B) REPORT.—Each fiscal year, the
5 Comptroller General shall submit to the Com-
6 mittee on Environment and Public Works of the
7 Senate and the Committee on Transportation
8 and Infrastructure of the House of Representa-
9 tives a report that describes, for the fiscal
10 year—

11 “(i) the adequacy and fairness of the
12 process by which each project was selected,
13 if applicable; and

14 “(ii) the justification and criteria used
15 for the selection of each project, if applica-
16 ble.”.

17 (b) CLERICAL AMENDMENT.—The analysis for chap-
18 ter 1 of title 23, United States Code (as amended by sec-
19 tion (1123(c)(2)), is amended by inserting after the item
20 relating to section 172 the following:

“173. Rural surface transportation grant program.”.

21 **SEC. 1134. BICYCLE TRANSPORTATION AND PEDESTRIAN**
22 **WALKWAYS.**

23 Section 217 of title 23, United States Code, is
24 amended—

25 (1) in subsection (a)—

1 (A) by striking “pedestrian walkways and
2 bicycle” and inserting “pedestrian walkways
3 and bicycle and shared micromobility”; and

4 (B) by striking “safe bicycle use” and in-
5 serting “safe access for bicyclists and pedes-
6 trians”;

7 (2) in subsection (d), by striking “a position”
8 and inserting “up to 2 positions”;

9 (3) in subsection (e), by striking “bicycles”
10 each place it appears and inserting “pedestrians or
11 bicyclists”;

12 (4) in subsection (f), by striking “and a bicy-
13 cle” and inserting “or a bicycle or shared micro-
14 mobility”; and

15 (5) in subsection (j), by striking paragraph (2)
16 and inserting the following:

17 “(2) ELECTRIC BICYCLE.—

18 “(A) IN GENERAL.—The term ‘electric bi-
19 cycle’ means a bicycle—

20 “(i) equipped with fully operable ped-
21 als, a saddle or seat for the rider, and an
22 electric motor of less than 750 watts;

23 “(ii) that can safely share a bicycle
24 transportation facility with other users of
25 such facility; and

1 “(iii) that is a class 1 electric bicycle,
2 class 2 electric bicycle, or class 3 electric
3 bicycle.

4 “(B) CLASSES OF ELECTRIC BICYCLES.—

5 “(i) CLASS 1 ELECTRIC BICYCLE.—

6 For purposes of subparagraph (A)(iii), the
7 term ‘class 1 electric bicycle’ means an
8 electric bicycle, other than a class 3 elec-
9 tric bicycle, equipped with a motor that—

10 “(I) provides assistance only
11 when the rider is pedaling; and

12 “(II) ceases to provide assistance
13 when the speed of the bicycle reaches
14 or exceeds 20 miles per hour.

15 “(ii) CLASS 2 ELECTRIC BICYCLE.—

16 For purposes of subparagraph (A)(iii), the
17 term ‘class 2 electric bicycle’ means an
18 electric bicycle equipped with a motor
19 that—

20 “(I) may be used exclusively to
21 propel the bicycle; and

22 “(II) is not capable of providing
23 assistance when the speed of the bicy-
24 cle reaches or exceeds 20 miles per
25 hour.

1 “(iii) CLASS 3 ELECTRIC BICYCLE.—

2 For purposes of subparagraph (A)(iii), the
3 term ‘class 3 electric bicycle’ means an
4 electric bicycle equipped with a motor
5 that—

6 “(I) provides assistance only
7 when the rider is pedaling; and

8 “(II) ceases to provide assistance
9 when the speed of the bicycle reaches
10 or exceeds 28 miles per hour.”.

11 **SEC. 1135. RECREATIONAL TRAILS PROGRAM.**

12 Section 206 of title 23, United States Code, is
13 amended by adding at the end the following:

14 “(j) USE OF OTHER APPORTIONED FUNDS.—Funds
15 apportioned to a State under section 104(b) that are obli-
16 gated for a recreational trail or a related project shall be
17 administered as if the funds were made available to carry
18 out this section.”.

19 **SEC. 1136. UPDATES TO MANUAL ON UNIFORM TRAFFIC**
20 **CONTROL DEVICES.**

21 In carrying out the first update to the Manual on
22 Uniform Traffic Control Devices under section 109(d)(2)
23 of title 23, United States Code, to the greatest extent
24 practicable, the Secretary shall include updates necessary
25 to provide for—

1 (1) the protection of vulnerable road users (as
2 defined in section 148(a) of title 23, United States
3 Code);

4 (2) supporting the safe testing of automated ve-
5 hicle technology and any preparation necessary for
6 the safe integration of automated vehicles onto pub-
7 lic streets;

8 (3) appropriate use of variable message signs to
9 enhance public safety;

10 (4) the minimum retroreflectivity of traffic con-
11 trol devices and pavement markings; and

12 (5) any additional recommendations made by
13 the National Committee on Uniform Traffic Control
14 Devices that have not been incorporated into the
15 Manual on Uniform Traffic Control Devices.

16 **Subtitle B—Planning and**
17 **Performance Management**

18 **SEC. 1201. TRANSPORTATION PLANNING.**

19 (a) METROPOLITAN TRANSPORTATION PLANNING.—
20 Section 134 of title 23, United States Code, is amended—

21 (1) in subsection (d)—

22 (A) in paragraph (3), by adding at the end
23 the following:

24 “(D) CONSIDERATIONS.—In designating
25 officials or representatives under paragraph (2)

1 for the first time, subject to the bylaws or ena-
2 bling statute of the metropolitan planning orga-
3 nization, the metropolitan planning organization
4 shall consider the equitable and proportional
5 representation of the population of the metro-
6 politan planning area.”; and

7 (B) in paragraph (7)—

8 (i) by striking “an existing metropoli-
9 tan planning area” and inserting “an ex-
10 isting urbanized area (as defined by the
11 Bureau of the Census)”; and

12 (ii) by striking “the existing metro-
13 politan planning area” and inserting “the
14 area”;

15 (2) in subsection (g)—

16 (A) in paragraph (1), by striking “a met-
17 ropolitan area” and inserting “an urbanized
18 area (as defined by the Bureau of the Census)”;

19 and

20 (B) by adding at the end the following:

21 “(4) COORDINATION BETWEEN MPOS.—If
22 more than 1 metropolitan planning organization is
23 designated within an urbanized area (as defined by
24 the Bureau of the Census) under subsection (d)(7),
25 the metropolitan planning organizations designated

1 within the area shall ensure, to the maximum extent
2 practicable, the consistency of any data used in the
3 planning process, including information used in fore-
4 casting travel demand.

5 “(5) SAVINGS CLAUSE.—Nothing in this sub-
6 section requires metropolitan planning organizations
7 designated within a single urbanized area to jointly
8 develop planning documents, including a unified
9 long-range transportation plan or unified TIP.”;

10 (3) in subsection (i)(6), by adding at the end
11 the following:

12 “(D) USE OF TECHNOLOGY.—A metropoli-
13 tan planning organization may use social media
14 and other web-based tools—

15 “(i) to further encourage public par-
16 ticipation; and

17 “(ii) to solicit public feedback during
18 the transportation planning process.”; and

19 (4) in subsection (p), by striking “paragraphs
20 (5)(D) and (6) of section 104(b) of this title” and
21 inserting “section 104(b)(6)”.

22 (b) STATEWIDE AND NONMETROPOLITAN TRANSPOR-
23 TATION PLANNING.—Section 135(f)(3) of title 23, United
24 States Code, is amended by adding at the end the fol-
25 lowing:

1 “(C) USE OF TECHNOLOGY.—A State may
2 use social media and other web-based tools—

3 “(i) to further encourage public par-
4 ticipation; and

5 “(ii) to solicit public feedback during
6 the transportation planning process.”.

7 (c) CONFORMING AMENDMENT.—Section 135(i) of
8 title 23, United States Code, is amended by striking
9 “paragraphs (5)(D) and (6) of section 104(b) of this title”
10 and inserting “section 104(b)(6)”.

11 **SEC. 1202. FISCAL CONSTRAINT ON LONG-RANGE TRANS-**
12 **PORTATION PLANS.**

13 Not later than 1 year after the date of enactment
14 of this Act, the Secretary shall amend section
15 450.324(f)(11)(v) of title 23, Code of Federal Regulations,
16 to ensure that the outer years of a metropolitan transpor-
17 tation plan are defined as “beyond the first 4 years”.

18 **SEC. 1203. STATE HUMAN CAPITAL PLANS.**

19 (a) IN GENERAL.—Chapter 1 of title 23, United
20 States Code (as amended by section 1133(a)), is amended
21 by adding at the end the following:

22 **“§ 174. State human capital plans**

23 “(a) IN GENERAL.—Not later than 18 months after
24 the date of enactment of this section, the Secretary shall
25 encourage each State to develop a voluntary plan, to be

1 known as a ‘human capital plan’, that provides for the
2 immediate and long-term personnel and workforce needs
3 of the State with respect to the capacity of the State to
4 deliver transportation and public infrastructure eligible
5 under this title.

6 “(b) PLAN CONTENTS.—

7 “(1) IN GENERAL.—A human capital plan de-
8 veloped by a State under subsection (a) shall, to the
9 maximum extent practicable, take into consider-
10 ation—

11 “(A) significant transportation workforce
12 trends, needs, issues, and challenges with re-
13 spect to the State;

14 “(B) the human capital policies, strategies,
15 and performance measures that will guide the
16 transportation-related workforce investment de-
17 cisions of the State;

18 “(C) coordination with educational institu-
19 tions, industry, organized labor, workforce
20 boards, and other agencies or organizations to
21 address the human capital transportation needs
22 of the State;

23 “(D) a workforce planning strategy that
24 identifies current and future human capital
25 needs, including the knowledge, skills, and abili-

1 ties needed to recruit and retain skilled workers
2 in the transportation industry;

3 “(E) a human capital management strat-
4 egy that is aligned with the transportation mis-
5 sion, goals, and organizational objectives of the
6 State;

7 “(F) an implementation system for work-
8 force goals focused on addressing continuity of
9 leadership and knowledge sharing across the
10 State;

11 “(G) an implementation system that ad-
12 dresses workforce competency gaps, particularly
13 in mission-critical occupations;

14 “(H) in the case of public-private partner-
15 ships or other alternative project delivery meth-
16 ods to carry out the transportation program of
17 the State, a description of workforce needs—

18 “(i) to ensure that the transportation
19 mission, goals, and organizational objec-
20 tives of the State are fully carried out; and

21 “(ii) to ensure that procurement
22 methods provide the best public value;

23 “(I) a system for analyzing and evaluating
24 the performance of the State department of
25 transportation with respect to all aspects of

1 human capital management policies, programs,
2 and activities; and

3 “(J) the manner in which the plan will im-
4 prove the ability of the State to meet the na-
5 tional policy in support of performance manage-
6 ment established under section 150.

7 “(2) PLANNING PERIOD.—If a State develops a
8 human capital plan under subsection (a), the plan
9 shall address a 5-year forecast period.

10 “(c) PLAN UPDATES.—If a State develops a human
11 capital plan under subsection (a), the State shall update
12 the plan not less frequently than once every 5 years.

13 “(d) RELATIONSHIP TO LONG-RANGE PLAN.—

14 “(1) IN GENERAL.—Subject to paragraph (2), a
15 human capital plan developed by a State under sub-
16 section (a) may be developed separately from, or in-
17 corporated into, the long-range statewide transpor-
18 tation plan required under section 135.

19 “(2) EFFECT OF SECTION.—Nothing in this
20 section requires a State, or authorizes the Secretary
21 to require a State, to incorporate a human capital
22 plan into the long-range statewide transportation
23 plan required under section 135.

24 “(e) PUBLIC AVAILABILITY.—Each State that devel-
25 ops a human capital plan under subsection (a) shall make

1 a copy of the plan available to the public in a user-friendly
2 format on the website of the State department of transpor-
3 tation.

4 “(f) SAVINGS PROVISION.—Nothing in this section
5 prevents a State from carrying out transportation work-
6 force planning—

7 “(1) not described in this section; or

8 “(2) not in accordance with this section.”.

9 (b) CLERICAL AMENDMENT.—The analysis for chap-
10 ter 1 of title 23, United States Code (as amended by sec-
11 tion 1133(b)), is amended by inserting after the item re-
12 lating to section 173 the following:

“174. State human capital plans.”.

13 **SEC. 1204. PRIORITIZATION PROCESS PILOT PROGRAM.**

14 (a) DEFINITIONS.—In this section:

15 (1) ELIGIBLE ENTITY.—The term “eligible enti-
16 ty” means any of the following:

17 (A) A metropolitan planning organization
18 that serves an area with a population of over
19 200,000.

20 (B) A State.

21 (2) METROPOLITAN PLANNING ORGANIZA-
22 TION.—The term “metropolitan planning organiza-
23 tion” has the meaning given the term in section
24 134(b) of title 23, United States Code.

1 (3) PRIORITIZATION PROCESS PILOT PRO-
2 GRAM.—The term “prioritization process pilot pro-
3 gram” means the pilot program established under
4 subsection (b)(1).

5 (b) ESTABLISHMENT.—

6 (1) IN GENERAL.—The Secretary shall establish
7 and solicit applications for a prioritization process
8 pilot program.

9 (2) PURPOSE.—The purpose of the
10 prioritization process pilot program shall be to sup-
11 port data-driven approaches to planning that, on
12 completion, can be evaluated for public benefit.

13 (c) PILOT PROGRAM ADMINISTRATION.—

14 (1) IN GENERAL.—An eligible entity partici-
15 pating in the prioritization process pilot program
16 shall—

17 (A) use priority objectives that are devel-
18 oped—

19 (i) in the case of an urbanized area
20 with a population of over 200,000, by the
21 metropolitan planning organization that
22 serves the area, in consultation with the
23 State;

24 (ii) in the case of an urbanized area
25 with a population of 200,000 or fewer, by

1 the State in consultation with all metro-
2 politan planning organizations in the
3 State; and

4 (iii) through a public process that pro-
5 vides an opportunity for public input;

6 (B) assess and score projects and strate-
7 gies on the basis of—

8 (i) the contribution and benefits of the
9 project or strategy to each priority objec-
10 tive developed under subparagraph (A);

11 (ii) the cost of the project or strategy
12 relative to the contribution and benefits as-
13 sessed and scored under clause (i); and

14 (iii) public support;

15 (C) use the scores assigned under subpara-
16 graph (B) to guide project selection in the de-
17 velopment of the transportation plan and trans-
18 portation improvement program; and

19 (D) ensure that the public—

20 (i) has opportunities to provide public
21 comment on projects before decisions are
22 made on the transportation plan and the
23 transportation improvement program; and

1 (ii) has access to clear reasons why
2 each project or strategy was selected or not
3 selected.

4 (2) REQUIREMENTS.—An eligible entity that re-
5 ceives a grant under the prioritization process pilot
6 program shall use the funds as described in each of
7 the following, as applicable:

8 (A) METROPOLITAN TRANSPORTATION
9 PLANNING.—In the case of a metropolitan plan-
10 ning organization that serves an area with a
11 population of over 200,000, the entity shall—

12 (i) develop and implement a publicly
13 accessible, transparent prioritization proc-
14 ess for the selection of projects for inclu-
15 sion on the transportation plan for the
16 metropolitan planning area under section
17 134(i) of title 23, United States Code, and
18 section 5303(i) of title 49, United States
19 Code, which shall—

20 (I) include criteria identified by
21 the metropolitan planning organiza-
22 tion, which may be weighted to reflect
23 the priority objectives developed under
24 paragraph (1)(A), that the metropoli-

1 tan planning organization has deter-
2 mined support—

3 (aa) factors described in sec-
4 tion 134(h) of title 23, United
5 States Code, and section 5303(h)
6 of title 49, United States Code;

7 (bb) targets for national
8 performance measures under sec-
9 tion 150(b) of title 23, United
10 States Code;

11 (cc) applicable transpor-
12 tation goals in the metropolitan
13 planning area or State set by the
14 applicable transportation agency;
15 and

16 (dd) priority objectives de-
17 veloped under paragraph (1)(A);

18 (II) evaluate the outcomes for
19 each proposed project on the basis of
20 the benefits of the proposed project
21 with respect to each of the criteria de-
22 scribed in subclause (I) relative to the
23 cost of the proposed project; and

1 (III) use the evaluation under
2 subclause (II) to create a ranked list
3 of proposed projects; and

4 (ii) with respect to the priority list
5 under section 134(j)(2)(A) of title 23 and
6 section 5303(j)(2)(A) of title 49, United
7 States Code, include projects according to
8 the rank of the project under clause
9 (i)(III), except as provided in subpara-
10 graph (D).

11 (B) STATEWIDE TRANSPORTATION PLAN-
12 NING.—In the case of a State, the State shall—

13 (i) develop and implement a publicly
14 accessible, transparent process for the se-
15 lection of projects for inclusion on the
16 long-range statewide transportation plan
17 under section 135(f) of title 23, United
18 States Code, which shall—

19 (I) include criteria identified by
20 the State, which may be weighted to
21 reflect statewide priorities, that the
22 State has determined support—

23 (aa) factors described in sec-
24 tion 135(d) of title 23, United

1 States Code, and section 5304(d)
2 of title 49, United States Code;

3 (bb) national transportation
4 goals under section 150(b) of
5 title 23, United States Code;

6 (cc) applicable transpor-
7 tation goals in the State; and

8 (dd) the priority objectives
9 developed under paragraph
10 (1)(A);

11 (II) evaluate the outcomes for
12 each proposed project on the basis of
13 the benefits of the proposed project
14 with respect to each of the criteria de-
15 scribed in subclause (I) relative to the
16 cost of the proposed project; and

17 (III) use the evaluation under
18 subclause (II) to create a ranked list
19 of proposed projects; and

20 (ii) with respect to the statewide
21 transportation improvement program
22 under section 135(g) of title 23, United
23 States Code, and section 5304(g) of title
24 49, United States Code, include projects
25 according to the rank of the project under

1 clause (i)(III), except as provided in sub-
2 paragraph (D).

3 (C) ADDITIONAL TRANSPORTATION PLAN-
4 NING.—If the eligible entity has implemented,
5 and has in effect, the requirements under sub-
6 paragraph (A) or (B), as applicable, the eligible
7 entity may use any remaining funds from a
8 grant provided under the pilot program for any
9 transportation planning purpose.

10 (D) EXCEPTIONS TO PRIORITY RANKING.—
11 In the case of any project that the eligible enti-
12 ty chooses to include or not include in the
13 transportation improvement program under sec-
14 tion 134(j) of title 23, United States Code, or
15 the statewide transportation improvement pro-
16 gram under section 135(g) of title 23, United
17 States Code, as applicable, in a manner that is
18 contrary to the priority ranking for that project
19 established under subparagraph (A)(i)(III) or
20 (B)(i)(III), the eligible entity shall make pub-
21 licly available an explanation for the decision,
22 including—
23 (i) a review of public comments re-
24 garding the project;

1 (ii) an evaluation of public support for
2 the project;

3 (iii) an assessment of geographic bal-
4 ance of projects of the eligible entity; and

5 (iv) the number of projects of the eli-
6 gible entity in economically distressed
7 areas.

8 (3) **MAXIMUM AMOUNT.**—The maximum
9 amount of a grant under the prioritization process
10 pilot program is \$2,000,000.

11 (d) **APPLICATIONS.**—To be eligible to participate in
12 the prioritization process pilot program, an eligible entity
13 shall submit to the Secretary an application at such time,
14 in such manner, and containing such information as the
15 Secretary may require.

16 **SEC. 1205. TRAVEL DEMAND DATA AND MODELING.**

17 (a) **DEFINITION OF METROPOLITAN PLANNING OR-**
18 **GANIZATION.**—In this section, the term “metropolitan
19 planning organization” has the meaning given the term
20 in section 134(b) of title 23, United States Code.

21 (b) **STUDY.**—

22 (1) **IN GENERAL.**—Not later than 2 years after
23 the date of enactment of this Act, and not less fre-
24 quently than once every 5 years thereafter, the Sec-
25 retary shall carry out a study that—

1 (A) gathers travel data and travel demand
2 forecasts from a representative sample of States
3 and metropolitan planning organizations;

4 (B) uses the data and forecasts gathered
5 under subparagraph (A) to compare travel de-
6 mand forecasts with the observed data, includ-
7 ing—

8 (i) traffic counts;

9 (ii) travel mode share and public tran-
10 sit ridership; and

11 (iii) vehicle occupancy measures; and

12 (C) uses the information described in sub-
13 paragraphs (A) and (B)—

14 (i) to develop best practices or guid-
15 ance for States and metropolitan planning
16 organizations to use in forecasting travel
17 demand for future investments in transpor-
18 tation improvements;

19 (ii) to evaluate the impact of trans-
20 portation investments, including new road-
21 way capacity, on travel behavior and travel
22 demand, including public transportation
23 ridership, induced highway travel, and con-
24 gestion;

1 (iii) to support more accurate travel
2 demand forecasting by States and metro-
3 politan planning organizations; and

4 (iv) to enhance the capacity of States
5 and metropolitan planning organizations—

6 (I) to forecast travel demand;

7 and

8 (II) to track observed travel be-
9 havior responses, including induced
10 travel, to changes in transportation
11 capacity, pricing, and land use pat-
12 terns.

13 (2) SECRETARIAL SUPPORT.—The Secretary
14 shall seek opportunities to support the transpor-
15 tation planning processes under sections 134 and
16 135 of title 23, United States Code, through the
17 provision of data to States and metropolitan plan-
18 ning organizations to improve the quality of plans,
19 models, and forecasts described in this subsection.

20 (3) EVALUATION TOOL.—The Secretary shall
21 develop a publicly available multimodal web-based
22 tool for the purpose of enabling States and metro-
23 politan planning organizations to evaluate the effect
24 of investments in highway and public transportation
25 projects on the use and conditions of all transpor-

1 tation assets within the State or area served by the
2 metropolitan planning organization, as applicable.

3 **SEC. 1206. INCREASING SAFE AND ACCESSIBLE TRANSPOR-**
4 **TATION OPTIONS.**

5 (a) DEFINITION OF COMPLETE STREETS STAND-
6 ARDS OR POLICIES.—In this section, the term “Complete
7 Streets standards or policies” means standards or policies
8 that ensure the safe and adequate accommodation of all
9 users of the transportation system, including pedestrians,
10 bicyclists, public transportation users, children, older indi-
11 viduals, individuals with disabilities, motorists, and freight
12 vehicles.

13 (b) FUNDING REQUIREMENT.—Notwithstanding any
14 other provision of law, each State and metropolitan plan-
15 ning organization shall use to carry out 1 or more activi-
16 ties described in subsection (c)—

17 (1) in the case of a State, not less than 2.5 per-
18 cent of the amounts made available to the State to
19 carry out section 505 of title 23, United States
20 Code; and

21 (2) in the case of a metropolitan planning orga-
22 nization, not less than 2.5 percent of the amounts
23 made available to the metropolitan planning organi-
24 zation under section 104(d) of title 23, United
25 States Code.

1 (c) ACTIVITIES DESCRIBED.—An activity referred to
2 in subsection (b) is an activity to increase safe and acces-
3 sible options for multiple travel modes for people of all
4 ages and abilities, which, if permissible under applicable
5 State and local laws, may include—

6 (1) adoption of Complete Streets standards or
7 policies;

8 (2) development of a Complete Streets
9 prioritization plan that identifies a specific list of
10 Complete Streets projects to improve the safety, mo-
11 bility, or accessibility of a street;

12 (3) development of transportation plans—

13 (A) to create a network of active transpor-
14 tation facilities, including sidewalks, bikeways,
15 or pedestrian and bicycle trails, to connect
16 neighborhoods with destinations such as work-
17 places, schools, residences, businesses, recre-
18 ation areas, healthcare and child care services,
19 or other community activity centers;

20 (B) to integrate active transportation fa-
21 cilities with public transportation service or im-
22 prove access to public transportation;

23 (C) to create multiuse active transpor-
24 tation infrastructure facilities, including bike-

1 ways or pedestrian and bicycle trails, that make
2 connections within or between communities;

3 (D) to increase public transportation rider-
4 ship; and

5 (E) to improve the safety of bicyclists and
6 pedestrians;

7 (4) regional and megaregional planning to ad-
8 dress travel demand and capacity constraints
9 through alternatives to new highway capacity, in-
10 cluding through intercity passenger rail; and

11 (5) development of transportation plans and
12 policies that support transit-oriented development.

13 (d) FEDERAL SHARE.—The Federal share of the cost
14 of an activity carried out under this section shall be 80
15 percent, unless the Secretary determines that the interests
16 of the Federal-aid highway program would be best served
17 by decreasing or eliminating the non-Federal share.

18 (e) STATE FLEXIBILITY.—A State or metropolitan
19 planning organization, with the approval of the Secretary,
20 may opt out of the requirements of this section if the State
21 or metropolitan planning organization demonstrates to the
22 Secretary, by not later than 30 days before the Secretary
23 apportions funds for a fiscal year under section 104, that
24 the State or metropolitan planning organization—

1 (1) has Complete Streets standards and policies
2 in place; and

3 (2) has developed an up-to-date Complete
4 Streets prioritization plan as described in subsection
5 (c)(2).

6 **Subtitle C—Project Delivery and** 7 **Process Improvement**

8 **SEC. 1301. CODIFICATION OF ONE FEDERAL DECISION.**

9 (a) IN GENERAL.—Section 139 of title 23, United
10 States Code, is amended—

11 (1) in the section heading, by striking “**deci-**
12 **sionmaking**” and inserting “**decisionmaking**
13 **and One Federal Decision**”;

14 (2) in subsection (a)—

15 (A) by redesignating paragraphs (2)
16 through (8) as paragraphs (4), (5), (6), (8),
17 (9), (10), and (11), respectively;

18 (B) by inserting after paragraph (1) the
19 following:

20 “(2) AUTHORIZATION.—The term ‘authoriza-
21 tion’ means any environmental license, permit, ap-
22 proval, finding, or other administrative decision re-
23 lated to the environmental review process that is re-
24 quired under Federal law to site, construct, or re-
25 construct a project.

1 “(3) ENVIRONMENTAL DOCUMENT.—The term
2 ‘environmental document’ includes an environmental
3 assessment, finding of no significant impact, notice
4 of intent, environmental impact statement, or record
5 of decision under the National Environmental Policy
6 Act of 1969 (42 U.S.C. 4321 et seq.).”;

7 (C) in subparagraph (B) of paragraph (5)
8 (as so redesignated), by striking “process for
9 and completion of any environmental permit”
10 and inserting “process and schedule, including
11 a timetable for and completion of any environ-
12 mental permit”; and

13 (D) by inserting after paragraph (6) (as so
14 redesignated) the following:

15 “(7) MAJOR PROJECT.—

16 “(A) IN GENERAL.—The term ‘major
17 project’ means a project for which—

18 “(i) multiple permits, approvals, re-
19 views, or studies are required under a Fed-
20 eral law other than the National Environ-
21 mental Policy Act of 1969 (42 U.S.C.
22 4321 et seq.);

23 “(ii) the project sponsor has identified
24 the reasonable availability of funds suffi-
25 cient to complete the project;

1 “(iii) the project is not a covered
2 project (as defined in section 41001 of the
3 FAST Act (42 U.S.C. 4370m)); and

4 “(iv)(I) the head of the lead agency
5 has determined that an environmental im-
6 pact statement is required; or

7 “(II) the head of the lead agency has
8 determined that an environmental assess-
9 ment is required, and the project sponsor
10 requests that the project be treated as a
11 major project.

12 “(B) CLARIFICATION.—In this section, the
13 term ‘major project’ does not have the same
14 meaning as the term ‘major project’ as de-
15 scribed in section 106(h).”;

16 (3) in subsection (b)(1)—

17 (A) by inserting “, including major
18 projects,” after “all projects”; and

19 (B) by inserting “as requested by a project
20 sponsor and” after “applied,”;

21 (4) in subsection (c)—

22 (A) in paragraph (6)—

23 (i) in subparagraph (B), by striking
24 “and” at the end;

1 (ii) in subparagraph (C), by striking
2 the period at the end and inserting “;
3 and”; and

4 (iii) by adding at the end the fol-
5 lowing:

6 “(D) to calculate annually the average
7 time taken by the lead agency to complete all
8 environmental documents for each project dur-
9 ing the previous fiscal year.”; and

10 (B) by adding at the end the following:

11 “(7) PROCESS IMPROVEMENTS FOR
12 PROJECTS.—

13 “(A) IN GENERAL.—The Secretary shall
14 review—

15 “(i) existing practices, procedures,
16 rules, regulations, and applicable laws to
17 identify impediments to meeting the re-
18 quirements applicable to projects under
19 this section; and

20 “(ii) best practices, programmatic
21 agreements, and potential changes to inter-
22 nal departmental procedures that would fa-
23 cilitate an efficient environmental review
24 process for projects.

1 “(B) CONSULTATION.—In conducting the
2 review under subparagraph (A), the Secretary
3 shall consult, as appropriate, with the heads of
4 other Federal agencies that participate in the
5 environmental review process.

6 “(C) REPORT.—Not later than 2 years
7 after the date of enactment of the INVEST in
8 America Act, the Secretary shall submit to the
9 Committee on Environment and Public Works
10 of the Senate and the Committee on Transpor-
11 tation and Infrastructure of the House of Rep-
12 resentatives a report that includes—

13 “(i) the results of the review under
14 subparagraph (A); and

15 “(ii) an analysis of whether additional
16 funding would help the Secretary meet the
17 requirements applicable to projects under
18 this section.”;

19 (5) in subsection (d)—

20 (A) in paragraph (8)—

21 (i) in the paragraph heading, by strik-
22 ing “NEPA” and inserting “ENVIRON-
23 MENTAL”;

24 (ii) in subparagraph (A)—

1 (I) by inserting “and except as
2 provided in subparagraph (D)” after
3 “paragraph (7)”;

4 (II) by striking “permits” and in-
5 serting “authorizations”; and

6 (III) by striking “single environ-
7 ment document” and inserting “single
8 environmental document for each kind
9 of environmental document”;

10 (iii) in subparagraph (B)(i)—

11 (I) by striking “an environmental
12 document” and inserting “environ-
13 mental documents”; and

14 (II) by striking “permits issued”
15 and inserting “authorizations”; and

16 (iv) by adding at the end the fol-
17 lowing:

18 “(D) EXCEPTIONS.—The lead agency may
19 waive the application of subparagraph (A) with
20 respect to a project if—

21 “(i) the project sponsor requests that
22 agencies issue separate environmental doc-
23 uments;

24 “(ii) the obligations of a cooperating
25 agency or participating agency under the

1 National Environmental Policy Act of
2 1969 (42 U.S.C. 4321 et seq.) have al-
3 ready been satisfied with respect to the
4 project; or

5 “(iii) the lead agency determines that
6 reliance on a single environmental docu-
7 ment (as described in subparagraph (A))
8 would not facilitate timely completion of
9 the environmental review process for the
10 project.”; and

11 (B) by adding at the end the following:

12 “(10) TIMELY AUTHORIZATIONS FOR MAJOR
13 PROJECTS.—

14 “(A) DEADLINE.—Except as provided in
15 subparagraph (C), all authorization decisions
16 necessary for the construction of a major
17 project shall be completed by not later than 90
18 days after the date of the issuance of a record
19 of decision for the major project.

20 “(B) DETAIL.—The final environmental
21 impact statement for a major project shall in-
22 clude an adequate level of detail to inform deci-
23 sions necessary for the role of the participating
24 agencies and cooperating agencies in the envi-
25 ronmental review process.

1 “(C) EXTENSION OF DEADLINE.—The
2 head of the lead agency may extend the dead-
3 line under subparagraph (A) if—

4 “(i) Federal law prohibits the lead
5 agency or another agency from issuing an
6 approval or permit within the period de-
7 scribed in that subparagraph;

8 “(ii) the project sponsor requests that
9 the permit or approval follow a different
10 timeline; or

11 “(iii) an extension would facilitate
12 completion of the environmental review and
13 authorization process of the major
14 project.”;

15 (6) in subsection (g)(1)—

16 (A) in subparagraph (B)—

17 (i) in clause (ii)(IV), by striking
18 “schedule for and cost of” and inserting
19 “time required by an agency to conduct an
20 environmental review and make decisions
21 under applicable Federal law relating to a
22 project (including the issuance or denial of
23 a permit or license) and the cost of”; and

24 (ii) by adding at the end the fol-
25 lowing:

1 “(iii) MAJOR PROJECT SCHEDULE.—
2 To the maximum extent practicable and
3 consistent with applicable Federal law, in
4 the case of a major project, the lead agen-
5 cy shall develop, in concurrence with the
6 project sponsor, a schedule for the major
7 project that is consistent with an agency
8 average of not more than 2 years for the
9 completion of the environmental review
10 process for major projects, as measured
11 from, as applicable—

12 “(I) the date of publication of a
13 notice of intent to prepare an environ-
14 mental impact statement to the record
15 of decision; or

16 “(II) the date on which the head
17 of the lead agency determines that an
18 environmental assessment is required
19 to a finding of no significant impact.”;

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

22 “(D) MODIFICATION.—

23 “(i) IN GENERAL.—Except as pro-
24 vided in clause (ii), the lead agency may

1 lengthen or shorten a schedule established
2 under subparagraph (B) for good cause.

3 “(ii) EXCEPTIONS.—

4 “(I) MAJOR PROJECTS.—In the
5 case of a major project, the lead agen-
6 cy may lengthen a schedule under
7 clause (i) for a cooperating Federal
8 agency by not more than 1 year after
9 the latest deadline established for the
10 major project by the lead agency.

11 “(II) SHORTENED SCHED-
12 ULES.—The lead agency may not
13 shorten a schedule under clause (i) if
14 doing so would impair the ability of a
15 cooperating Federal agency to conduct
16 necessary analyses or otherwise carry
17 out relevant obligations of the Federal
18 agency for the project.”;

19 (C) by redesignating subparagraph (E) as
20 subparagraph (F); and

21 (D) by inserting after subparagraph (D)
22 the following:

23 “(E) FAILURE TO MEET DEADLINE.—If a
24 cooperating Federal agency fails to meet a

1 deadline established under subparagraph
2 (D)(ii)(I)—

3 “(i) the cooperating Federal agency
4 shall submit to the Secretary a report that
5 describes the reasons why the deadline was
6 not met; and

7 “(ii) the Secretary shall—

8 “(I) transmit to the Committee
9 on Environment and Public Works of
10 the Senate and the Committee on
11 Transportation and Infrastructure of
12 the House of Representatives a copy
13 of the report under clause (i); and

14 “(II) make the report under
15 clause (i) publicly available on the
16 internet.”;

17 (7) in subsection (n), by adding at the end the
18 following:

19 “(3) LENGTH OF ENVIRONMENTAL DOCU-
20 MENT.—

21 “(A) IN GENERAL.—Notwithstanding any
22 other provision of law and except as provided in
23 subparagraph (B), to the maximum extent
24 practicable, the text of the items described in
25 paragraphs (4) through (6) of section

1 1502.10(a) of title 40, Code of Federal Regula-
2 tions (or successor regulations), of an environ-
3 mental impact statement for a project shall be
4 200 pages or fewer.

5 “(B) EXEMPTION.—An environmental im-
6 pact statement for a project may exceed 200
7 pages, if the lead agency establishes a new page
8 limit for the environmental impact statement
9 for that project.”; and

10 (8) by adding at the end the following:

11 “(p) ACCOUNTABILITY AND REPORTING FOR MAJOR
12 PROJECTS.—

13 “(1) IN GENERAL.—The Secretary shall estab-
14 lish a performance accountability system to track
15 each major project.

16 “(2) REQUIREMENTS.—The performance ac-
17 countability system under paragraph (1) shall, for
18 each major project, track, at a minimum—

19 “(A) the environmental review process for
20 the major project, including the project sched-
21 ule;

22 “(B) whether the lead agency, cooperating
23 agencies, and participating agencies are meet-
24 ing the schedule established for the environ-
25 mental review process; and

1 “(C) the time taken to complete the envi-
2 ronmental review process.

3 “(q) DEVELOPMENT OF CATEGORICAL EXCLU-
4 SIONS.—

5 “(1) IN GENERAL.—Not later than 60 days
6 after the date of enactment of this subsection, and
7 every 4 years thereafter, the Secretary shall—

8 “(A) in consultation with the agencies de-
9 scribed in paragraph (2), identify the categor-
10 ical exclusions described in section 771.117 of
11 title 23, Code of Federal Regulations (or suc-
12 cessor regulations), that would accelerate deliv-
13 ery of a project if those categorical exclusions
14 were available to those agencies;

15 “(B) collect existing documentation and
16 substantiating information on the categorical
17 exclusions described in subparagraph (A); and

18 “(C) provide to each agency described in
19 paragraph (2)—

20 “(i) a list of the categorical exclusions
21 identified under subparagraph (A); and

22 “(ii) the documentation and substan-
23 tiating information under subparagraph
24 (B).

1 “(2) AGENCIES DESCRIBED.—The agencies re-
2 ferred to in paragraph (1) are—

3 “(A) the Department of the Interior;

4 “(B) the Department of the Army;

5 “(C) the Department of Commerce;

6 “(D) the Department of Agriculture;

7 “(E) the Department of Energy;

8 “(F) the Department of Defense; and

9 “(G) any other Federal agency that has
10 participated in an environmental review process
11 for a project, as determined by the Secretary.

12 “(3) ADOPTION OF CATEGORICAL EXCLU-
13 SIONS.—

14 “(A) IN GENERAL.—Not later than 1 year
15 after the date on which the Secretary provides
16 a list under paragraph (1)(C), an agency de-
17 scribed in paragraph (2) shall publish a notice
18 of proposed rulemaking to propose any categor-
19 ical exclusions from the list applicable to the
20 agency, subject to the condition that the cat-
21 egorical exclusion identified under paragraph
22 (1)(A) meets the criteria for a categorical exclu-
23 sion under section 1508.1 of title 40, Code of
24 Federal Regulations (or successor regulations).

1 “(B) PUBLIC COMMENT.—In a notice of
2 proposed rulemaking under subparagraph (A),
3 the applicable agency may solicit comments on
4 whether any of the proposed new categorical ex-
5 clusions meet the criteria for a categorical ex-
6 clusion under section 1508.1 of title 40, Code
7 of Federal Regulations (or successor regula-
8 tions).”.

9 (b) CLERICAL AMENDMENT.—The analysis for chap-
10 ter 1 of title 23, United States Code, is amended by strik-
11 ing the item relating to section 139 and inserting the fol-
12 lowing:

 “139. Efficient environmental reviews for project decisionmaking and One Fed-
 eral Decision.”.

13 **SEC. 1302. WORK ZONE PROCESS REVIEWS.**

14 The Secretary shall amend section 630.1008(e) of
15 title 23, Code of Federal Regulations, to ensure that the
16 work zone process review under that subsection is required
17 not more frequently than once every 5 years.

18 **SEC. 1303. TRANSPORTATION MANAGEMENT PLANS.**

19 (a) IN GENERAL.—The Secretary shall amend sec-
20 tion 630.1010(e) of title 23, Code of Federal Regulations,
21 to ensure that only a project described in that subsection
22 with a lane closure for 3 or more consecutive days shall
23 be considered to be a significant project for purposes of
24 that section.

1 (b) NON-INTERSTATE PROJECTS.—Notwithstanding
2 any other provision of law, a State shall not be required
3 to develop or implement a transportation management
4 plan (as described in section 630.1012 of title 23, Code
5 of Federal Regulations (or successor regulations)) for a
6 highway project not on the Interstate System if the project
7 requires not more than 3 consecutive days of lane closures.

8 **SEC. 1304. INTELLIGENT TRANSPORTATION SYSTEMS.**

9 (a) IN GENERAL.—The Secretary shall develop guid-
10 ance for using existing flexibilities with respect to the sys-
11 tems engineering analysis described in part 940 of title
12 23, Code of Federal Regulations (or successor regula-
13 tions).

14 (b) IMPLEMENTATION.—The Secretary shall ensure
15 that any guidance developed under subsection (a)—

16 (1) clearly identifies criteria for low-risk and ex-
17 empt intelligent transportation systems projects,
18 with a goal of minimizing unnecessary delay or pa-
19 perwork burden;

20 (2) is consistently implemented by the Depart-
21 ment nationwide; and

22 (3) is disseminated to Federal-aid recipients.

23 (c) SAVINGS PROVISION.—Nothing in this section
24 prevents the Secretary from amending part 940 of title

1 23, Code of Federal Regulations (or successor regula-
2 tions), to reduce State administrative burdens.

3 **SEC. 1305. ALTERNATIVE CONTRACTING METHODS.**

4 (a) ALTERNATIVE CONTRACTING METHODS FOR
5 FEDERAL LAND MANAGEMENT AGENCIES AND TRIBAL
6 GOVERNMENTS.—Section 201 of title 23, United States
7 Code, is amended by adding at the end the following:

8 “(f) ALTERNATIVE CONTRACTING METHODS.—

9 “(1) IN GENERAL.—Notwithstanding any other
10 provision of law (including the Federal Acquisition
11 Regulation), a contracting method available to a
12 State under this title may be used by the Secretary,
13 on behalf of—

14 “(A) a Federal land management agency,
15 in using any funds pursuant to section 203,
16 204, or 308;

17 “(B) a Federal land management agency,
18 in using any funds pursuant to section 1535 of
19 title 31 for any of the eligible uses described in
20 sections 203(a)(1) and 204(a)(1) and para-
21 graphs (1) and (2) of section 308(a); or

22 “(C) a Tribal government, in using funds
23 pursuant to section 202(b)(7)(D).

1 “(2) METHODS DESCRIBED.—The contracting
2 methods referred to in paragraph (1) shall include,
3 at a minimum—

4 “(A) project bundling;

5 “(B) bridge bundling;

6 “(C) design-build contracting;

7 “(D) 2-phase contracting;

8 “(E) long-term concession agreements; and

9 “(F) any method tested, or that could be
10 tested, under an experimental program relating
11 to contracting methods carried out by the Sec-
12 retary.

13 “(3) EFFECT.—Nothing in this subsection—

14 “(A) affects the application of the Federal
15 share for the project carried out with a con-
16 tracting method under this subsection; or

17 “(B) modifies the point of obligation of
18 Federal salaries and expenses.”.

19 (b) COOPERATION WITH FEDERAL AND STATE
20 AGENCIES AND FOREIGN COUNTRIES.—Section 308(a) of
21 title 23, United States Code, is amended by adding at the
22 end the following:

23 “(4) ALTERNATIVE CONTRACTING METHODS.—

24 “(A) IN GENERAL.—Notwithstanding any
25 other provision of law (including the Federal

1 Acquisition Regulation), in performing services
2 under paragraph (1), the Secretary may use
3 any contracting method available to a State
4 under this title.

5 “(B) METHODS DESCRIBED.—The con-
6 tracting methods referred to in subparagraph
7 (A) shall include, at a minimum—

8 “(i) project bundling;

9 “(ii) bridge bundling;

10 “(iii) design-build contracting;

11 “(iv) 2-phase contracting;

12 “(v) long-term concession agreements;

13 and

14 “(vi) any method tested, or that could
15 be tested, under an experimental program
16 relating to contracting methods carried out
17 by the Secretary.”.

18 (c) USE OF ALTERNATIVE CONTRACTING METH-
19 ODS.—In carrying out an alternative contracting method
20 under section 201(f) or 308(a)(4) of title 23, United
21 States Code, the Secretary shall—

22 (1) in consultation with the applicable Federal
23 land management agencies, establish clear proce-
24 dures that are—

1 (A) applicable to the alternative con-
2 tracting method; and

3 (B) to the maximum extent practicable,
4 consistent with the requirements applicable to
5 Federal procurement transactions;

6 (2) solicit input on the use of the alternative
7 contracting method from the affected industry prior
8 to using the method; and

9 (3) analyze and prepare an evaluation of the
10 use of the alternative contracting method.

11 **SEC. 1306. FLEXIBILITY FOR PROJECTS.**

12 Section 1420 of the FAST Act (23 U.S.C. 101 note;
13 Public Law 114–94) is amended—

14 (1) in subsection (a), by striking “and on re-
15 quest by a State, the Secretary may” in the matter
16 preceding paragraph (1) and all that follows through
17 the period at the end of paragraph (2) and inserting
18 the following: “, on request by a State, and if in the
19 public interest (as determined by the Secretary), the
20 Secretary shall exercise all existing flexibilities
21 under—

22 “(1) the requirements of title 23, United States
23 Code; and

24 “(2) other requirements administered by the
25 Secretary, in whole or in part.”; and

1 (2) in subsection (b)(2)(A), by inserting “(in-
2 cluding regulations)” after “environmental law”.

3 **SEC. 1307. IMPROVED FEDERAL-STATE STEWARDSHIP AND**
4 **OVERSIGHT AGREEMENTS.**

5 (a) DEFINITION OF TEMPLATE.—In this section, the
6 term “template” means a template created by the Sec-
7 retary for Federal-State stewardship and oversight agree-
8 ments that—

9 (1) includes all standard terms found in stew-
10 ardship and oversight agreements, including any
11 terms in an attachment to the agreement;

12 (2) is developed in accordance with section 106
13 of title 23, United States Code, or any other applica-
14 ble authority; and

15 (3) may be developed with consideration of rel-
16 evant regulations, guidance, or policies.

17 (b) REQUEST FOR COMMENT.—

18 (1) IN GENERAL.—Not later than 60 days after
19 the date of enactment of this Act, the Secretary
20 shall publish in the Federal Register the template
21 and a notice requesting public comment on ways to
22 improve the template.

23 (2) COMMENT PERIOD.—The Secretary shall
24 provide a period of not less than 60 days for public
25 comment on the notice under paragraph (1).

1 (3) CERTAIN ISSUES.—The notice under para-
2 graph (1) shall allow comment on any aspect of the
3 template and shall specifically request public com-
4 ment on—

5 (A) whether the template should be revised
6 to delete standard terms requiring approval by
7 the Secretary of the policies, procedures, proc-
8 esses, or manuals of the States, or other State
9 actions, if Federal law (including regulations)
10 does not specifically require an approval;

11 (B) opportunities to modify the template to
12 allow adjustments to the review schedules for
13 State practices or actions, including through
14 risk-based approaches, program reviews, process
15 reviews, or other means; and

16 (C) any other matters that the Secretary
17 determines to be appropriate.

18 (c) NOTICE OF ACTION; UPDATES.—

19 (1) IN GENERAL.—Not later than 1 year after
20 the date of enactment of this Act, after considering
21 the comments received in response to the Federal
22 Register notice under subsection (b), the Secretary
23 shall publish in the Federal Register a notice that—

1 (A) describes any proposed changes to be
2 made, and any alternatives to such changes, to
3 the template;

4 (B) addresses comments in response to
5 which changes were not made to the template;
6 and

7 (C) prescribes a schedule and a plan to
8 execute a process for implementing the changes
9 referred to in subparagraph (A).

10 (2) APPROVAL REQUIREMENTS.—In addressing
11 comments under paragraph (1)(B), the Secretary
12 shall include an explanation of the basis for retain-
13 ing any requirement for approval of State policies,
14 procedures, processes, or manuals, or other State ac-
15 tions, if Federal law (including regulations) does not
16 specifically require the approval.

17 (3) IMPLEMENTATION.—

18 (A) IN GENERAL.—Not later than 60 days
19 after the date on which the notice under para-
20 graph (1) is published, the Secretary shall make
21 changes to the template in accordance with—

22 (i) the changes described in the notice
23 under paragraph (1)(A); and

24 (ii) the schedule and plan described in
25 the notice under paragraph (1)(C).

1 (B) UPDATES.—Not later than 1 year
2 after the date on which the revised template
3 under subparagraph (A) is published, the Sec-
4 retary shall update existing agreements with
5 States according to the template updated under
6 subparagraph (A).

7 (d) INCLUSION OF NON-STANDARD TERMS.—Noth-
8 ing in this section precludes the inclusion in a Federal-
9 State stewardship and oversight agreement of non-stand-
10 ard terms to address a State-specific matter, including
11 risk-based stewardship and Department oversight involve-
12 ment in individual projects of division interest.

13 (e) COMPLIANCE WITH NON-STATUTORY TERMS.—

14 (1) IN GENERAL.—The Secretary shall not en-
15 force or otherwise require a State to comply with ap-
16 proval requirements that are not required by Federal
17 law (including regulations) in a Federal-State stew-
18 ardship and oversight agreement.

19 (2) APPROVAL AUTHORITY.—Notwithstanding
20 any other provision of law, the Secretary shall not
21 assert approval authority over any matter in a Fed-
22 eral-State stewardship and oversight agreement re-
23 served to States.

24 (f) FREQUENCY OF REVIEWS.—Section 106(g)(3) of
25 title 23, United States Code, is amended—

1 (1) by striking “annual”;

2 (2) by striking “The Secretary” and inserting
3 the following:

4 “(A) IN GENERAL.—The Secretary”; and

5 (3) by adding at the end the following:

6 “(B) FREQUENCY.—

7 “(i) IN GENERAL.—Except as pro-
8 vided in clauses (ii) and (iii), the Secretary
9 shall carry out a review under subpara-
10 graph (A) not less frequently than once
11 every 2 years.

12 “(ii) CONSULTATION WITH STATE.—
13 The Secretary, after consultation with a
14 State, may make a determination to carry
15 out a review under subparagraph (A) for
16 that State less frequently than provided
17 under clause (i).

18 “(iii) CAUSE.—If the Secretary deter-
19 mines that there is a specific reason to re-
20 quire a review more frequently than pro-
21 vided under clause (i) with respect to a
22 State, the Secretary may carry out a re-
23 view more frequently than provided under
24 that clause.”.

1 **SEC. 1308. GEOMATIC DATA.**

2 (a) IN GENERAL.—The Secretary shall develop guid-
3 ance for the acceptance and use of information obtained
4 from a non-Federal entity through geomatic techniques,
5 including remote sensing and land surveying, cartography,
6 geographic information systems, global navigation satellite
7 systems, photogrammetry, or other remote means.

8 (b) CONSIDERATIONS.—In carrying out this section,
9 the Secretary shall ensure that acceptance or use of infor-
10 mation described in subsection (a) meets the data quality
11 and operational requirements of the Secretary.

12 (c) PUBLIC COMMENT.—Before issuing any final
13 guidance under subsection (a), the Secretary shall provide
14 to the public—

- 15 (1) notice of the proposed guidance; and
16 (2) an opportunity to comment on the proposed
17 guidance.

18 (d) SAVINGS CLAUSE.—Nothing in this section—

19 (1) requires the Secretary to accept or use in-
20 formation that the Secretary determines does not
21 meet the guidance developed under this section; or

22 (2) changes the current statutory or regulatory
23 requirements of the Department.

1 **SEC. 1309. EVALUATION OF PROJECTS WITHIN AN OPER-**
2 **ATIONAL RIGHT-OF-WAY.**

3 (a) IN GENERAL.—Chapter 3 of title 23, United
4 States Code, is amended by adding at the end the fol-
5 lowing:

6 **“§ 331. Evaluation of projects within an operational**
7 **right-of-way**

8 “(a) DEFINITIONS.—

9 “(1) ELIGIBLE PROJECT OR ACTIVITY.—

10 “(A) IN GENERAL.—In this section, the
11 term ‘eligible project or activity’ means a
12 project or activity within an existing operational
13 right-of-way (as defined in section
14 771.117(c)(22) of title 23, Code of Federal
15 Regulations (or successor regulations))—

16 “(i)(I) eligible for assistance under
17 this title; or

18 “(II) administered as if made avail-
19 able under this title;

20 “(ii) that is—

21 “(I) a preventive maintenance,
22 preservation, or highway safety im-
23 provement project (as defined in sec-
24 tion 148(a)); or

1 “(II) a new turn lane that the
2 State advises in writing to the Sec-
3 retary would assist public safety; and
4 “(iii) that—

5 “(I) is classified as a categorical
6 exclusion under section 771.117 of
7 title 23, Code of Federal Regulations
8 (or successor regulations); or

9 “(II) if the project or activity
10 does not receive assistance described
11 in clause (i) would be considered a
12 categorical exclusion if the project or
13 activity received assistance described
14 in clause (i).

15 “(B) EXCLUSION.—The term ‘eligible
16 project or activity’ does not include a project to
17 create a new travel lane.

18 “(2) PRELIMINARY EVALUATION.—The term
19 ‘preliminary evaluation’, with respect to an applica-
20 tion described in subsection (b)(1), means an evalua-
21 tion that is customary or practicable for the relevant
22 agency to complete within a 45-day period for simi-
23 lar applications.

24 “(3) RELEVANT AGENCY.—The term ‘relevant
25 agency’ means a Federal agency, other than the

1 Federal Highway Administration, with responsibility
2 for review of an application from a State for a per-
3 mit, approval, or jurisdictional determination for an
4 eligible project or activity.

5 “(b) ACTION REQUIRED.—

6 “(1) IN GENERAL.—Subject to paragraph (2),
7 not later than 45 days after the date of receipt of
8 an application by a State for a permit, approval, or
9 jurisdictional determination for an eligible project or
10 activity, the head of the relevant agency shall—

11 “(A) make at least a preliminary evalua-
12 tion of the application; and

13 “(B) notify the State of the results of the
14 preliminary evaluation under subparagraph (A).

15 “(2) EXTENSION.—The head of the relevant
16 agency may extend the review period under para-
17 graph (1) by not more than 30 days if the head of
18 the relevant agency provides to the State written no-
19 tice that includes an explanation of the need for the
20 extension.

21 “(3) FAILURE TO ACT.—If the head of the rel-
22 evant agency fails to meet a deadline under para-
23 graph (1) or (2), as applicable, the head of the rel-
24 evant agency shall—

1 “(A) not later than 30 days after the date
2 of the missed deadline, submit to the State, the
3 Committee on Environment and Public Works
4 of the Senate, and the Committee on Transpor-
5 tation and Infrastructure of the House of Rep-
6 resentatives a report that describes why the
7 deadline was missed; and

8 “(B) not later than 14 days after the date
9 on which a report is submitted under subpara-
10 graph (A), make publicly available, including on
11 the internet, a copy of that report.”.

12 (b) CLERICAL AMENDMENT.—The analysis for chap-
13 ter 3 of title 23, United States Code, is amended by add-
14 ing at the end the following:

 “331. Evaluation of projects within an operational right-of-way.”.

15 **SEC. 1310. PRELIMINARY ENGINEERING.**

16 (a) IN GENERAL.—Section 102 of title 23, United
17 States Code, is amended—

18 (1) by striking subsection (b); and

19 (2) in subsection (a), in the second sentence, by
20 striking “Nothing in this subsection” and inserting
21 the following:

22 “(b) SAVINGS PROVISION.—Nothing in this section”.

23 (b) CONFORMING AMENDMENT.—Section 144(j) of
24 title 23, United States Code, is amended by striking para-
25 graph (6).

1 **SEC. 1311. EFFICIENT IMPLEMENTATION OF NEPA FOR**
2 **FEDERAL LAND MANAGEMENT PROJECTS.**

3 Section 203 of title 23, United States Code, is
4 amended by adding at the end the following:

5 “(e) EFFICIENT IMPLEMENTATION OF NEPA.—

6 “(1) DEFINITIONS.—In this subsection:

7 “(A) ENVIRONMENTAL DOCUMENT.—The
8 term ‘environmental document’ means an envi-
9 ronmental impact statement, environmental as-
10 sessment, categorical exclusion, or other docu-
11 ment prepared under the National Environ-
12 mental Policy Act of 1969 (42 U.S.C. 4321 et
13 seq.).

14 “(B) PROJECT.—The term ‘project’ means
15 a highway project, public transportation capital
16 project, or multimodal project that—

17 “(i) receives funds under this title;
18 and

19 “(ii) is authorized under this section
20 or section 204.

21 “(C) PROJECT SPONSOR.—The term
22 ‘project sponsor’ means the Federal land man-
23 agement agency that seeks or receives funds
24 under this title for a project.

25 “(2) ENVIRONMENTAL REVIEW TO BE COM-
26 PLETED BY FEDERAL HIGHWAY ADMINISTRATION.—

1 The Federal Highway Administration may prepare
2 an environmental document pursuant to the imple-
3 menting procedures of the Federal Highway Admin-
4 istration to comply with the requirements of the Na-
5 tional Environmental Policy Act of 1969 (42 U.S.C.
6 4321 et seq.) if—

7 “(A) requested by a project sponsor; and

8 “(B) all areas of analysis required by the
9 project sponsor can be addressed.

10 “(3) FEDERAL LAND MANAGEMENT AGENCIES
11 ADOPTION OF EXISTING ENVIRONMENTAL REVIEW
12 DOCUMENTS.—

13 “(A) IN GENERAL.—To the maximum ex-
14 tent practicable, if the Federal Highway Admin-
15 istration prepares an environmental document
16 pursuant to paragraph (2), that environmental
17 document shall address all areas of analysis re-
18 quired by a Federal land management agency.

19 “(B) INDEPENDENT EVALUATION.—Not-
20 withstanding any other provision of law, a Fed-
21 eral land management agency shall not be re-
22 quired to conduct an independent evaluation to
23 determine the adequacy of an environmental
24 document prepared by the Federal Highway
25 Administration pursuant to paragraph (2).

1 “(C) USE OF SAME DOCUMENT.—In au-
2 thorizing or implementing a project, a Federal
3 land management agency may use an environ-
4 mental document previously prepared by the
5 Federal Highway Administration for a project
6 addressing the same or substantially the same
7 action to the same extent that the Federal land
8 management agency could adopt or use a docu-
9 ment previously prepared by another Federal
10 agency.

11 “(4) APPLICATION BY FEDERAL LAND MANAGE-
12 MENT AGENCIES OF CATEGORICAL EXCLUSIONS ES-
13 TABLISHED BY FEDERAL HIGHWAY ADMINISTRA-
14 TION.—In carrying out requirements under the Na-
15 tional Environmental Policy Act of 1969 (42 U.S.C.
16 4321 et seq.) for a project, the project sponsor may
17 use categorical exclusions designated under that Act
18 in the implementing regulations of the Federal
19 Highway Administration, subject to the conditions
20 that—

21 “(A) the project sponsor makes a deter-
22 mination, in consultation with the Federal
23 Highway Administration, that the categorical
24 exclusion applies to the project;

1 “(B) the project satisfies the conditions for
2 a categorical exclusion under the National Envi-
3 ronmental Policy Act of 1969 (42 U.S.C. 4321
4 et seq.); and

5 “(C) the use of the categorical exclusion
6 does not otherwise conflict with the imple-
7 menting regulations of the project sponsor, ex-
8 cept any list of the project sponsor that des-
9 ignates categorical exclusions.

10 “(5) MITIGATION COMMITMENTS.—The Sec-
11 retary shall assist the Federal land management
12 agency with all design and mitigation commitments
13 made jointly by the Secretary and the project spon-
14 sor in any environmental document prepared by the
15 Secretary in accordance with this subsection.”.

16 **SEC. 1312. NATIONAL ENVIRONMENTAL POLICY ACT OF**
17 **1969 REPORTING PROGRAM.**

18 (a) IN GENERAL.—Chapter 1 of title 23, United
19 States Code, is amended by inserting after section 156 the
20 following:

21 **“§ 157. National Environmental Policy Act of 1969 re-**
22 **porting program**

23 “(a) DEFINITIONS.—In this section:

24 “(1) CATEGORICAL EXCLUSION.—The term
25 ‘categorical exclusion’ has the meaning given the

1 term in section 771.117(c) of title 23, Code of Fed-
2 eral Regulations (or a successor regulation).

3 “(2) DOCUMENTED CATEGORICAL EXCLU-
4 SION.—The term ‘documented categorical exclusion’
5 has the meaning given the term in section
6 771.117(d) of title 23, Code of Federal Regulations
7 (or a successor regulation).

8 “(3) ENVIRONMENTAL ASSESSMENT.—The
9 term ‘environmental assessment’ has the meaning
10 given the term in section 1508.1 of title 40, Code of
11 Federal Regulations (or a successor regulation).

12 “(4) ENVIRONMENTAL IMPACT STATEMENT.—
13 The term ‘environmental impact statement’ means a
14 detailed statement required under section 102(2)(C)
15 of the National Environmental Policy Act of 1969
16 (42 U.S.C. 4332(2)(C)).

17 “(5) FEDERAL AGENCY.—The term ‘Federal
18 agency’ includes a State that has assumed responsi-
19 bility under section 327.

20 “(6) NEPA PROCESS.—The term ‘NEPA proc-
21 ess’ means the entirety of the development and docu-
22 mentation of the analysis required under the Na-
23 tional Environmental Policy Act of 1969 (42 U.S.C.
24 4321 et seq.), including the assessment and analysis
25 of any impacts, alternatives, and mitigation of a pro-

1 posed action, and any interagency participation and
2 public involvement required to be carried out before
3 the Secretary undertakes a proposed action.

4 “(7) PROPOSED ACTION.—The term ‘proposed
5 action’ means an action (within the meaning of the
6 National Environmental Policy Act of 1969 (42
7 U.S.C. 4321 et seq.)) under this title that the Sec-
8 retary proposes to carry out.

9 “(8) REPORTING PERIOD.—The term ‘reporting
10 period’ means the fiscal year prior to the fiscal year
11 in which a report is issued under subsection (b).

12 “(9) SECRETARY.—The term ‘Secretary’ in-
13 cludes the governor or head of an applicable State
14 agency of a State that has assumed responsibility
15 under section 327.

16 “(b) REPORT ON NEPA DATA.—

17 “(1) IN GENERAL.—The Secretary shall carry
18 out a process to track, and annually submit to the
19 Committee on Environment and Public Works of the
20 Senate and the Committee on Transportation and
21 Infrastructure of the House of Representatives a re-
22 port containing, the information described in para-
23 graph (3).

24 “(2) TIME TO COMPLETE.—For purposes of
25 paragraph (3), the NEPA process—

1 “(A) for an environmental impact state-
2 ment—

3 “(i) begins on the date on which the
4 Notice of Intent is published in the Fed-
5 eral Register; and

6 “(ii) ends on the date on which the
7 Secretary issues a record of decision, in-
8 cluding, if necessary, a revised record of
9 decision; and

10 “(B) for an environmental assessment—

11 “(i) begins on the date on which the
12 Secretary makes a determination to pre-
13 pare an environmental assessment; and

14 “(ii) ends on the date on which the
15 Secretary issues a finding of no significant
16 impact or determines that preparation of
17 an environmental impact statement is nec-
18 essary.

19 “(3) INFORMATION DESCRIBED.—The informa-
20 tion referred to in paragraph (1) is, with respect to
21 the Department of Transportation—

22 “(A) the number of proposed actions for
23 which a categorical exclusion was issued during
24 the reporting period;

1 “(B) the number of proposed actions for
2 which a documented categorical exclusion was
3 issued by the Department of Transportation
4 during the reporting period;

5 “(C) the number of proposed actions pend-
6 ing on the date on which the report is sub-
7 mitted for which the issuance of a documented
8 categorical exclusion by the Department of
9 Transportation is pending;

10 “(D) the number of proposed actions for
11 which an environmental assessment was issued
12 by the Department of Transportation during
13 the reporting period;

14 “(E) the length of time the Department of
15 Transportation took to complete each environ-
16 mental assessment described in subparagraph
17 (D);

18 “(F) the number of proposed actions pend-
19 ing on the date on which the report is sub-
20 mitted for which an environmental assessment
21 is being drafted by the Department of Trans-
22 portation;

23 “(G) the number of proposed actions for
24 which an environmental impact statement was

1 completed by the Department of Transportation
2 during the reporting period;

3 “(H) the length of time that the Depart-
4 ment of Transportation took to complete each
5 environmental impact statement described in
6 subparagraph (G);

7 “(I) the number of proposed actions pend-
8 ing on the date on which the report is sub-
9 mitted for which an environmental impact
10 statement is being drafted; and

11 “(J) for the proposed actions reported
12 under subparagraphs (F) and (I), the percent-
13 age of those proposed actions for which—

14 “(i) funding has been identified; and

15 “(ii) all other Federal, State, and
16 local activities that are required to allow
17 the proposed action to proceed are com-
18 pleted.”.

19 (b) CLERICAL AMENDMENT.—The analysis for chap-
20 ter 1 of title 23, United States Code, is amended by insert-
21 ing after the item relating to section 156 the following:

“157. National Environmental Policy Act of 1969 reporting program.”.

22 **SEC. 1313. SURFACE TRANSPORTATION PROJECT DELIV-**
23 **ERY PROGRAM WRITTEN AGREEMENTS.**

24 Section 327 of title 23, United States Code, is
25 amended—

1 (1) in subsection (a)(2)(G), by inserting “, in-
2 cluding the payment of fees awarded under section
3 2412 of title 28” before the period at the end;

4 (2) in subsection (c)—

5 (A) by striking paragraph (5) and insert-
6 ing the following:

7 “(5) except as provided under paragraph (7),
8 have a term of not more than 5 years;”;

9 (B) in paragraph (6), by striking the pe-
10 riod at the end and inserting “; and”; and

11 (C) by adding at the end the following:

12 “(7) for any State that has participated in a
13 program under this section (or under a predecessor
14 program) for at least 10 years, have a term of 10
15 years.”;

16 (3) in subsection (g)(1)—

17 (A) in subparagraph (B), by striking
18 “and” at the end;

19 (B) in subparagraph (C), by striking “an-
20 nual”;

21 (C) by redesignating subparagraph (C) as
22 subparagraph (D); and

23 (D) by inserting after subparagraph (B)
24 the following:

1 “(C) in the case of an agreement period of
2 greater than 5 years pursuant to subsection
3 (c)(7), conduct an audit covering the first 5
4 years of the agreement period; and”;
5 (4) by adding at the end the following:

6 “(m) AGENCY DEEMED TO BE FEDERAL AGENCY.—
7 A State agency that is assigned a responsibility under an
8 agreement under this section shall be deemed to be an
9 agency for the purposes of section 2412 of title 28.”.

10 **SEC. 1314. STATE ASSUMPTION OF RESPONSIBILITY FOR**
11 **CATEGORICAL EXCLUSIONS.**

12 Section 326(c)(3) of title 23, United States Code, is
13 amended—

14 (1) by striking subparagraph (A) and inserting
15 the following:

16 “(A) except as provided under subpara-
17 graph (C), shall have a term of not more than
18 3 years;”;

19 (2) in subparagraph (B), by striking the period
20 at the end and inserting “; and”; and

21 (3) by adding at the end the following:

22 “(C) shall have a term of 5 years, in the
23 case of a State that has assumed the responsi-
24 bility for categorical exclusions under this sec-
25 tion for not fewer than 10 years.”.

1 **SEC. 1315. EARLY UTILITY RELOCATION PRIOR TO TRANS-**
2 **PORTATION PROJECT ENVIRONMENTAL RE-**
3 **VIEW.**

4 Section 123 of title 23, United States Code, is
5 amended to read as follows:

6 **“§ 123. Relocation of utility facilities**

7 “(a) DEFINITIONS.—In this section:

8 “(1) COST OF RELOCATION.—The term ‘cost of
9 relocation’ includes the entire amount paid by a util-
10 ity properly attributable to the relocation of a utility
11 facility, minus any increase in the value of the new
12 facility and any salvage value derived from the old
13 facility.

14 “(2) EARLY UTILITY RELOCATION PROJECT.—
15 The term ‘early utility relocation project’ means util-
16 ity relocation activities identified by the State for
17 performance before completion of the environmental
18 review process for the transportation project.

19 “(3) ENVIRONMENTAL REVIEW PROCESS.—The
20 term ‘environmental review process’ has the meaning
21 given the term in section 139(a).

22 “(4) TRANSPORTATION PROJECT.—The term
23 ‘transportation project’ means a project.

24 “(5) UTILITY FACILITY.—The term ‘utility fa-
25 cility’ means any privately, publicly, or cooperatively
26 owned line, facility, or system for producing, trans-

1 mitting, or distributing communications, power, elec-
2 tricity, light, heat, gas, oil, crude products, water,
3 steam, waste, stormwater not connected with high-
4 way drainage, or any other similar commodity, in-
5 cluding any fire or police signal system or street
6 lighting system, that directly or indirectly serves the
7 public.

8 “(6) UTILITY RELOCATION ACTIVITY.—The
9 term ‘utility relocation activity’ means an activity
10 necessary for the relocation of a utility facility, in-
11 cluding preliminary and final design, surveys, real
12 property acquisition, materials acquisition, and con-
13 struction.

14 “(b) REIMBURSEMENT TO STATES.—

15 “(1) IN GENERAL.—If a State pays for the cost
16 of relocation of a utility facility necessitated by the
17 construction of a transportation project, Federal
18 funds may be used to reimburse the State for the
19 cost of relocation in the same proportion as Federal
20 funds are expended on the transportation project.

21 “(2) LIMITATION.—Federal funds shall not be
22 used to reimburse a State under this section if the
23 payment to the utility—

24 “(A) violates the law of the State; or

1 “(B) violates a legal contract between the
2 utility and the State.

3 “(3) REQUIREMENT.—A reimbursement under
4 paragraph (1) shall be made only if the State dem-
5 onstrates to the satisfaction of the Secretary that
6 the State paid the cost of the utility relocation activ-
7 ity from funds of the State with respect to transpor-
8 tation projects for which Federal funds are obligated
9 subsequent to April 16, 1958, for work, including
10 utility relocation activities.

11 “(4) REIMBURSEMENT ELIGIBILITY FOR EARLY
12 RELOCATION PRIOR TO TRANSPORTATION PROJECT
13 ENVIRONMENTAL REVIEW PROCESS.—

14 “(A) IN GENERAL.—In addition to the re-
15 quirements under paragraphs (1) through (3), a
16 State may carry out, at the expense of the
17 State, an early utility relocation project for a
18 transportation project before completion of the
19 environmental review process for the transpor-
20 tation project.

21 “(B) REQUIREMENTS FOR REIMBURSE-
22 MENT.—Funds apportioned to a State under
23 this title may be used to pay the costs incurred
24 by the State for an early utility relocation

1 project only if the State demonstrates to the
2 Secretary, and the Secretary finds that—

3 “(i) the early utility relocation project
4 is necessary to accommodate a transpor-
5 tation project;

6 “(ii) the State provides adequate doc-
7 umentation to the Secretary of eligible
8 costs incurred by the State for the early
9 utility relocation project;

10 “(iii) before the commencement of the
11 utility relocation activities, an environ-
12 mental review process was completed for
13 the early utility relocation project that re-
14 sulted in a finding that the early utility re-
15 location project—

16 “(I) would not result in signifi-
17 cant adverse environmental impacts;
18 and

19 “(II) would comply with other
20 applicable Federal environmental re-
21 quirements;

22 “(iv) the early utility relocation
23 project did not influence—

24 “(I) the environmental review
25 process for the transportation project;

1 “(II) the decision relating to the
2 need to construct the transportation
3 project; or

4 “(III) the selection of the trans-
5 portation project design or location;

6 “(v) the early utility relocation project
7 complies with all applicable provisions of
8 law, including regulations issued pursuant
9 to this title;

10 “(vi) the early utility relocation
11 project follows applicable financial proce-
12 dures and requirements, including docu-
13 mentation of eligible costs and the require-
14 ments under section 109(l), but not includ-
15 ing requirements applicable to authoriza-
16 tion and obligation of Federal funds;

17 “(vii) the transportation project for
18 which the early utility relocation project
19 was necessitated was included in the appli-
20 cable transportation improvement program
21 under section 134 or 135;

22 “(viii) before the cost incurred by a
23 State is approved for Federal participation,
24 environmental compliance pursuant to the
25 National Environmental Policy Act of

1 1969 (42 U.S.C. 4321 et seq.) has been
2 completed for the transportation project
3 for which the early utility relocation
4 project was necessitated; and

5 “(ix) the transportation project that
6 necessitated the utility relocation activity is
7 approved for construction.

8 “(C) SAVINGS PROVISION.—Nothing in
9 this paragraph affects other eligibility require-
10 ments or authorities for Federal participation
11 in payment of costs incurred for utility reloca-
12 tion activities.

13 “(c) APPLICABILITY OF OTHER PROVISIONS.—Noth-
14 ing in this section affects the applicability of other require-
15 ments that would otherwise apply to an early utility relo-
16 cation project, including any applicable requirements
17 under—

18 “(1) section 138;

19 “(2) the Uniform Relocation Assistance and
20 Real Property Acquisition Policies Act of 1970 (42
21 U.S.C. 4601 et seq.), including regulations under
22 part 24 of title 49, Code of Federal Regulations (or
23 successor regulations);

24 “(3) title VI of the Civil Rights Act of 1964 (42
25 U.S.C. 2000d et seq.); or

1 “(4) an environmental review process.”.

2 **SEC. 1316. STREAMLINING OF SECTION 4(F) REVIEWS.**

3 Section 138(a) of title 23, United States Code, is
4 amended—

5 (1) in the fourth sentence, by striking “In car-
6 rying out” and inserting the following:

7 “(4) STUDIES.—In carrying out”;

8 (2) in the third sentence—

9 (A) by striking “such land, and (2) such
10 program” and inserting the following: “the
11 land; and

12 “(B) the program”;

13 (B) by striking “unless (1) there is” and
14 inserting the following: “unless—

15 “(A) there is”; and

16 (C) by striking “After the” and inserting
17 the following:

18 “(3) REQUIREMENT.—After the”;

19 (3) in the second sentence—

20 (A) by striking “The Secretary of Trans-
21 portation” and inserting the following:

22 “(2) COOPERATION AND CONSULTATION.—

23 “(A) IN GENERAL.—The Secretary”; and

24 (B) by adding at the end the following:

25 “(B) TIMELINE FOR APPROVALS.—

1 “(i) IN GENERAL.—The Secretary
2 shall—

3 “(I) provide an evaluation under
4 this section to the Secretaries de-
5 scribed in subparagraph (A); and

6 “(II) provide a period of 30 days
7 for receipt of comments.

8 “(ii) ASSUMED ACCEPTANCE.—If the
9 Secretary does not receive comments by 15
10 days after the deadline under clause
11 (i)(II), the Secretary shall assume a lack
12 of objection and proceed with the action.

13 “(C) EFFECT.—Nothing in subparagraph
14 (B) affects—

15 “(i) the requirements under—

16 “(I) subsections (b) through (f);
17 or

18 “(II) the consultation process
19 under section 306108 of title 54; or

20 “(ii) programmatic section 4(f) eval-
21 uations, as described in regulations issued
22 by the Secretary.”; and

23 (4) in the first sentence, by striking “It is de-
24 clared to be” and inserting the following:

25 “(1) IN GENERAL.—It is”.

1 **SEC. 1317. CATEGORICAL EXCLUSION FOR PROJECTS OF**
2 **LIMITED FEDERAL ASSISTANCE.**

3 Section 1317(1) of MAP-21 (23 U.S.C. 109 note;
4 Public Law 112-141) is amended—

5 (1) in subparagraph (A), by striking
6 “\$5,000,000” and inserting “\$6,000,000”; and

7 (2) in subparagraph (B), by striking
8 “\$30,000,000” and inserting “\$35,000,000”.

9 **SEC. 1318. CERTAIN GATHERING LINES LOCATED ON FED-**
10 **ERAL LAND AND INDIAN LAND.**

11 (a) **DEFINITIONS.**—In this section:

12 (1) **FEDERAL LAND.**—

13 (A) **IN GENERAL.**—The term “Federal
14 land” means land the title to which is held by
15 the United States.

16 (B) **EXCLUSIONS.**—The term “Federal
17 land” does not include—

18 (i) a unit of the National Park Sys-
19 tem;

20 (ii) a unit of the National Wildlife
21 Refuge System;

22 (iii) a component of the National Wil-
23 derness Preservation System;

24 (iv) a wilderness study area within the
25 National Forest System; or

26 (v) Indian land.

1 (2) GATHERING LINE AND ASSOCIATED FIELD
2 COMPRESSION OR PUMPING UNIT.—

3 (A) IN GENERAL.—The term “gathering
4 line and associated field compression or pump-
5 ing unit” means—

6 (i) a pipeline that is installed to trans-
7 port oil, natural gas and related constitu-
8 ents, or produced water from 1 or more
9 wells drilled and completed to produce oil
10 or gas; and

11 (ii) if necessary, 1 or more compres-
12 sors or pumps to raise the pressure of the
13 transported oil, natural gas and related
14 constituents, or produced water to higher
15 pressures necessary to enable the oil, nat-
16 ural gas and related constituents, or pro-
17 duced water to flow into pipelines and
18 other facilities.

19 (B) INCLUSIONS.—The term “gathering
20 line and associated field compression or pump-
21 ing unit” includes a pipeline or associated com-
22 pression or pumping unit that is installed to
23 transport oil or natural gas from a processing
24 plant to a common carrier pipeline or facility.

1 (C) EXCLUSIONS.—The term “gathering
2 line and associated field compression or pump-
3 ing unit” does not include a common carrier
4 pipeline.

5 (3) INDIAN LAND.—The term “Indian land”
6 means land the title to which is held by—

7 (A) the United States in trust for an In-
8 dian Tribe or an individual Indian; or

9 (B) an Indian Tribe or an individual In-
10 dian subject to a restriction by the United
11 States against alienation.

12 (4) PRODUCED WATER.—The term “produced
13 water” means water produced from an oil or gas
14 well bore that is not a fluid prepared at, or trans-
15 ported to, the well site to resolve a specific oil or gas
16 well bore or reservoir condition.

17 (5) SECRETARY.—The term “Secretary” means
18 the Secretary of the Interior.

19 (b) CERTAIN GATHERING LINES.—

20 (1) IN GENERAL.—Subject to paragraph (2),
21 the issuance of a sundry notice or right-of-way for
22 a gathering line and associated field compression or
23 pumping unit that is located on Federal land or In-
24 dian land and that services any oil or gas well may
25 be considered by the Secretary to be an action that

1 is categorically excluded (as defined in section
2 1508.1 of title 40, Code of Federal Regulations (as
3 in effect on the date of enactment of this Act)) for
4 purposes of the National Environmental Policy Act
5 of 1969 (42 U.S.C. 4321 et seq.) if the gathering
6 line and associated field compression or pumping
7 unit—

8 (A) are within a field or unit for which an
9 approved land use plan or an environmental
10 document prepared pursuant to the National
11 Environmental Policy Act of 1969 (42 U.S.C.
12 4321 et seq.) analyzed transportation of oil,
13 natural gas, or produced water from 1 or more
14 oil or gas wells in the field or unit as a reason-
15 ably foreseeable activity;

16 (B) are located adjacent to or within—
17 (i) any existing disturbed area; or
18 (ii) an existing corridor for a right-of-
19 way; and

20 (C) would reduce—
21 (i) in the case of a gathering line and
22 associated field compression or pumping
23 unit transporting methane, the total quan-
24 tity of methane that would otherwise be

1 vented, flared, or unintentionally emitted
2 from the field or unit; or

3 (ii) in the case of a gathering line and
4 associated field compression or pumping
5 unit not transporting methane, the vehic-
6 ular traffic that would otherwise service
7 the field or unit.

8 (2) APPLICABILITY.—Paragraph (1) shall apply
9 to Indian land, or a portion of Indian land—

10 (A) to which the National Environmental
11 Policy Act of 1969 (42 U.S.C. 4321 et seq.) ap-
12 plies; and

13 (B) for which the Indian Tribe with juris-
14 diction over the Indian land submits to the Sec-
15 retary a written request that paragraph (1)
16 apply to that Indian land (or portion of Indian
17 land).

18 (c) EFFECT ON OTHER LAW.—Nothing in this sec-
19 tion—

20 (1) affects or alters any requirement—

21 (A) relating to prior consent under—

22 (i) section 2 of the Act of February 5,
23 1948 (62 Stat. 18, chapter 45; 25 U.S.C.
24 324); or

1 (ii) section 16(e) of the Act of June
2 18, 1934 (48 Stat. 987, chapter 576; 102
3 Stat. 2939; 114 Stat. 47; 25 U.S.C.
4 5123(e)) (commonly known as the “Indian
5 Reorganization Act”);

6 (B) under section 306108 of title 54,
7 United States Code; or

8 (C) under any other Federal law (including
9 regulations) relating to Tribal consent for
10 rights-of-way across Indian land; or

11 (2) makes the National Environmental Policy
12 Act of 1969 (42 U.S.C. 4321 et seq.) applicable to
13 land to which that Act otherwise would not apply.

14 **Subtitle D—Climate Change**

15 **SEC. 1401. GRANTS FOR CHARGING AND FUELING INFRA- 16 STRUCTURE.**

17 (a) PURPOSE.—The purpose of this section is to es-
18 tablish a grant program to strategically deploy publicly ac-
19 cessible electric vehicle charging infrastructure, hydrogen
20 fueling infrastructure, propane fueling infrastructure, and
21 natural gas fueling infrastructure along designated alter-
22 native fuel corridors or in certain other locations that will
23 be accessible to all drivers of electric vehicles, hydrogen
24 vehicles, propane vehicles, and natural gas vehicles.

1 (b) GRANT PROGRAM.—Section 151 of title 23,
2 United States Code, is amended—

3 (1) in subsection (a)—

4 (A) by striking “Not later than 1 year
5 after the date of enactment of the FAST Act,
6 the Secretary shall” and inserting “The Sec-
7 retary shall periodically”; and

8 (B) by striking “to improve the mobility”
9 and inserting “to support changes in the trans-
10 portation sector that help achieve a reduction in
11 greenhouse gas emissions and improve the mo-
12 bility”;

13 (2) in subsection (b)(2), by inserting “pre-
14 viously designated by the Federal Highway Adminis-
15 tration or” before “designated by”;

16 (3) by striking subsection (d) and inserting the
17 following:

18 “(d) REDESIGNATION.—

19 “(1) INITIAL REDESIGNATION.—Not later than
20 180 days after the date of enactment of the IN-
21 VEST in America Act, the Secretary shall update
22 and redesignate the corridors under subsection (a).

23 “(2) SUBSEQUENT REDESIGNATION.—The Sec-
24 retary shall establish a recurring process to regularly

1 update and redesignate the corridors under sub-
2 section (a).”;

3 (4) in subsection (e)—

4 (A) in paragraph (1), by striking “and” at
5 the end;

6 (B) in paragraph (2)—

7 (i) by striking “establishes an aspira-
8 tional goal of achieving” and inserting “de-
9 scribes efforts, including through funds
10 awarded through the grant program under
11 subsection (f), that will aid efforts to
12 achieve”; and

13 (ii) by striking “by the end of fiscal
14 year 2020.” and inserting “; and”; and

15 (C) by adding at the end the following:

16 “(3) summarizes best practices and provides
17 guidance, developed through consultation with the
18 Secretary of Energy, for project development of elec-
19 tric vehicle charging infrastructure, hydrogen fueling
20 infrastructure, propane fueling infrastructure and
21 natural gas fueling infrastructure at the State, Trib-
22 al, and local level to allow for the predictable deploy-
23 ment of that infrastructure.”; and

24 (5) by adding at the end the following:

25 “(f) GRANT PROGRAM.—

1 “(1) DEFINITION OF PRIVATE ENTITY.—In this
2 subsection, the term ‘private entity’ means a cor-
3 poration, partnership, company, or nonprofit organi-
4 zation.

5 “(2) ESTABLISHMENT.—Not later than 1 year
6 after the date of enactment of the INVEST in
7 America Act, the Secretary shall establish a grant
8 program to award grants to eligible entities to carry
9 out the activities described in paragraph (6).

10 “(3) ELIGIBLE ENTITIES.—An entity eligible to
11 receive a grant under this subsection is—

12 “(A) a State or political subdivision of a
13 State;

14 “(B) a metropolitan planning organization;

15 “(C) a unit of local government;

16 “(D) a special purpose district or public
17 authority with a transportation function, includ-
18 ing a port authority;

19 “(E) an Indian tribe (as defined in section
20 4 of the Indian Self-Determination and Edu-
21 cation Assistance Act (25 U.S.C. 5304));

22 “(F) a territory of the United States;

23 “(G) an authority, agency, or instrumen-
24 tality of, or an entity owned by, 1 or more enti-

1 ties described in subparagraphs (A) through
2 (F); or

3 “(H) a group of entities described in sub-
4 paragraphs (A) through (G).

5 “(4) APPLICATIONS.—To be eligible to receive a
6 grant under this subsection, an eligible entity shall
7 submit to the Secretary an application at such time,
8 in such manner, and containing such information as
9 the Secretary shall require, including—

10 “(A) a description of how the eligible enti-
11 ty has considered—

12 “(i) public accessibility of charging or
13 fueling infrastructure proposed to be fund-
14 ed with a grant under this subsection, in-
15 cluding—

16 “(I) charging or fueling con-
17 nector types and publicly available in-
18 formation on real-time availability;
19 and

20 “(II) payment methods to ensure
21 secure, convenient, fair, and equal ac-
22 cess;

23 “(ii) collaborative engagement with
24 stakeholders (including automobile manu-
25 facturers, utilities, infrastructure pro-

1 viders, technology providers, electric charg-
2 ing, hydrogen, propane, and natural gas
3 fuel providers, metropolitan planning orga-
4 nizations, States, Indian tribes, and units
5 of local governments, fleet owners, fleet
6 managers, fuel station owners and opera-
7 tors, labor organizations, infrastructure
8 construction and component parts sup-
9 pliers, and multi-State and regional enti-
10 ties)—

11 “(I) to foster enhanced, coordi-
12 nated, public-private or private invest-
13 ment in electric vehicle charging infra-
14 structure, hydrogen fueling infrastruc-
15 ture, propane fueling infrastructure,
16 or natural gas fueling infrastructure;

17 “(II) to expand deployment of
18 electric vehicle charging infrastruc-
19 ture, hydrogen fueling infrastructure,
20 propane fueling infrastructure, or nat-
21 ural gas fueling infrastructure;

22 “(III) to protect personal privacy
23 and ensure cybersecurity; and

24 “(IV) to ensure that a properly
25 trained workforce is available to con-

1 struct and install electric vehicle
2 charging infrastructure, hydrogen
3 fueling infrastructure, propane fueling
4 infrastructure, or natural gas fueling
5 infrastructure;

6 “(iii) the location of the station or
7 fueling site, such as consideration of—

8 “(I) the availability of onsite
9 amenities for vehicle operators, such
10 as restrooms or food facilities;

11 “(II) access in compliance with
12 the Americans with Disabilities Act of
13 1990 (42 U.S.C. 12101 et seq.);

14 “(III) height and fueling capacity
15 requirements for facilities that charge
16 or refuel large vehicles, such as semi-
17 trailer trucks; and

18 “(IV) appropriate distribution to
19 avoid redundancy and fill charging or
20 fueling gaps;

21 “(iv) infrastructure installation that
22 can be responsive to technology advance-
23 ments, such as accommodating auto-
24 mous vehicles, vehicle-to-grid technology,
25 and future charging methods; and

1 “(v) the long-term operation and
2 maintenance of the electric vehicle charg-
3 ing infrastructure, hydrogen fueling infra-
4 structure, propane fueling infrastructure,
5 or natural gas fueling infrastructure, to
6 avoid stranded assets and protect the in-
7 vestment of public funds in that infrastruc-
8 ture; and

9 “(B) an assessment of the estimated emis-
10 sions that will be reduced through the use of
11 electric vehicle charging infrastructure, hydro-
12 gen fueling infrastructure, propane fueling in-
13 frastructure, or natural gas fueling infrastruc-
14 ture, which shall be conducted using the Alter-
15 native Fuel Life-Cycle Environmental and Eco-
16 nomic Transportation (AFLEET) tool devel-
17 oped by Argonne National Laboratory (or a
18 successor tool).

19 “(5) CONSIDERATIONS.—In selecting eligible
20 entities to receive a grant under this subsection, the
21 Secretary shall—

22 “(A) consider the extent to which the ap-
23 plication of the eligible entity would—

24 “(i) improve alternative fueling cor-
25 ridor networks by—

1 “(I) converting corridor-pending
2 corridors to corridor-ready corridors;
3 or

4 “(II) in the case of corridor-
5 ready corridors, providing redun-
6 dancy—

7 “(aa) to meet excess demand
8 for charging or fueling infra-
9 structure; or

10 “(bb) to reduce congestion
11 at existing charging or fueling in-
12 frastructure in high-traffic loca-
13 tions;

14 “(ii) meet current or anticipated mar-
15 ket demands for charging or fueling infra-
16 structure;

17 “(iii) enable or accelerate the con-
18 struction of charging or fueling infrastruc-
19 ture that would be unlikely to be completed
20 without Federal assistance;

21 “(iv) support a long-term competitive
22 market for electric vehicle charging infra-
23 structure, hydrogen fueling infrastructure,
24 propane fueling infrastructure, or natural
25 gas fueling infrastructure that does not

1 significantly impair existing electric vehicle
2 charging infrastructure, hydrogen fueling
3 infrastructure, propane fueling infrastruc-
4 ture, or natural gas fueling infrastructure
5 providers;

6 “(v) provide access to electric vehicle
7 charging infrastructure, hydrogen fueling
8 infrastructure, propane fueling infrastruc-
9 ture, or natural gas fueling infrastructure
10 in areas with a current or forecasted need;
11 and

12 “(vi) deploy electric vehicle charging
13 infrastructure, hydrogen fueling infrastruc-
14 ture, propane fueling infrastructure, or
15 natural gas fueling infrastructure for
16 medium- and heavy-duty vehicles (includ-
17 ing along the National Highway Freight
18 Network established under section 167(c))
19 and in proximity to intermodal transfer
20 stations;

21 “(B) ensure, to the maximum extent prac-
22 ticable, geographic diversity among grant recipi-
23 ents to ensure that electric vehicle charging in-
24 frastructure, hydrogen fueling infrastructure,
25 propane fueling infrastructure, or natural gas

1 fueling infrastructure is available throughout
2 the United States;

3 “(C) consider whether the private entity
4 that the eligible entity contracts with under
5 paragraph (6)—

6 “(i) submits to the Secretary the most
7 recent year of audited financial statements;
8 and

9 “(ii) has experience in installing and
10 operating electric vehicle charging infra-
11 structure, hydrogen fueling infrastructure,
12 propane fueling infrastructure, or natural
13 gas fueling infrastructure; and

14 “(D) consider whether, to the maximum
15 extent practicable, the eligible entity and the
16 private entity that the eligible entity contracts
17 with under paragraph (6) enter into an agree-
18 ment—

19 “(i) to operate and maintain publicly
20 available electric vehicle charging infra-
21 structure, hydrogen fueling infrastructure,
22 propane fueling infrastructure, or natural
23 gas infrastructure; and

1 “(ii) that provides a remedy and an
2 opportunity to cure if the requirements de-
3 scribed in clause (i) are not met.

4 “(6) USE OF FUNDS.—

5 “(A) IN GENERAL.—An eligible entity re-
6 ceiving a grant under this subsection shall only
7 use the funds in accordance with this paragraph
8 to contract with a private entity for acquisition
9 and installation of publicly accessible electric
10 vehicle charging infrastructure, hydrogen fuel-
11 ing infrastructure, propane fueling infrastruc-
12 ture, or natural gas fueling infrastructure that
13 is directly related to the charging or fueling of
14 a vehicle.

15 “(B) LOCATION OF INFRASTRUCTURE.—
16 Any publicly accessible electric vehicle charging
17 infrastructure, hydrogen fueling infrastructure,
18 propane fueling infrastructure, or natural gas
19 fueling infrastructure acquired and installed
20 with a grant under this subsection shall be lo-
21 cated along an alternative fuel corridor des-
22 ignated under this section, on the condition that
23 any affected Indian tribes are consulted before
24 the designation.

25 “(C) OPERATING ASSISTANCE.—

1 “(i) IN GENERAL.—Subject to clauses
2 (ii) and (iii), an eligible entity that receives
3 a grant under this subsection may use a
4 portion of the funds to provide to a private
5 entity operating assistance for the first 5
6 years of operations after the installation of
7 publicly available electric vehicle charging
8 infrastructure, hydrogen fueling infrastruc-
9 ture, propane fueling infrastructure, or
10 natural gas fueling infrastructure while the
11 facility transitions to independent system
12 operations.

13 “(ii) INCLUSIONS.—Operating assist-
14 ance under this subparagraph shall be lim-
15 ited to costs allocable to operating and
16 maintaining the electric vehicle charging
17 infrastructure, hydrogen fueling infrastruc-
18 ture, propane fueling infrastructure, or
19 natural gas fueling infrastructure and
20 service.

21 “(iii) LIMITATION.—Operating assist-
22 ance under this subparagraph may not ex-
23 ceed the amount of a contract under sub-
24 paragraph (A) to acquire and install pub-
25 licly accessible electric vehicle charging in-

1 frastructure, hydrogen fueling infrastruc-
2 ture, propane fueling infrastructure, or
3 natural gas fueling infrastructure.

4 “(D) TRAFFIC CONTROL DEVICES.—

5 “(i) IN GENERAL.—Subject to this
6 paragraph, an eligible entity that receives
7 a grant under this subsection may use a
8 portion of the funds to acquire and install
9 traffic control devices located in the right-
10 of-way to provide directional information to
11 publicly accessible electric vehicle charging
12 infrastructure, hydrogen fueling infrastruc-
13 ture, propane fueling infrastructure, or
14 natural gas fueling infrastructure acquired,
15 installed, or operated with the grant.

16 “(ii) APPLICABILITY.—Clause (i) shall
17 apply only to an eligible entity that—

18 “(I) receives a grant under this
19 subsection; and

20 “(II) is using that grant for the
21 acquisition and installation of publicly
22 accessible electric vehicle charging in-
23 frastructure, hydrogen fueling infra-
24 structure, propane fueling infrastruc-

1 ture, or natural gas fueling infrastruc-
2 ture.

3 “(iii) LIMITATION ON AMOUNT.—The
4 amount of funds used to acquire and in-
5 stall traffic control devices under clause (i)
6 may not exceed the amount of a contract
7 under subparagraph (A) to acquire and in-
8 stall publicly accessible charging or fueling
9 infrastructure.

10 “(iv) NO NEW AUTHORITY CRE-
11 ATED.—Nothing in this subparagraph au-
12 thorizes an eligible entity that receives a
13 grant under this subsection to acquire and
14 install traffic control devices if the entity is
15 not otherwise authorized to do so.

16 “(E) REVENUE.—

17 “(i) IN GENERAL.—An eligible entity
18 receiving a grant under this subsection and
19 a private entity referred to in subpara-
20 graph (A) may enter into a cost-sharing
21 agreement under which the private entity
22 submits to the eligible entity a portion of
23 the revenue from the electric vehicle charg-
24 ing infrastructure, hydrogen fueling infra-

1 structure, propane fueling infrastructure,
2 or natural gas fueling infrastructure.

3 “(ii) USES OF REVENUE.—An eligible
4 entity that receives revenue from a cost-
5 sharing agreement under clause (i) may
6 only use that revenue for a project that is
7 eligible under this title.

8 “(7) CERTAIN FUELS.—The use of grants for
9 propane fueling infrastructure under this subsection
10 shall be limited to infrastructure for medium- and
11 heavy-duty vehicles.

12 “(8) COMMUNITY GRANTS.—

13 “(A) IN GENERAL.—Notwithstanding
14 paragraphs (4), (5), and (6), the Secretary
15 shall reserve 50 percent of the amounts made
16 available each fiscal year to carry out this sec-
17 tion to provide grants to eligible entities in ac-
18 cordance with this paragraph.

19 “(B) APPLICATIONS.—To be eligible to re-
20 ceive a grant under this paragraph, an eligible
21 entity shall submit to the Secretary an applica-
22 tion at such time, in such manner, and con-
23 taining such information as the Secretary may
24 require.

1 “(C) ELIGIBLE ENTITIES.—An entity eligi-
2 ble to receive a grant under this paragraph is—

3 “ (i) an entity described in paragraph
4 (3); and

5 “ (ii) a State or local authority with
6 ownership of publicly accessible transpor-
7 tation facilities.

8 “(D) ELIGIBLE PROJECTS.—The Secretary
9 may provide a grant under this paragraph for
10 a project that is expected to reduce greenhouse
11 gas emissions and to expand or fill gaps in ac-
12 cess to publicly accessible electric vehicle charg-
13 ing infrastructure, hydrogen fueling infrastruc-
14 ture, propane fueling infrastructure, or natural
15 gas fueling infrastructure, including—

16 “ (i) development phase activities, in-
17 cluding planning, feasibility analysis, rev-
18 enue forecasting, environmental review,
19 preliminary engineering and design work,
20 and other preconstruction activities; and

21 “ (ii) the acquisition and installation of
22 electric vehicle charging infrastructure, hy-
23 drogen fueling infrastructure, propane
24 fueling infrastructure, or natural gas fuel-
25 ing infrastructure that is directly related to

1 the charging or fueling of a vehicle, includ-
2 ing any related construction or reconstruc-
3 tion and the acquisition of real property di-
4 rectly related to the project, such as loca-
5 tions described in subparagraph (E), to ex-
6 pand access to electric vehicle charging in-
7 frastructure, hydrogen fueling infrastruc-
8 ture, propane fueling infrastructure, or
9 natural gas fueling infrastructure.

10 “(E) PROJECT LOCATIONS.—A project re-
11 ceiving a grant under this paragraph may be lo-
12 cated on any public road or in other publicly ac-
13 cessible locations, such as parking facilities at
14 public buildings, public schools, and public
15 parks, or in publicly accessible parking facilities
16 owned or managed by a private entity.

17 “(F) PRIORITY.—In providing grants
18 under this paragraph, the Secretary shall give
19 priority to projects that expand access to elec-
20 tric vehicle charging infrastructure, hydrogen
21 fueling infrastructure, propane fueling infra-
22 structure, or natural gas fueling infrastructure
23 within—

24 “(i) rural areas;

1 “(ii) low- and moderate-income neigh-
2 borhoods; and

3 “(iii) communities with a low ratio of
4 private parking spaces to households or a
5 high ratio of multiunit dwellings to single
6 family homes, as determined by the Sec-
7 retary.

8 “(G) ADDITIONAL CONSIDERATIONS.—In
9 providing grants under this paragraph, the Sec-
10 retary shall consider the extent to which the
11 project—

12 “(i) contributes to geographic diver-
13 sity among eligible entities, including
14 achieving a balance between urban and
15 rural communities; and

16 “(ii) meets current or anticipated
17 market demands for charging or fueling in-
18 frastructure, including faster charging
19 speeds with high-powered capabilities nec-
20 essary to minimize the time to charge or
21 refuel current and anticipated vehicles.

22 “(H) PARTNERING WITH PRIVATE ENTI-
23 TIES.—An eligible entity that receives a grant
24 under this paragraph may use the grant funds
25 to contract with a private entity for the acquisi-

1 tion, construction, installation, maintenance, or
2 operation of electric vehicle charging infrastruc-
3 ture, hydrogen fueling infrastructure, propane
4 fueling infrastructure, or natural gas fueling in-
5 frastructure that is directly related to the
6 charging or fueling of a vehicle.

7 “(I) MAXIMUM GRANT AMOUNT.—The
8 amount of a grant under this paragraph shall
9 not be more than \$15,000,000.

10 “(J) TECHNICAL ASSISTANCE.—Of the
11 amounts reserved under subparagraph (A), the
12 Secretary may use not more than 1 percent to
13 provide technical assistance to eligible entities.

14 “(K) ADDITIONAL ACTIVITIES.—The re-
15 cipient of a grant under this paragraph may
16 use not more than 5 percent of the grant funds
17 on educational and community engagement ac-
18 tivities to develop and implement education pro-
19 grams through partnerships with schools, com-
20 munity organizations, and vehicle dealerships to
21 support the use of zero-emission vehicles and
22 associated infrastructure.

23 “(9) REQUIREMENTS.—

24 “(A) PROJECT TREATMENT.—Notwith-
25 standing any other provision of law, any project

1 funded by a grant under this subsection shall
2 be treated as a project on a Federal-aid high-
3 way under this chapter.

4 “(B) SIGNS.—Any traffic control device or
5 on-premises sign acquired, installed, or operated
6 with a grant under this subsection shall comply
7 with—

8 “(i) the Manual on Uniform Traffic
9 Control Devices, if located in the right-of-
10 way; and

11 “(ii) other provisions of Federal,
12 State, and local law, as applicable.

13 “(10) FEDERAL SHARE.—

14 “(A) IN GENERAL.—The Federal share of
15 the cost of a project carried out with a grant
16 under this subsection shall not exceed 80 per-
17 cent of the total project cost.

18 “(B) RESPONSIBILITY OF PRIVATE ENTI-
19 TY.—As a condition of contracting with an eli-
20 gible entity under paragraph (6) or (8), a pri-
21 vate entity shall agree to pay the share of the
22 cost of a project carried out with a grant under
23 this subsection that is not paid by the Federal
24 Government under subparagraph (A).

1 “(11) REPORT.—Not later than 3 years after
2 the date of enactment of this subsection, the Sec-
3 retary shall submit to the Committee on Environ-
4 ment and Public Works of the Senate and the Com-
5 mittee on Transportation and Infrastructure of the
6 House of Representatives and make publicly avail-
7 able a report on the progress and implementation of
8 this subsection.”.

9 **SEC. 1402. REDUCTION OF TRUCK EMISSIONS AT PORT FA-**
10 **CILITIES.**

11 (a) ESTABLISHMENT OF PROGRAM.—

12 (1) IN GENERAL.—The Secretary shall establish
13 a program to reduce idling at port facilities, under
14 which the Secretary shall—

15 (A) study how ports and intermodal port
16 transfer facilities would benefit from increased
17 opportunities to reduce emissions at ports, in-
18 cluding through the electrification of port oper-
19 ations;

20 (B) study emerging technologies and strat-
21 egies that may help reduce port-related emis-
22 sions from idling trucks; and

23 (C) coordinate and provide funding to test,
24 evaluate, and deploy projects that reduce port-
25 related emissions from idling trucks, including

1 through the advancement of port electrification
2 and improvements in efficiency, focusing on
3 port operations, including heavy-duty commer-
4 cial vehicles, and other related projects.

5 (2) CONSULTATION.—In carrying out the pro-
6 gram under this subsection, the Secretary may con-
7 sult with the Secretary of Energy and the Adminis-
8 trator of the Environmental Protection Agency.

9 (b) GRANTS.—

10 (1) IN GENERAL.—In carrying out subsection
11 (a)(1)(C), the Secretary shall award grants to fund
12 projects that reduce emissions at ports, including
13 through the advancement of port electrification.

14 (2) COST SHARE.—A grant awarded under
15 paragraph (1) shall not exceed 80 percent of the
16 total cost of the project funded by the grant.

17 (3) COORDINATION.—In carrying out the grant
18 program under this subsection, the Secretary shall—

19 (A) to the maximum extent practicable, le-
20 verage existing resources and programs of the
21 Department and other relevant Federal agen-
22 cies; and

23 (B) coordinate with other Federal agen-
24 cies, as the Secretary determines to be appro-
25 priate.

1 (4) APPLICATION; SELECTION.—

2 (A) APPLICATION.—The Secretary shall
3 solicit applications for grants under paragraph
4 (1) at such time, in such manner, and con-
5 taining such information as the Secretary deter-
6 mines to be necessary.

7 (B) SELECTION.—The Secretary shall
8 make grants under paragraph (1) by not later
9 than April 1 of each fiscal year for which fund-
10 ing is made available.

11 (5) REQUIREMENT.—Notwithstanding any
12 other provision of law, any project funded by a grant
13 under this subsection shall be treated as a project on
14 a Federal-aid highway under chapter 1 of title 23,
15 United States Code.

16 (c) REPORT.—Not later than 1 year after the date
17 on which all of the projects funded with a grant under
18 subsection (b) are completed, the Secretary shall submit
19 to Congress a report that includes—

20 (1) the findings of the studies described in sub-
21 paragraphs (A) and (B) of subsection (a)(1);

22 (2) the results of the projects that received a
23 grant under subsection (b);

1 (3) any recommendations for workforce develop-
2 ment and training opportunities with respect to port
3 electrification; and

4 (4) any policy recommendations based on the
5 findings and results described in paragraphs (1) and
6 (2).

7 **SEC. 1403. CARBON REDUCTION PROGRAM.**

8 (a) IN GENERAL.—Chapter 1 of title 23, United
9 States Code (as amended by section 1203(a)), is amended
10 by adding at the end the following:

11 **“§ 175. Carbon reduction program**

12 “(a) DEFINITIONS.—In this section:

13 “(1) METROPOLITAN PLANNING ORGANIZATION;
14 URBANIZED AREA.—The terms ‘metropolitan plan-
15 ning organization’ and ‘urbanized area’ have the
16 meaning given those terms in section 134(b).

17 “(2) TRANSPORTATION EMISSIONS.—The term
18 ‘transportation emissions’ means carbon dioxide
19 emissions from on-road highway sources of those
20 emissions within a State.

21 “(3) TRANSPORTATION MANAGEMENT AREA.—
22 The term ‘transportation management area’ means
23 a transportation management area identified or des-
24 ignated by the Secretary under section 134(k)(1).

1 “(b) ESTABLISHMENT.—The Secretary shall estab-
2 lish a carbon reduction program to reduce transportation
3 emissions.

4 “(c) ELIGIBLE PROJECTS.—

5 “(1) IN GENERAL.—Subject to paragraph (2),
6 funds apportioned to a State under section
7 104(b)(7) may be obligated for projects to support
8 the reduction of transportation emissions, includ-
9 ing—

10 “(A) a project described in section
11 149(b)(4) to establish or operate a traffic moni-
12 toring, management, and control facility or pro-
13 gram, including advanced truck stop electrifica-
14 tion systems;

15 “(B) a public transportation project that is
16 eligible for assistance under section 142;

17 “(C) a project described in section
18 101(a)(29) (as in effect on the day before the
19 date of enactment of the FAST Act (Public
20 Law 114–94; 129 Stat. 1312)), including the
21 construction, planning, and design of on-road
22 and off-road trail facilities for pedestrians,
23 bicyclists, and other nonmotorized forms of
24 transportation;

1 “(D) a project described in section
2 503(c)(4)(E) for advanced transportation and
3 congestion management technologies;

4 “(E) a project for the deployment of infra-
5 structure-based intelligent transportation sys-
6 tems capital improvements and the installation
7 of vehicle-to-infrastructure communications
8 equipment;

9 “(F) a project to replace street lighting
10 and traffic control devices with energy-efficient
11 alternatives;

12 “(G) the development of a carbon reduc-
13 tion strategy in accordance with subsection (d);

14 “(H) a project or strategy that is designed
15 to support congestion pricing, shifting transpor-
16 tation demand to nonpeak hours or other trans-
17 portation modes, increasing vehicle occupancy
18 rates, or otherwise reducing demand for roads,
19 including electronic toll collection, and travel
20 demand management strategies and programs;

21 “(I) efforts to reduce the environmental
22 and community impacts of freight movement;

23 “(J) a project to support deployment of al-
24 ternative fuel vehicles, including—

1 “(i) the acquisition, installation, or
2 operation of publicly accessible electric ve-
3 hicle charging infrastructure or hydrogen,
4 natural gas, or propane vehicle fueling in-
5 frastructure; and

6 “(ii) the purchase or lease of zero-
7 emission construction equipment and vehi-
8 cles, including the acquisition, construc-
9 tion, or leasing of required supporting fa-
10 cilities;

11 “(K) a project described in section
12 149(b)(8) for a diesel engine retrofit;

13 “(L) a project described in section
14 149(b)(5) that does not result in the construc-
15 tion of new capacity; and

16 “(M) a project that reduces transportation
17 emissions at port facilities, including through
18 the advancement of port electrification.

19 “(2) FLEXIBILITY.—In addition to the eligible
20 projects under paragraph (1), a State may use funds
21 apportioned under section 104(b)(7) for a project el-
22 igible under section 133(b) if the Secretary certifies
23 that the State has demonstrated a reduction in
24 transportation emissions—

1 “(A) as estimated on a per capita basis;

2 and

3 “(B) as estimated on a per unit of eco-
4 nomic output basis.

5 “(d) CARBON REDUCTION STRATEGY.—

6 “(1) IN GENERAL.—Not later than 2 years
7 after the date of enactment of the INVEST in
8 America Act, a State, in consultation with any met-
9 ropolitan planning organization designated within
10 the State, shall develop a carbon reduction strategy
11 in accordance with this subsection.

12 “(2) REQUIREMENTS.—The carbon reduction
13 strategy of a State developed under paragraph (1)
14 shall—

15 “(A) support efforts to reduce transpor-
16 tation emissions;

17 “(B) identify projects and strategies to re-
18 duce transportation emissions, which may in-
19 clude projects and strategies for safe, reliable,
20 and cost-effective options—

21 “(i) to reduce traffic congestion by fa-
22 cilitating the use of alternatives to single-
23 occupant vehicle trips, including public
24 transportation facilities, pedestrian facili-
25 ties, bicycle facilities, and shared or pooled

1 vehicle trips within the State or an area
2 served by the applicable metropolitan plan-
3 ning organization, if any;

4 “(ii) to facilitate the use of vehicles or
5 modes of travel that result in lower trans-
6 portation emissions per person-mile trav-
7 eled as compared to existing vehicles and
8 modes; and

9 “(iii) to facilitate approaches to the
10 construction of transportation assets that
11 result in lower transportation emissions as
12 compared to existing approaches;

13 “(C) support the reduction of transpor-
14 tation emissions of the State;

15 “(D) at the discretion of the State, quan-
16 tify the total carbon emissions from the produc-
17 tion, transport, and use of materials used in the
18 construction of transportation facilities within
19 the State; and

20 “(E) be appropriate to the population den-
21 sity and context of the State, including any
22 metropolitan planning organization designated
23 within the State.

1 “(3) UPDATES.—The carbon reduction strategy
2 of a State developed under paragraph (1) shall be
3 updated not less frequently than once every 4 years.

4 “(4) REVIEW.—Not later than 90 days after
5 the date on which a State submits a request for the
6 approval of a carbon reduction strategy developed by
7 the State under paragraph (1), the Secretary shall—

8 “(A) review the process used to develop the
9 carbon reduction strategy; and

10 “(B)(i) certify that the carbon reduction
11 strategy meets the requirements of paragraph
12 (2); or

13 “(ii) deny certification of the carbon reduc-
14 tion strategy and specify the actions necessary
15 for the State to take to correct the deficiencies
16 in the process of the State in developing the
17 carbon reduction strategy.

18 “(5) TECHNICAL ASSISTANCE.—At the request
19 of a State, the Secretary shall provide technical as-
20 sistance in the development of the carbon reduction
21 strategy under paragraph (1).

22 “(e) SUBALLOCATION.—

23 “(1) IN GENERAL.—For each fiscal year, of the
24 funds apportioned to the State under section
25 104(b)(7)—

1 “(A) 65 percent shall be obligated, in pro-
2 portion to their relative shares of the population
3 of the State—

4 “(i) in urbanized areas of the State
5 with an urbanized area population of more
6 than 200,000;

7 “(ii) in urbanized areas of the State
8 with an urbanized population of not less
9 than 50,000 and not more than 200,000;

10 “(iii) in urban areas of the State with
11 a population of not less than 5,000 and
12 not more than 49,999; and

13 “(iv) in other areas of the State with
14 a population of less than 5,000; and

15 “(B) the remainder may be obligated in
16 any area of the State.

17 “(2) METROPOLITAN AREAS.—Funds attributed
18 to an urbanized area under paragraph (1)(A)(i) may
19 be obligated in the metropolitan area established
20 under section 134 that encompasses the urbanized
21 area.

22 “(3) DISTRIBUTION AMONG URBANIZED AREAS
23 OF OVER 50,000 POPULATION.—

24 “(A) IN GENERAL.—Except as provided in
25 subparagraph (B), the amounts that a State is

1 required to obligate under clauses (i) and (ii) of
2 paragraph (1)(A) shall be obligated in urban-
3 ized areas described in those clauses based on
4 the relative population of the areas.

5 “(B) OTHER FACTORS.—The State may
6 obligate the funds described in subparagraph
7 (A) based on other factors if—

8 “(i) the State and the relevant metro-
9 politan planning organizations jointly apply
10 to the Secretary for the permission to base
11 the obligation on other factors; and

12 “(ii) the Secretary grants the request.

13 “(4) COORDINATION IN URBANIZED AREAS.—
14 Before obligating funds for an eligible project under
15 subsection (c) in an urbanized area that is not a
16 transportation management area, a State shall co-
17 ordinate with any metropolitan planning organiza-
18 tion that represents the urbanized area prior to de-
19 termining which activities should be carried out
20 under the project.

21 “(5) CONSULTATION IN RURAL AREAS.—Before
22 obligating funds for an eligible project under sub-
23 section (c) in a rural area, a State shall consult with
24 any regional transportation planning organization or
25 metropolitan planning organization that represents

1 the rural area prior to determining which activities
2 should be carried out under the project.

3 “(6) OBLIGATION AUTHORITY.—

4 “(A) IN GENERAL.—A State that is re-
5 quired to obligate in an urbanized area with an
6 urbanized area population of 50,000 or more
7 under this subsection funds apportioned to the
8 State under section 104(b)(7) shall make avail-
9 able during the period of fiscal years 2022
10 through 2026 an amount of obligation authority
11 distributed to the State for Federal-aid high-
12 ways and highway safety construction programs
13 for use in the area that is equal to the amount
14 obtained by multiplying—

15 “(i) the aggregate amount of funds
16 that the State is required to obligate in the
17 area under this subsection during the pe-
18 riod; and

19 “(ii) the ratio that—

20 “(I) the aggregate amount of ob-
21 ligation authority distributed to the
22 State for Federal-aid highways and
23 highway safety construction programs
24 during the period; bears to

1 “(II) the total of the sums appor-
2 tioned to the State for Federal-aid
3 highways and highway safety con-
4 struction programs (excluding sums
5 not subject to an obligation limitation)
6 during the period.

7 “(B) JOINT RESPONSIBILITY.—Each
8 State, each affected metropolitan planning or-
9 ganization, and the Secretary shall jointly en-
10 sure compliance with subparagraph (A).

11 “(f) FEDERAL SHARE.—The Federal share of the
12 cost of a project carried out using funds apportioned to
13 a State under section 104(b)(7) shall be determined in ac-
14 cordance with section 120.”.

15 (b) CLERICAL AMENDMENT.—The analysis for chap-
16 ter 1 of title 23, United States Code (as amended by sec-
17 tion 1203(b)) is amended by inserting after the item relat-
18 ing to section 174 the following:

 “175. Carbon reduction program.”.

19 **SEC. 1404. CONGESTION RELIEF PROGRAM.**

20 (a) IN GENERAL.—Section 129 of title 23, United
21 States Code, is amended by adding at the end the fol-
22 lowing:

23 “(d) CONGESTION RELIEF PROGRAM.—

24 “(1) DEFINITIONS.—In this subsection:

1 “(A) ELIGIBLE ENTITY.—The term ‘eligi-
2 ble entity’ means any of the following:

3 “(i) A State, for the purpose of car-
4 rying out a project in an urbanized area
5 with a population of more than 1,000,000.

6 “(ii) A metropolitan planning organi-
7 zation, city, or municipality, for the pur-
8 pose of carrying out a project in an urban-
9 ized area with a population of more than
10 1,000,000.

11 “(B) INTEGRATED CONGESTION MANAGE-
12 MENT SYSTEM.—The term ‘integrated conges-
13 tion management system’ means a system for
14 the integration of management and operations
15 of a regional transportation system that in-
16 cludes, at a minimum, traffic incident manage-
17 ment, work zone management, traffic signal
18 timing, managed lanes, real-time traveler infor-
19 mation, and active traffic management, in order
20 to maximize the capacity of all facilities and
21 modes across the applicable region.

22 “(C) PROGRAM.—The term ‘program’
23 means the congestion relief program established
24 under paragraph (2).

1 “(2) ESTABLISHMENT.—The Secretary shall es-
2 tablish a congestion relief program to provide discre-
3 tionary grants to eligible entities to advance innova-
4 tive, integrated, and multimodal solutions to conges-
5 tion relief in the most congested metropolitan areas
6 of the United States.

7 “(3) PROGRAM GOALS.—The goals of the pro-
8 gram are to reduce highway congestion, reduce eco-
9 nomic and environmental costs associated with that
10 congestion, including transportation emissions, and
11 optimize existing highway capacity and usage of
12 highway and transit systems through—

13 “(A) improving intermodal integration with
14 highways, highway operations, and highway
15 performance;

16 “(B) reducing or shifting highway users to
17 off-peak travel times or to nonhighway travel
18 modes during peak travel times; and

19 “(C) pricing of, or based on, as applica-
20 ble—

21 “(i) parking;

22 “(ii) use of roadways, including in
23 designated geographic zones; or

24 “(iii) congestion.

1 “(4) ELIGIBLE PROJECTS.—Funds from a
2 grant under the program may be used for a project
3 or an integrated collection of projects, including
4 planning, design, implementation, and construction
5 activities, to achieve the program goals under para-
6 graph (3), including—

7 “(A) deployment and operation of an inte-
8 grated congestion management system;

9 “(B) deployment and operation of a system
10 that implements or enforces high occupancy ve-
11 hicle toll lanes, cordon pricing, parking pricing,
12 or congestion pricing;

13 “(C) deployment and operation of mobility
14 services, including establishing account-based fi-
15 nancial systems, commuter buses, commuter
16 vans, express operations, paratransit, and on-
17 demand microtransit; and

18 “(D) incentive programs that encourage
19 travelers to carpool, use nonhighway travel
20 modes during peak period, or travel during
21 nonpeak periods.

22 “(5) APPLICATION; SELECTION.—

23 “(A) APPLICATION.—To be eligible to re-
24 ceive a grant under the program, an eligible en-
25 tity shall submit to the Secretary an application

1 at such time, in such manner, and containing
2 such information as the Secretary may require.

3 “(B) PRIORITY.—In providing grants
4 under the program, the Secretary shall give pri-
5 ority to projects in urbanized areas that are ex-
6 perienceing a high degree of recurrent conges-
7 tion.

8 “(C) FEDERAL SHARE.—The Federal
9 share of the cost of a project carried out with
10 a grant under the program shall not exceed 80
11 percent of the total project cost.

12 “(D) MINIMUM AWARD.—A grant provided
13 under the program shall be not less than
14 \$10,000,000.

15 “(6) USE OF TOLLING.—

16 “(A) IN GENERAL.—Notwithstanding sub-
17 section (a)(1) and section 301 and subject to
18 subparagraphs (B) and (C), the Secretary shall
19 allow the use of tolls on the Interstate System
20 as part of a project carried out with a grant
21 under the program.

22 “(B) REQUIREMENTS.—The Secretary
23 may only approve the use of tolls under sub-
24 paragraph (A) if—

1 “(i) the eligible entity has authority
2 under State, and if applicable, local, law to
3 assess the applicable toll;

4 “(ii) the maximum toll rate for any
5 vehicle class is not greater than the prod-
6 uct obtained by multiplying—

7 “(I) the toll rate for any other
8 vehicle class; and

9 “(II) 5;

10 “(iii) the toll rates are not charged or
11 varied on the basis of State residency;

12 “(iv) the Secretary determines that
13 the use of tolls will enable the eligible enti-
14 ty to achieve the program goals under
15 paragraph (3) without a significant impact
16 to safety or mobility within the urbanized
17 area in which the project is located; and

18 “(v) the use of toll revenues complies
19 with subsection (a)(3).

20 “(C) LIMITATION.—The Secretary may not
21 approve the use of tolls on the Interstate Sys-
22 tem under the program in more than 10 urban-
23 ized areas.

24 “(7) FINANCIAL EFFECTS ON LOW-INCOME
25 DRIVERS.—A project under the program—

1 “(A) shall include, if appropriate, an anal-
2 ysis of the potential effects of the project on
3 low-income drivers; and

4 “(B) may include mitigation measures to
5 deal with any potential adverse financial effects
6 on low-income drivers.”.

7 (b) HIGH OCCUPANCY VEHICLE USE OF CERTAIN
8 TOLL FACILITIES.—Section 129(a) of title 23, United
9 States Code, is amended—

10 (1) by redesignating paragraph (10) as para-
11 graph (11); and

12 (2) by inserting after paragraph (9) the fol-
13 lowing:

14 “(10) HIGH OCCUPANCY VEHICLE USE OF CER-
15 TAIN TOLL FACILITIES.—Notwithstanding section
16 102(a), in the case of a toll facility that is on the
17 Interstate System and that is constructed or con-
18 verted after the date of enactment of the INVEST
19 in America Act, the public authority with jurisdic-
20 tion over the toll facility shall allow high occupancy
21 vehicles, transit, and paratransit vehicles to use the
22 facility at a discount rate or without charge, unless
23 the public authority, in consultation with the Sec-
24 retary, determines that the number of those vehicles

1 using the facility reduces the travel time reliability
2 of the facility.”.

3 **SEC. 1405. FREIGHT PLANS.**

4 (a) NATIONAL AND STATE FREIGHT PLANS.—

5 (1) NATIONAL FREIGHT STRATEGIC PLAN.—

6 Section 70102(b) of title 49, United States Code, is
7 amended—

8 (A) in paragraph (10), by striking “and”
9 at the end;

10 (B) in paragraph (11), by striking the pe-
11 riod at the end and inserting a semicolon; and

12 (C) by adding at the end the following:

13 “(12) possible strategies to increase the resil-
14 ience of the freight system, including the ability to
15 anticipate, prepare for, or adapt to conditions, or
16 withstand, respond to, or recover rapidly from dis-
17 ruptions, including extreme weather and natural dis-
18 asters;

19 “(13) strategies to promote United States eco-
20 nomic growth and international competitiveness; and

21 “(14) strategies to reduce local air pollution
22 from freight movement, stormwater runoff, and wild-
23 life habitat loss resulting from freight facilities,
24 freight vehicles, or freight activity.”.

1 (2) STATE FREIGHT PLANS.—Section 70202 of
2 title 49, United States Code, is amended—

3 (A) in subsection (b)—

4 (i) in paragraph (9), by striking
5 “and” at the end;

6 (ii) by redesignating paragraph (10)
7 as paragraph (12); and

8 (iii) by inserting after paragraph (9)
9 the following:

10 “(10) the most recent commercial motor vehicle
11 parking facilities assessment conducted under sub-
12 section (f);

13 “(11) strategies and goals to decrease—

14 “(A) the severity of impacts of extreme
15 weather and natural disasters on freight mobil-
16 ity;

17 “(B) the impacts of freight movement on
18 local air pollution;

19 “(C) the impacts of freight movement on
20 flooding and stormwater runoff; and

21 “(D) the impacts of freight movement on
22 wildlife habitat loss; and”;

23 (B) by redesignating subsection (e) as sub-
24 section (h); and

1 (C) by inserting after subsection (d) the
2 following:

3 “(e) PRIORITY.—Each State freight plan under this
4 section shall include a requirement that the State, in car-
5 rying out activities under the State freight plan—

6 “(1) enhance reliability or redundancy of
7 freight transportation; or

8 “(2) incorporate the ability to rapidly restore
9 access and reliability of freight transportation.

10 “(f) COMMERCIAL MOTOR VEHICLE PARKING FA-
11 CILITIES ASSESSMENTS.—As part of the development or
12 updating, as applicable, of the State freight plan under
13 this section, each State that receives funding under section
14 167 of title 23, in consultation with relevant State motor
15 carrier safety personnel, shall conduct an assessment of—

16 “(1) the capability of the State, together with
17 the private sector in the State, to provide adequate
18 parking facilities and rest facilities for commercial
19 motor vehicles engaged in interstate transportation;

20 “(2) the volume of commercial motor vehicle
21 traffic in the State; and

22 “(3) whether there are any areas within the
23 State that have a shortage of adequate commercial
24 motor vehicle parking facilities, including an analysis
25 (economic or otherwise, as the State determines to

1 be appropriate) of the underlying causes of any such
2 shortages.

3 “(g) APPROVAL.—

4 “(1) IN GENERAL.—The Secretary of Transpor-
5 tation shall approve a State freight plan described in
6 subsection (a) if the plan achieves compliance with
7 the requirements of this section.

8 “(2) SAVINGS PROVISION.—Nothing in this sub-
9 section establishes new procedural requirements for
10 the approval of a State freight plan described in
11 subsection (a).”.

12 (b) STUDIES.—For the purpose of facilitating the in-
13 tegration of intelligent transportation systems into the
14 freight transportation network powered by electricity, the
15 Secretary, acting through the Administrator of the Fed-
16 eral Highway Administration, shall conduct a study relat-
17 ing to—

18 (1) preparing to supply power to applicable
19 electrical freight infrastructure; and

20 (2) safely integrating freight into intelligent
21 transportation systems.

1 **SEC. 1406. PROMOTING RESILIENT OPERATIONS FOR**
2 **TRANSFORMATIVE, EFFICIENT, AND COST-**
3 **SAVING TRANSPORTATION (PROTECT) PRO-**
4 **GRAM.**

5 (a) IN GENERAL.—Chapter 1 of title 23, United
6 States Code (as amended by section 1403(a)), is amended
7 by adding at the end the following:

8 **“§ 176. Promoting Resilient Operations for Trans-**
9 **formative, Efficient, and Cost-saving**
10 **Transportation (PROTECT) program**

11 “(a) DEFINITIONS.—In this section:

12 “(1) EMERGENCY EVENT.—The term ‘emer-
13 gency event’ means a natural disaster or cata-
14 strophic failure resulting in—

15 “(A) an emergency declared by the Gov-
16 ernor of the State in which the disaster or fail-
17 ure occurred; or

18 “(B) an emergency or disaster declared by
19 the President.

20 “(2) EVACUATION ROUTE.—The term ‘evacu-
21 ation route’ means a transportation route or system
22 that—

23 “(A) is owned, operated, or maintained by
24 a Federal, State, Tribal, or local government;

25 “(B) is used—

1 “(i) to transport the public away from
2 emergency events; or

3 “(ii) to transport emergency respond-
4 ers and recovery resources; and

5 “(C) is designated by the eligible entity
6 with jurisdiction over the area in which the
7 route is located for the purposes described in
8 subparagraph (B).

9 “(3) PROGRAM.—The term ‘program’ means
10 the program established under subsection (b)(1).

11 “(4) RESILIENCE IMPROVEMENT.—The term
12 ‘resilience improvement’ means the use of materials
13 or structural or nonstructural techniques, including
14 natural infrastructure—

15 “(A) that allow a project—

16 “(i) to better anticipate, prepare for,
17 and adapt to changing conditions and to
18 withstand and respond to disruptions; and

19 “(ii) to be better able to continue to
20 serve the primary function of the project
21 during and after weather events and nat-
22 ural disasters for the expected life of the
23 project; or

24 “(B) that—

1 “(i) reduce the magnitude and dura-
2 tion of impacts of current and future
3 weather events and natural disasters to a
4 project; or

5 “(ii) have the absorptive capacity,
6 adaptive capacity, and recoverability to de-
7 crease project vulnerability to current and
8 future weather events or natural disasters.

9 “(b) ESTABLISHMENT.—

10 “(1) IN GENERAL.—The Secretary shall estab-
11 lish a program, to be known as the ‘Promoting Re-
12 silient Operations for Transformative, Efficient, and
13 Cost-saving Transportation program’ or the ‘PRO-
14 TECT program’.

15 “(2) PURPOSE.—The purpose of the program is
16 to provide grants for resilience improvements
17 through—

18 “(A) formula funding distributed to States
19 to carry out subsection (c);

20 “(B) competitive planning grants to enable
21 communities to assess vulnerabilities to current
22 and future weather events and natural disasters
23 and changing conditions, including sea level
24 rise, and plan transportation improvements and

1 emergency response strategies to address those
2 vulnerabilities; and

3 “(C) competitive resilience improvement
4 grants to protect—

5 “(i) surface transportation assets by
6 making the assets more resilient to current
7 and future weather events and natural dis-
8 asters, such as severe storms, flooding,
9 drought, levee and dam failures, wildfire,
10 rockslides, mudslides, sea level rise, ex-
11 treme weather, including extreme tempera-
12 ture, and earthquakes;

13 “(ii) communities through resilience
14 improvements and strategies that allow for
15 the continued operation or rapid recovery
16 of surface transportation systems that—

17 “(I) serve critical local, regional,
18 and national needs, including evacu-
19 ation routes; and

20 “(II) provide access or service to
21 hospitals and other medical or emer-
22 gency service facilities, major employ-
23 ers, critical manufacturing centers,
24 ports and intermodal facilities, utili-
25 ties, and Federal facilities;

1 “(iii) coastal infrastructure, such as a
2 tide gate to protect highways, that is at
3 long-term risk to sea level rise; and

4 “(iv) natural infrastructure that pro-
5 tects and enhances surface transportation
6 assets while improving ecosystem condi-
7 tions, including culverts that ensure ade-
8 quate flows in rivers and estuarine sys-
9 tems.

10 “(c) ELIGIBLE ACTIVITIES FOR APPORTIONED
11 FUNDING.—

12 “(1) IN GENERAL.—Except as provided in para-
13 graph (2), funds apportioned to the State under sec-
14 tion 104(b)(8) shall be obligated for activities eligi-
15 ble under subparagraph (A), (B), or (C) of sub-
16 section (d)(4).

17 “(2) PLANNING SET-ASIDE.—Of the funds ap-
18 portioned to a State under section 104(b)(8) for
19 each fiscal year, not less than 2 percent shall be for
20 activities described in subsection (d)(3).

21 “(3) REQUIREMENTS.—

22 “(A) PROJECTS IN CERTAIN AREAS.—If a
23 project under this subsection is carried out, in
24 whole or in part, within a base floodplain, the
25 State shall—

1 “(i) identify the base floodplain in
2 which the project is to be located and dis-
3 close that information to the Secretary;
4 and

5 “(ii) indicate to the Secretary whether
6 the State plans to implement 1 or more
7 components of the risk mitigation plan
8 under section 322 of the Robert T. Staf-
9 ford Disaster Relief and Emergency Assist-
10 ance Act (42 U.S.C. 5165) with respect to
11 the area.

12 “(B) ELIGIBILITIES.—A State shall use
13 funds apportioned to the State under section
14 104(b)(8) for—

15 “(i) a highway project eligible for as-
16 sistance under this title;

17 “(ii) a public transportation facility or
18 service eligible for assistance under chapter
19 53 of title 49; or

20 “(iii) a port facility, including a facil-
21 ity that—

22 “(I) connects a port to other
23 modes of transportation;

24 “(II) improves the efficiency of
25 evacuations and disaster relief; or

1 “(III) aids transportation.

2 “(C) SYSTEM RESILIENCE.—A project car-
3 ried out by a State with funds apportioned to
4 the State under section 104(b)(8) may include
5 the use of natural infrastructure or the con-
6 struction or modification of storm surge, flood
7 protection, or aquatic ecosystem restoration ele-
8 ments that are functionally connected to a
9 transportation improvement, such as—

10 “(i) increasing marsh health and total
11 area adjacent to a highway right-of-way to
12 promote additional flood storage;

13 “(ii) upgrades to and installation of
14 culverts designed to withstand 100-year
15 flood events;

16 “(iii) upgrades to and installation of
17 tide gates to protect highways; and

18 “(iv) upgrades to and installation of
19 flood gates to protect tunnel entrances.

20 “(D) FEDERAL COST SHARE.—

21 “(i) IN GENERAL.—Except as pro-
22 vided in subsection (e)(1), the Federal
23 share of the cost of a project carried out
24 using funds apportioned to the State under

1 section 104(b)(8) shall not exceed 80 per-
2 cent of the total project cost.

3 “(ii) NON-FEDERAL SHARE.—A State
4 may use Federal funds other than Federal
5 funds apportioned to the State under sec-
6 tion 104(b)(8) to meet the non-Federal
7 cost share requirement for a project under
8 this subsection.

9 “(E) ELIGIBLE PROJECT COSTS.—

10 “(i) IN GENERAL.—Except as pro-
11 vided in clause (ii), eligible project costs
12 for activities carried out by a State with
13 funds apportioned to the State under sec-
14 tion 104(b)(8) may include the costs of—

15 “(I) development phase activities,
16 including planning, feasibility anal-
17 ysis, revenue forecasting, environ-
18 mental review, preliminary engineer-
19 ing and design work, and other
20 preconstruction activities; and

21 “(II) construction, reconstruc-
22 tion, rehabilitation, and acquisition of
23 real property (including land related
24 to the project and improvements to
25 land), environmental mitigation, con-

1 construction contingencies, acquisition of
2 equipment directly related to improv-
3 ing system performance, and oper-
4 ational improvements.

5 “(ii) ELIGIBLE PLANNING COSTS.—In
6 the case of a planning activity described in
7 subsection (d)(3) that is carried out by a
8 State with funds apportioned to the State
9 under section 104(b)(8), eligible costs may
10 include development phase activities, in-
11 cluding planning, feasibility analysis, rev-
12 enue forecasting, environmental review,
13 preliminary engineering and design work,
14 other preconstruction activities, and other
15 activities consistent with carrying out the
16 purposes of subsection (d)(3).

17 “(F) LIMITATIONS.—A State—

18 “(i) may use not more than 40 per-
19 cent of the amounts apportioned to the
20 State under section 104(b)(8) for the con-
21 struction of new capacity; and

22 “(ii) may use not more than 10 per-
23 cent of the amounts apportioned to the
24 State under section 104(b)(8) for activities
25 described in subparagraph (E)(i)(I).

1 “(d) COMPETITIVE AWARDS.—

2 “(1) IN GENERAL.—In addition to funds appor-
3 tioned to States under section 104(b)(8) to carry out
4 activities under subsection (c), the Secretary shall
5 provide grants on a competitive basis under this sub-
6 section to eligible entities described in paragraph
7 (2).

8 “(2) ELIGIBLE ENTITIES.—Except as provided
9 in paragraph (4)(C), the Secretary may make a
10 grant under this subsection to any of the following:

11 “(A) A State or political subdivision of a
12 State.

13 “(B) A metropolitan planning organiza-
14 tion.

15 “(C) A unit of local government.

16 “(D) A special purpose district or public
17 authority with a transportation function, includ-
18 ing a port authority.

19 “(E) An Indian tribe (as defined in section
20 207(m)(1)).

21 “(F) A Federal land management agency
22 that applies jointly with a State or group of
23 States.

1 “(G) A multi-State or multijurisdictional
2 group of entities described in subparagraphs
3 (A) through (F).

4 “(3) PLANNING GRANTS.—Using funds made
5 available under this subsection, the Secretary shall
6 provide planning grants to eligible entities for the
7 purpose of—

8 “(A) in the case of a State or metropolitan
9 planning organization, developing a resilience
10 improvement plan under subsection (e)(2);

11 “(B) resilience planning, predesign, design,
12 or the development of data tools to simulate
13 transportation disruption scenarios, including
14 vulnerability assessments;

15 “(C) technical capacity building by the eli-
16 gible entity to facilitate the ability of the eligi-
17 ble entity to assess the vulnerabilities of the
18 surface transportation assets and community
19 response strategies of the eligible entity under
20 current conditions and a range of potential fu-
21 ture conditions; or

22 “(D) evacuation planning and preparation.

23 “(4) RESILIENCE GRANTS.—

24 “(A) RESILIENCE IMPROVEMENT
25 GRANTS.—

1 “(i) IN GENERAL.—Using funds made
2 available under this subsection, the Sec-
3 retary shall provide resilience improvement
4 grants to eligible entities to carry out 1 or
5 more eligible activities under clause (ii).

6 “(ii) ELIGIBLE ACTIVITIES.—

7 “(I) IN GENERAL.—An eligible
8 entity may use a resilience improve-
9 ment grant under this subparagraph
10 for 1 or more construction activities
11 to improve the ability of an existing
12 surface transportation asset to with-
13 stand 1 or more elements of a weather
14 event or natural disaster, or to in-
15 crease the resilience of surface trans-
16 portation infrastructure from the im-
17 pacts of changing conditions, such as
18 sea level rise, flooding, extreme weath-
19 er events, and other natural disasters.

20 “(II) INCLUSIONS.—An activity
21 eligible to be carried out under this
22 subparagraph includes—

23 “(aa) resurfacing, restora-
24 tion, rehabilitation, reconstruc-
25 tion, replacement, improvement,

1 or realignment of an existing sur-
2 face transportation facility eligi-
3 ble for assistance under this title;
4 “(bb) the incorporation of
5 natural infrastructure;
6 “(cc) the upgrade of an ex-
7 isting surface transportation fa-
8 cility to meet or exceed a design
9 standard adopted by the Federal
10 Highway Administration;
11 “(dd) the installation of
12 mitigation measures that prevent
13 the intrusion of floodwaters into
14 surface transportation systems;
15 “(ee) strengthening systems
16 that remove rainwater from sur-
17 face transportation facilities;
18 “(ff) a resilience project that
19 addresses identified
20 vulnerabilities described in the
21 resilience improvement plan of
22 the eligible entity, if applicable;
23 “(gg) relocating roadways in
24 a base floodplain to higher
25 ground above projected flood ele-

1 vation levels, or away from slide
2 prone areas;
3 “(hh) stabilizing slide areas
4 or slopes;
5 “(ii) installing riprap;
6 “(jj) lengthening or raising
7 bridges to increase waterway
8 openings, including to respond to
9 extreme weather;
10 “(kk) increasing the size or
11 number of drainage structures;
12 “(ll) installing seismic retro-
13 fits on bridges;
14 “(mm) adding scour protec-
15 tion at bridges;
16 “(nn) adding scour, stream
17 stability, coastal, and other hy-
18 draulic countermeasures, includ-
19 ing spur dikes; and
20 “(oo) any other protective
21 features, including natural infra-
22 structure, as determined by the
23 Secretary.

1 “(iii) PRIORITY.—The Secretary shall
2 prioritize a resilience improvement grant to
3 an eligible entity if—

4 “(I) the Secretary determines—

5 “(aa) the benefits of the eli-
6 gible activity proposed to be car-
7 ried out by the eligible entity ex-
8 ceed the costs of the activity; and

9 “(bb) there is a need to ad-
10 dress the vulnerabilities of sur-
11 face transportation assets of the
12 eligible entity with a high risk of,
13 and impacts associated with, fail-
14 ure due to the impacts of weath-
15 er events, natural disasters, or
16 changing conditions, such as sea
17 level rise and increased flood
18 risk; or

19 “(II) the eligible activity pro-
20 posed to be carried out by the eligible
21 entity is included in the applicable re-
22 silience improvement plan under sub-
23 section (e)(2).

24 “(B) COMMUNITY RESILIENCE AND EVAC-
25 UATION ROUTE GRANTS.—

1 “(i) IN GENERAL.—Using funds made
2 available under this subsection, the Sec-
3 retary shall provide community resilience
4 and evacuation route grants to eligible en-
5 tities to carry out 1 or more eligible activi-
6 ties under clause (ii).

7 “(ii) ELIGIBLE ACTIVITIES.—An eligi-
8 ble entity may use a community resilience
9 and evacuation route grant under this sub-
10 paragraph for 1 or more projects that
11 strengthen and protect evacuation routes
12 that are essential for providing and sup-
13 porting evacuations caused by emergency
14 events, including a project that—

15 “(I) is an eligible activity under
16 subparagraph (A)(ii), if that eligible
17 activity will improve an evacuation
18 route;

19 “(II) ensures the ability of the
20 evacuation route to provide safe pas-
21 sage during an evacuation and re-
22 duces the risk of damage to evacu-
23 ation routes as a result of future
24 emergency events, including restoring
25 or replacing existing evacuation routes

1 that are in poor condition or not de-
2 signed to meet the anticipated de-
3 mand during an emergency event, and
4 including steps to protect routes from
5 mud, rock, or other debris slides;

6 “(III) if the eligible entity noti-
7 fies the Secretary that existing evacu-
8 ation routes are not sufficient to ade-
9 quately facilitate evacuations, includ-
10 ing the transportation of emergency
11 responders and recovery resources, ex-
12 pands the capacity of evacuation
13 routes to swiftly and safely accommo-
14 date evacuations, including installa-
15 tion of—

16 “(aa) communications and
17 intelligent transportation system
18 equipment and infrastructure;

19 “(bb) counterflow measures;
20 or

21 “(cc) shoulders;

22 “(IV) is for the construction of
23 new or redundant evacuation routes,
24 if the eligible entity notifies the Sec-
25 retary that existing evacuation routes

1 are not sufficient to adequately facili-
2 tate evacuations, including the trans-
3 portation of emergency responders
4 and recovery resources;

5 “(V) is for the acquisition of
6 evacuation route or traffic incident
7 management equipment or signage; or

8 “(VI) will ensure access or serv-
9 ice to critical destinations, including
10 hospitals and other medical or emer-
11 gency service facilities, major employ-
12 ers, critical manufacturing centers,
13 ports and intermodal facilities, utili-
14 ties, and Federal facilities.

15 “(iii) PRIORITY.—The Secretary shall
16 prioritize community resilience and evacu-
17 ation route grants under this subpara-
18 graph for eligible activities that are cost-ef-
19 fective, as determined by the Secretary,
20 taking into account—

21 “(I) current and future
22 vulnerabilities to an evacuation route
23 due to future occurrence or recurrence
24 of emergency events that are likely to

1 occur in the geographic area in which
2 the evacuation route is located; and

3 “(II) projected changes in devel-
4 opment patterns, demographics, and
5 extreme weather events based on the
6 best available evidence and analysis.

7 “(iv) CONSULTATION.—In providing
8 grants for community resilience and evacu-
9 ation routes under this subparagraph, the
10 Secretary may consult with the Adminis-
11 trator of the Federal Emergency Manage-
12 ment Agency, who may provide technical
13 assistance to the Secretary and to eligible
14 entities.

15 “(C) AT-RISK COASTAL INFRASTRUCTURE
16 GRANTS.—

17 “(i) DEFINITION OF ELIGIBLE ENTI-
18 TY.—In this subparagraph, the term ‘eligi-
19 ble entity’ means any of the following:

20 “(I) A State (including the
21 United States Virgin Islands, Guam,
22 American Samoa, and the Common-
23 wealth of the Northern Mariana Is-
24 lands) in, or bordering on, the Atlan-
25 tic, Pacific, or Arctic Ocean, the Gulf

1 of Mexico, Long Island Sound, or 1 or
2 more of the Great Lakes.

3 “(II) A political subdivision of a
4 State described in subclause (I).

5 “(III) A metropolitan planning
6 organization in a State described in
7 subclause (I).

8 “(IV) A unit of local government
9 in a State described in subclause (I).

10 “(V) A special purpose district or
11 public authority with a transportation
12 function, including a port authority,
13 in a State described in subclause (I).

14 “(VI) An Indian tribe in a State
15 described in subclause (I).

16 “(VII) A Federal land manage-
17 ment agency that applies jointly with
18 a State or group of States described
19 in subclause (I).

20 “(VIII) A multi-State or multi-
21 jurisdictional group of entities de-
22 scribed in subclauses (I) through
23 (VII).

24 “(ii) GRANTS.—Using funds made
25 available under this subsection, the Sec-

1 retary shall provide at-risk coastal infra-
2 structure grants to eligible entities to carry
3 out 1 or more eligible activities under
4 clause (iii).

5 “(iii) ELIGIBLE ACTIVITIES.—An eli-
6 gible entity may use an at-risk coastal in-
7 frastructure grant under this subpara-
8 graph for strengthening, stabilizing, hard-
9 ening, elevating, relocating, or otherwise
10 enhancing the resilience of highway and
11 non-rail infrastructure, including bridges,
12 roads, pedestrian walkways, and bicycle
13 lanes, and associated infrastructure, such
14 as culverts and tide gates to protect high-
15 ways, that are subject to, or face increased
16 long-term future risks of, a weather event,
17 a natural disaster, or changing conditions,
18 including coastal flooding, coastal erosion,
19 wave action, storm surge, or sea level rise,
20 in order to improve transportation and
21 public safety and to reduce costs by avoid-
22 ing larger future maintenance or rebuild-
23 ing costs.

24 “(iv) CRITERIA.—The Secretary shall
25 provide at-risk coastal infrastructure

1 grants under this subparagraph for a
2 project—

3 “(I) that addresses the risks
4 from a current or future weather
5 event or natural disaster, including
6 coastal flooding, coastal erosion, wave
7 action, storm surge, or sea level
8 change; and

9 “(II) that reduces long-term in-
10 frastructure costs by avoiding larger
11 future maintenance or rebuilding
12 costs.

13 “(v) COASTAL BENEFITS.—In addi-
14 tion to the criteria under clause (iv), for
15 the purpose of providing at-risk coastal in-
16 frastructure grants under this subpara-
17 graph, the Secretary shall evaluate the ex-
18 tent to which a project will provide—

19 “(I) access to coastal homes,
20 businesses, communities, and other
21 critical infrastructure, including ac-
22 cess by first responders and other
23 emergency personnel; or

24 “(II) access to a designated evac-
25 uation route.

1 “(5) GRANT REQUIREMENTS.—

2 “(A) SOLICITATIONS FOR GRANTS.—In
3 providing grants under this subsection, the Sec-
4 retary shall conduct a transparent and competi-
5 tive national solicitation process to select eligi-
6 ble projects to receive grants under paragraph
7 (3) and subparagraphs (A), (B), and (C) of
8 paragraph (4).

9 “(B) APPLICATIONS.—

10 “(i) IN GENERAL.—To be eligible to
11 receive a grant under paragraph (3) or
12 subparagraph (A), (B), or (C) of para-
13 graph (4), an eligible entity shall submit to
14 the Secretary an application in such form,
15 at such time, and containing such informa-
16 tion as the Secretary determines to be nec-
17 essary.

18 “(ii) PROJECTS IN CERTAIN AREAS.—
19 If a project is proposed to be carried out
20 by the eligible entity, in whole or in part,
21 within a base floodplain, the eligible entity
22 shall—

23 “(I) as part of the application,
24 identify the floodplain in which the

1 project is to be located and disclose
2 that information to the Secretary; and

3 “(II) indicate in the application
4 whether, if selected, the eligible entity
5 will implement 1 or more components
6 of the risk mitigation plan under sec-
7 tion 322 of the Robert T. Stafford
8 Disaster Relief and Emergency Assist-
9 ance Act (42 U.S.C. 5165) with re-
10 spect to the area.

11 “(C) ELIGIBILITIES.—The Secretary may
12 make a grant under paragraph (3) or subpara-
13 graph (A), (B), or (C) of paragraph (4) only
14 for—

15 “(i) a highway project eligible for as-
16 sistance under this title;

17 “(ii) a public transportation facility or
18 service eligible for assistance under chapter
19 53 of title 49;

20 “(iii) a facility or service for intercity
21 rail passenger transportation (as defined in
22 section 24102 of title 49); or

23 “(iv) a port facility, including a facil-
24 ity that—

1 “(I) connects a port to other
2 modes of transportation;

3 “(II) improves the efficiency of
4 evacuations and disaster relief; or

5 “(III) aids transportation.

6 “(D) SYSTEM RESILIENCE.—A project for
7 which a grant is provided under paragraph (3)
8 or subparagraph (A), (B), or (C) of paragraph
9 (4) may include the use of natural infrastruc-
10 ture or the construction or modification of
11 storm surge, flood protection, or aquatic eco-
12 system restoration elements that the Secretary
13 determines are functionally connected to a
14 transportation improvement, such as—

15 “(i) increasing marsh health and total
16 area adjacent to a highway right-of-way to
17 promote additional flood storage;

18 “(ii) upgrades to and installing of cul-
19 verts designed to withstand 100-year flood
20 events;

21 “(iii) upgrades to and installation of
22 tide gates to protect highways; and

23 “(iv) upgrades to and installation of
24 flood gates to protect tunnel entrances.

25 “(E) FEDERAL COST SHARE.—

1 “(i) PLANNING GRANT.—The Federal
2 share of the cost of a planning activity car-
3 ried out using a planning grant under
4 paragraph (3) shall be 100 percent.

5 “(ii) RESILIENCE GRANTS.—

6 “(I) IN GENERAL.—Except as
7 provided in subclause (II) and sub-
8 section (e)(1), the Federal share of
9 the cost of a project carried out using
10 a grant under subparagraph (A), (B),
11 or (C) of paragraph (4) shall not ex-
12 ceed 80 percent of the total project
13 cost.

14 “(II) TRIBAL PROJECTS.—On
15 the determination of the Secretary,
16 the Federal share of the cost of a
17 project carried out using a grant
18 under subparagraph (A), (B), or (C)
19 of paragraph (4) by an Indian tribe
20 (as defined in section 207(m)(1)) may
21 be up to 100 percent.

22 “(iii) NON-FEDERAL SHARE.—The eli-
23 gible entity may use Federal funds other
24 than Federal funds provided under this
25 subsection to meet the non-Federal cost

1 share requirement for a project carried out
2 with a grant under this subsection.

3 “(F) ELIGIBLE PROJECT COSTS.—

4 “(i) RESILIENCE GRANT PROJECTS.—
5 Eligible project costs for activities funded
6 with a grant under subparagraph (A), (B),
7 or (C) of paragraph (4) may include the
8 costs of—

9 “(I) development phase activities,
10 including planning, feasibility anal-
11 ysis, revenue forecasting, environ-
12 mental review, preliminary engineer-
13 ing and design work, and other
14 preconstruction activities; and

15 “(II) construction, reconstruc-
16 tion, rehabilitation, and acquisition of
17 real property (including land related
18 to the project and improvements to
19 land), environmental mitigation, con-
20 struction contingencies, acquisition of
21 equipment directly related to improv-
22 ing system performance, and oper-
23 ational improvements.

24 “(ii) PLANNING GRANTS.—Eligible
25 project costs for activities funded with a

1 grant under paragraph (3) may include the
2 costs of development phase activities, in-
3 cluding planning, feasibility analysis, rev-
4 enue forecasting, environmental review,
5 preliminary engineering and design work,
6 other preconstruction activities, and other
7 activities consistent with carrying out the
8 purposes of that paragraph.

9 “(G) LIMITATIONS.—

10 “(i) IN GENERAL.—An eligible entity
11 that receives a grant under subparagraph
12 (A), (B), or (C) of paragraph (4)—

13 “(I) may use not more than 40
14 percent of the amount of the grant for
15 the construction of new capacity; and

16 “(II) may use not more than 10
17 percent of the amount of the grant for
18 activities described in subparagraph
19 (F)(i)(I).

20 “(ii) LIMIT ON CERTAIN ACTIVI-
21 TIES.—For each fiscal year, not more than
22 25 percent of the total amount provided
23 under this subsection may be used for
24 projects described in subparagraph (C)(iii).

25 “(H) DISTRIBUTION OF GRANTS.—

1 “(i) IN GENERAL.—Subject to the
2 availability of funds, an eligible entity may
3 request and the Secretary may distribute
4 funds for a grant under this subsection on
5 a multiyear basis, as the Secretary deter-
6 mines to be necessary.

7 “(ii) RURAL SET-ASIDE.—Of the
8 amounts made available to carry out this
9 subsection for each fiscal year, the Sec-
10 retary shall use not less than 25 percent
11 for grants for projects located in areas
12 that are outside an urbanized area with a
13 population of over 200,000.

14 “(iii) TRIBAL SET-ASIDE.—Of the
15 amounts made available to carry out this
16 subsection for each fiscal year, the Sec-
17 retary shall use not less than 2 percent for
18 grants to Indian tribes (as defined in sec-
19 tion 207(m)(1)).

20 “(iv) REALLOCATION.—For any fiscal
21 year, if the Secretary determines that the
22 amount described in clause (ii) or (iii) will
23 not be fully utilized for the grant described
24 in that clause, the Secretary may reallocate

1 the unutilized funds to provide grants to
2 other eligible entities under this subsection.

3 “(6) CONSULTATION.—In carrying out this sub-
4 section, the Secretary shall—

5 “(A) consult with the Assistant Secretary
6 of the Army for Civil Works, the Administrator
7 of the Environmental Protection Agency, the
8 Secretary of the Interior, and the Secretary of
9 Commerce; and

10 “(B) solicit technical support from the Ad-
11 ministrator of the Federal Emergency Manage-
12 ment Agency.

13 “(7) GRANT ADMINISTRATION.—The Secretary
14 may—

15 “(A) retain not more than a total of 5 per-
16 cent of the funds made available to carry out
17 this subsection and to review applications for
18 grants under this subsection; and

19 “(B) transfer portions of the funds re-
20 tained under subparagraph (A) to the relevant
21 Administrators to fund the award and oversight
22 of grants provided under this subsection.

23 “(e) RESILIENCE IMPROVEMENT PLAN AND LOWER
24 NON-FEDERAL SHARE.—

25 “(1) FEDERAL SHARE REDUCTIONS.—

1 “(A) IN GENERAL.—A State that receives
2 funds apportioned to the State under section
3 104(b)(8) or an eligible entity that receives a
4 grant under subsection (d) shall have the non-
5 Federal share of a project carried out with the
6 funds or grant, as applicable, reduced by an
7 amount described in subparagraph (B) if the
8 State or eligible entity meets the applicable re-
9 quirements under that subparagraph.

10 “(B) AMOUNT OF REDUCTIONS.—

11 “(i) RESILIENCE IMPROVEMENT
12 PLAN.—Subject to clause (iii), the amount
13 of the non-Federal share of the costs of a
14 project carried out with funds apportioned
15 to a State under section 104(b)(8) or a
16 grant under subsection (d) shall be re-
17 duced by 7 percentage points if—

18 “(I) in the case of a State or an
19 eligible entity that is a State or a
20 metropolitan planning organization,
21 the State or eligible entity has—

22 “(aa) developed a resilience
23 improvement plan in accordance
24 with this subsection; and

1 “(bb) prioritized the project
2 on that resilience improvement
3 plan; and

4 “(II) in the case of an eligible en-
5 tity not described in subclause (I), the
6 eligible entity is located in a State or
7 an area served by a metropolitan
8 planning organization that has—

9 “(aa) developed a resilience
10 improvement plan in accordance
11 with this subsection; and

12 “(bb) prioritized the project
13 on that resilience improvement
14 plan.

15 “(ii) INCORPORATION OF RESILIENCE
16 IMPROVEMENT PLAN IN OTHER PLAN-
17 NING.—Subject to clause (iii), the amount
18 of the non-Federal share of the cost of a
19 project carried out with funds under sub-
20 section (c) or a grant under subsection (d)
21 shall be reduced by 3 percentage points
22 if—

23 “(I) in the case of a State or an
24 eligible entity that is a State or a
25 metropolitan planning organization,

1 the resilience improvement plan devel-
2 oped in accordance with this sub-
3 section has been incorporated into the
4 metropolitan transportation plan
5 under section 134 or the long-range
6 statewide transportation plan under
7 section 135, as applicable; and

8 “(II) in the case of an eligible en-
9 tity not described in subclause (I), the
10 eligible entity is located in a State or
11 an area served by a metropolitan
12 planning organization that incor-
13 porated a resilience improvement plan
14 into the metropolitan transportation
15 plan under section 134 or the long-
16 range statewide transportation plan
17 under section 135, as applicable.

18 “(iii) LIMITATIONS.—

19 “(I) MAXIMUM REDUCTION.—A
20 State or eligible entity may not receive
21 a reduction under this paragraph of
22 more than 10 percentage points for
23 any single project carried out with
24 funds under subsection (c) or a grant
25 under subsection (d).

1 “(II) NO NEGATIVE NON-FED-
2 ERAL SHARE.—A reduction under this
3 paragraph shall not reduce the non-
4 Federal share of the costs of a project
5 carried out with funds under sub-
6 section (c) or a grant under sub-
7 section (d) to an amount that is less
8 than zero.

9 “(2) PLAN CONTENTS.—A resilience improve-
10 ment plan referred to in paragraph (1)—

11 “(A) shall be for the immediate and long-
12 range planning activities and investments of the
13 State or metropolitan planning organization
14 with respect to resilience of the surface trans-
15 portation system within the boundaries of the
16 State or metropolitan planning organization, as
17 applicable;

18 “(B) shall demonstrate a systemic ap-
19 proach to surface transportation system resil-
20 ience and be consistent with and complementary
21 of the State and local mitigation plans required
22 under section 322 of the Robert T. Stafford
23 Disaster Relief and Emergency Assistance Act
24 (42 U.S.C. 5165);

1 “(C) shall include a risk-based assessment
2 of vulnerabilities of transportation assets and
3 systems to current and future weather events
4 and natural disasters, such as severe storms,
5 flooding, drought, levee and dam failures, wild-
6 fire, rockslides, mudslides, sea level rise, ex-
7 treme weather, including extreme temperatures,
8 and earthquakes;

9 “(D) may—

10 “(i) designate evacuation routes and
11 strategies, including multimodal facilities,
12 designated with consideration for individ-
13 uals without access to personal vehicles;

14 “(ii) plan for response to anticipated
15 emergencies, including plans for the mobil-
16 ity of—

17 “(I) emergency response per-
18 sonnel and equipment; and

19 “(II) access to emergency serv-
20 ices, including for vulnerable or dis-
21 advantaged populations;

22 “(iii) describe the resilience improve-
23 ment policies, including strategies, land-use
24 and zoning changes, investments in natural
25 infrastructure, or performance measures

1 that will inform the transportation invest-
2 ment decisions of the State or metropolitan
3 planning organization with the goal of in-
4 creasing resilience;

5 “(iv) include an investment plan
6 that—

7 “(I) includes a list of priority
8 projects; and

9 “(II) describes how funds appor-
10 tioned to the State under section
11 104(b)(8) or provided by a grant
12 under the program would be invested
13 and matched, which shall not be sub-
14 ject to fiscal constraint requirements;
15 and

16 “(v) use science and data and indicate
17 the source of data and methodologies; and

18 “(E) shall, as appropriate—

19 “(i) include a description of how the
20 plan will improve the ability of the State or
21 metropolitan planning organization—

22 “(I) to respond promptly to the
23 impacts of weather events and natural
24 disasters; and

1 “(II) to be prepared for changing
2 conditions, such as sea level rise and
3 increased flood risk;

4 “(ii) describe the codes, standards,
5 and regulatory framework, if any, adopted
6 and enforced to ensure resilience improve-
7 ments within the impacted area of pro-
8 posed projects included in the resilience
9 improvement plan;

10 “(iii) consider the benefits of com-
11 bining hard surface transportation assets,
12 and natural infrastructure, through coordi-
13 nated efforts by the Federal Government
14 and the States;

15 “(iv) assess the resilience of other
16 community assets, including buildings and
17 housing, emergency management assets,
18 and energy, water, and communication in-
19 frastructure;

20 “(v) use a long-term planning period;
21 and

22 “(vi) include such other information
23 as the State or metropolitan planning or-
24 ganization considers appropriate.

1 “(3) NO NEW PLANNING REQUIREMENTS.—
2 Nothing in this section requires a metropolitan plan-
3 ning organization or a State to develop a resilience
4 improvement plan or to include a resilience improve-
5 ment plan under the metropolitan transportation
6 plan under section 134 or the long-range statewide
7 transportation plan under section 135, as applicable,
8 of the metropolitan planning organization or State.

9 “(f) MONITORING.—

10 “(1) IN GENERAL.—Not later than 18 months
11 after the date of enactment of this section, the Sec-
12 retary shall—

13 “(A) establish, for the purpose of evalu-
14 ating the effectiveness and impacts of projects
15 carried out with a grant under subsection (d)—

16 “(i) subject to paragraph (2), trans-
17 portation and any other metrics as the
18 Secretary determines to be necessary; and

19 “(ii) procedures for monitoring and
20 evaluating projects based on those metrics;
21 and

22 “(B) select a representative sample of
23 projects to evaluate based on the metrics and
24 procedures established under subparagraph (A).

1 “(2) NOTICE.—Before adopting any metrics de-
2 scribed in paragraph (1), the Secretary shall—

3 “(A) publish the proposed metrics in the
4 Federal Register; and

5 “(B) provide to the public an opportunity
6 for comment on the proposed metrics.

7 “(g) REPORTS.—

8 “(1) REPORTS FROM ELIGIBLE ENTITIES.—Not
9 later than 1 year after the date on which a project
10 carried out with a grant under subsection (d) is
11 completed, the eligible entity that carried out the
12 project shall submit to the Secretary a report on the
13 results of the project and the use of the funds
14 awarded.

15 “(2) REPORTS TO CONGRESS.—

16 “(A) ANNUAL REPORTS.—The Secretary
17 shall submit to the Committee on Environment
18 and Public Works of the Senate and the Com-
19 mittee on Transportation and Infrastructure of
20 the House of Representatives, and publish on
21 the website of the Department of Transpor-
22 tation, an annual report that describes the im-
23 plementation of the program during the pre-
24 ceding calendar year, including—

1 “(i) each project for which a grant
2 was provided under subsection (d);

3 “(ii) information relating to project
4 applications received;

5 “(iii) the manner in which the con-
6 sultation requirements were implemented
7 under subsection (d);

8 “(iv) recommendations to improve the
9 administration of subsection (d), including
10 whether assistance from additional or
11 fewer agencies to carry out the program is
12 appropriate;

13 “(v) the period required to disburse
14 grant funds to eligible entities based on
15 applicable Federal coordination require-
16 ments; and

17 “(vi) a list of facilities that repeatedly
18 require repair or reconstruction due to
19 emergency events.

20 “(B) FINAL REPORT.—Not later than 5
21 years after the date of enactment of the IN-
22 VEST in America Act, the Secretary shall sub-
23 mit to Congress a report that includes the re-
24 sults of the reports submitted under subpara-
25 graph (A).”.

1 (b) CLERICAL AMENDMENT.—The analysis for chap-
2 ter 1 of title 23, United States Code (as amended by sec-
3 tion 1403(b)), is amended by inserting after the item re-
4 lating to section 175 the following:

“176. Promoting Resilient Operations for Transformative, Efficient, and Cost-
saving Transportation (PROTECT) program.”.

5 **SEC. 1407. HEALTHY STREETS PROGRAM.**

6 (a) DEFINITIONS.—In this section:

7 (1) COMMUNITY OF COLOR.—The term “com-
8 munity of color” means, in a State, a census block
9 group for which the aggregate percentage of resi-
10 dents who identify as Black, African-American,
11 American Indian, Alaska Native, Native Hawaiian,
12 Asian, Pacific Islander, Hispanic, Latino, other
13 nonwhite race, or linguistically isolated is—

14 (A) not less than 50 percent; or

15 (B) significantly higher, as determined by
16 the Secretary, than the State average.

17 (2) COOL PAVEMENT.—The term “cool pave-
18 ment” means a pavement with reflective surfaces
19 with higher albedo to decrease the surface tempera-
20 ture of that pavement.

21 (3) ELIGIBLE ENTITY.—The term “eligible enti-
22 ty” means—

23 (A) a State;

24 (B) a metropolitan planning organization;

1 (C) a unit of local government;

2 (D) a Tribal government; and

3 (E) a nonprofit organization working in co-
4 ordination with an entity described in subpara-
5 graphs (A) through (D).

6 (4) LOW-INCOME COMMUNITY.—The term “low-
7 income community” means a census block group in
8 which not less than 30 percent of the population
9 lives below the poverty line (as defined in section
10 673 of the Community Services Block Grant Act (42
11 U.S.C. 9902)).

12 (5) POROUS PAVEMENT.—The term “porous
13 pavement” means a paved surface with a higher
14 than normal percentage of air voids to allow water
15 to pass through the surface and infiltrate into the
16 subsoil.

17 (6) PROGRAM.—The term “program” means
18 the Healthy Streets program established under sub-
19 section (b).

20 (7) STATE.—The term “State” has the mean-
21 ing given the term in section 101(a) of title 23,
22 United States Code.

23 (8) TRIBAL GOVERNMENT.—The term “Tribal
24 government” means the recognized governing body
25 of any Indian or Alaska Native tribe, band, nation,

1 pueblo, village, community, component band, or com-
2 ponent reservation, individually identified (including
3 parenthetically) in the list published most recently as
4 of the date of enactment of this Act pursuant to sec-
5 tion 104 of the Federally Recognized Indian Tribe
6 List Act of 1994 (25 U.S.C. 5131).

7 (b) ESTABLISHMENT.—The Secretary shall establish
8 a discretionary grant program, to be known as the
9 “Healthy Streets program”, to provide grants to eligible
10 entities—

11 (1) to deploy cool pavements and porous pave-
12 ments; and

13 (2) to expand tree cover.

14 (c) GOALS.—The goals of the program are—

15 (1) to mitigate urban heat islands;

16 (2) to improve air quality; and

17 (3) to reduce—

18 (A) the extent of impervious surfaces;

19 (B) stormwater runoff and flood risks; and

20 (C) heat impacts to infrastructure and
21 road users.

22 (d) APPLICATION.—

23 (1) IN GENERAL.—To be eligible to receive a
24 grant under the program, an eligible entity shall
25 submit to the Secretary an application at such time,

1 in such manner, and containing such information as
2 the Secretary may require.

3 (2) REQUIREMENTS.—The application sub-
4 mitted by an eligible entity under paragraph (1)
5 shall include a description of—

6 (A) how the eligible entity would use the
7 grant funds; and

8 (B) the contribution that the projects in-
9 tended to be carried out with grant funds would
10 make to improving the safety, health outcomes,
11 natural environment, and quality of life in low-
12 income communities and communities of color.

13 (e) USE OF FUNDS.—An eligible entity that receives
14 a grant under the program may use the grant funds for
15 1 or more of the following activities:

16 (1) Conducting an assessment of urban heat is-
17 lands to identify hot spot areas of extreme heat or
18 elevated air pollution.

19 (2) Conducting a comprehensive tree canopy as-
20 sessment, which shall assess the current tree loca-
21 tions and canopy, including—

22 (A) an inventory of the location, species,
23 condition, and health of existing tree canopies
24 and trees on public facilities; and

25 (B) an identification of—

1 (i) the locations where trees need to
2 be replaced;

3 (ii) empty tree boxes or other loca-
4 tions where trees could be added; and

5 (iii) flood-prone locations where trees
6 or other natural infrastructure could miti-
7 gate flooding.

8 (3) Conducting an equity assessment by map-
9 ping tree canopy gaps, flood-prone locations, and
10 urban heat island hot spots as compared to—

11 (A) pedestrian walkways and public trans-
12 portation stop locations;

13 (B) low-income communities; and

14 (C) communities of color.

15 (4) Planning activities, including developing an
16 investment plan based on the results of the assess-
17 ments carried out under paragraphs (1), (2), and
18 (3).

19 (5) Purchasing and deploying cool pavements to
20 mitigate urban heat island hot spots.

21 (6) Purchasing and deploying porous pavement
22 to mitigate flooding and stormwater runoff in—

23 (A) pedestrian-only areas; and

24 (B) areas of low-volume, low-speed vehic-
25 ular use.

1 (7) Purchasing of trees, site preparation, plant-
2 ing of trees, ongoing maintenance and monitoring of
3 trees, and repairing of storm damage to trees, with
4 priority given to—

5 (A) to the extent practicable, the planting
6 of native species; and

7 (B) projects located in a neighborhood with
8 lower tree cover or higher maximum daytime
9 summer temperatures compared to surrounding
10 neighborhoods.

11 (8) Assessing underground infrastructure and
12 coordinating with local transportation and utility
13 providers.

14 (9) Hiring staff to conduct any of the activities
15 described in paragraphs (1) through (8).

16 (f) PRIORITY.—In awarding grants to eligible entities
17 under the program, the Secretary shall give priority to an
18 eligible entity—

19 (1) proposing to carry out an activity or project
20 in a low-income community or a community of color;

21 (2) that has entered into a community benefits
22 agreement with representatives of the community; or

23 (3) that is partnering with a qualified youth or
24 conservation corps (as defined in section 203 of the
25 Public Lands Corps Act of 1993 (16 U.S.C. 1722)).

1 (g) DISTRIBUTION REQUIREMENT.—Of the amounts
2 made available to carry out the program for each fiscal
3 year, not less than 80 percent shall be provided for
4 projects in urbanized areas (as defined in section 101(a)
5 of title 23, United States Code).

6 (h) FEDERAL SHARE.—

7 (1) IN GENERAL.—Except as provided under
8 paragraph (2), the Federal share of the cost of a
9 project carried out under the program shall be 80
10 percent.

11 (2) WAIVER.—The Secretary may increase the
12 Federal share requirement under paragraph (1) to
13 100 percent for projects carried out by an eligible
14 entity that demonstrates economic hardship, as de-
15 termined by the Secretary.

16 (i) MAXIMUM GRANT AMOUNT.—An individual grant
17 under this section shall not exceed \$15,000,000.

18 **Subtitle E—Miscellaneous**

19 **SEC. 1501. ADDITIONAL DEPOSITS INTO HIGHWAY TRUST** 20 **FUND.**

21 (a) IN GENERAL.—Section 105 of title 23, United
22 States Code, is repealed.

23 (b) CLERICAL AMENDMENT.—The analysis for chap-
24 ter 1 of title 23, United States Code, is amended by strik-
25 ing the item relating to section 105.

1 **SEC. 1502. STOPPING THREATS ON PEDESTRIANS.**

2 (a) DEFINITION OF BOLLARD INSTALLATION
3 PROJECT.—In this section, the term “bollard installation
4 project” means a project to install raised concrete or metal
5 posts on a sidewalk adjacent to a roadway that are de-
6 signed to slow or stop a motor vehicle.

7 (b) ESTABLISHMENT.—Not later than 1 year after
8 the date of enactment of this Act and subject to the avail-
9 ability of appropriations, the Secretary shall establish and
10 carry out a competitive grant pilot program to provide as-
11 sistance to State departments of transportation and local
12 government entities for bollard installation projects de-
13 signed to prevent pedestrian injuries and acts of terrorism
14 in areas used by large numbers of pedestrians.

15 (c) APPLICATION.—To be eligible to receive a grant
16 under this section, a State department of transportation
17 or local government entity shall submit to the Secretary
18 an application at such time, in such form, and containing
19 such information as the Secretary determines to be appro-
20 priate, which shall include, at a minimum—

21 (1) a description of the proposed bollard instal-
22 lation project to be carried out;

23 (2) a description of the pedestrian injury or ter-
24 rorism risks with respect to the proposed installation
25 area; and

1 (3) an analysis of how the proposed bollard in-
2 stallation project will mitigate those risks.

3 (d) USE OF FUNDS.—A recipient of a grant under
4 this section may only use the grant funds for a bollard
5 installation project.

6 (e) FEDERAL SHARE.—The Federal share of the
7 costs of a bollard installation project carried out with a
8 grant under this section may be up to 100 percent.

9 (f) AUTHORIZATION OF APPROPRIATIONS.—There is
10 authorized to be appropriated to the Secretary to carry
11 out this section \$5,000,000 for each of fiscal years 2022
12 through 2026.

13 **SEC. 1503. TRANSFER AND SALE OF TOLL CREDITS.**

14 (a) DEFINITIONS.—In this section:

15 (1) ORIGINATING STATE.—The term “origi-
16 nating State” means a State that—

17 (A) is eligible to use a credit under section
18 120(i) of title 23, United States Code; and

19 (B) has been selected by the Secretary
20 under subsection (d)(2).

21 (2) PILOT PROGRAM.—The term “pilot pro-
22 gram” means the pilot program established under
23 subsection (b).

24 (3) RECIPIENT STATE.—The term “recipient
25 State” means a State that receives a credit by trans-

1 fer or by sale under this section from an originating
2 State.

3 (4) STATE.—The term “State” has the mean-
4 ing given the term in section 101(a) of title 23,
5 United States Code.

6 (b) ESTABLISHMENT OF PILOT PROGRAM.—The Sec-
7 retary shall establish and implement a toll credit exchange
8 pilot program in accordance with this section.

9 (c) PURPOSES.—The purposes of the pilot program
10 are—

11 (1) to identify the extent of the demand to pur-
12 chase toll credits;

13 (2) to identify the cash price of toll credits
14 through bilateral transactions between States;

15 (3) to analyze the impact of the purchase or
16 sale of toll credits on transportation expenditures;

17 (4) to test the feasibility of expanding the pilot
18 program to allow all States to participate on a per-
19 manent basis; and

20 (5) to identify any other repercussions of the
21 toll credit exchange.

22 (d) SELECTION OF ORIGINATING STATES.—

23 (1) APPLICATION.—In order to participate in
24 the pilot program as an originating State, a State
25 shall submit to the Secretary an application at such

1 time, in such manner, and containing such informa-
2 tion as the Secretary may require, including, at a
3 minimum, such information as is required for the
4 Secretary to verify—

5 (A) the amount of unused toll credits for
6 which the State has submitted certification to
7 the Secretary that are available to be sold or
8 transferred under the pilot program, includ-
9 ing—

10 (i) toll revenue generated and the
11 sources of that revenue;

12 (ii) toll revenue used by public, quasi-
13 public, and private agencies to build, im-
14 prove, or maintain highways, bridges, or
15 tunnels that serve the public purpose of
16 interstate commerce; and

17 (iii) an accounting of any Federal
18 funds used by the public, quasi-public, or
19 private agency to build, improve, or main-
20 tain the toll facility, to validate that the
21 credit has been reduced by a percentage
22 equal to the percentage of the total cost of
23 building, improving, or maintaining the fa-
24 cility that was derived from Federal funds;

1 (B) the documentation of maintenance of
2 effort for toll credits earned by the originating
3 State; and

4 (C) the accuracy of the accounting system
5 of the State to earn and track toll credits.

6 (2) SELECTION.—Of the States that submit an
7 application under paragraph (1), the Secretary may
8 select not more than 10 States to be designated as
9 an originating State.

10 (3) LIMITATION ON SALES.—At any time, the
11 Secretary may limit the amount of unused toll cred-
12 its that may be offered for sale under the pilot pro-
13 gram.

14 (e) TRANSFER OR SALE OF CREDITS.—

15 (1) IN GENERAL.—In carrying out the pilot
16 program, the Secretary shall provide that an origi-
17 nating State may transfer or sell to a recipient State
18 a credit not previously used by the originating State
19 under section 120(i) of title 23, United States Code.

20 (2) WEBSITE SUPPORT.—The Secretary shall
21 make available a publicly accessible website on which
22 originating States shall post the amount of toll cred-
23 its, verified under subsection (d)(1)(A), that are
24 available for sale or transfer to a recipient State.

1 (3) BILATERAL TRANSACTIONS.—An origi-
2 nating State and a recipient State may enter into a
3 bilateral transaction to sell or transfer verified toll
4 credits.

5 (4) NOTIFICATION.—Not later than 30 days
6 after the date on which a credit is transferred or
7 sold, the originating State and the recipient State
8 shall jointly submit to the Secretary a written notifi-
9 cation of the transfer or sale, including details on—

10 (A) the amount of toll credits that have
11 been sold or transferred;

12 (B) the price paid or other value trans-
13 ferred in exchange for the toll credits;

14 (C) the intended use by the recipient State
15 of the toll credits, if known;

16 (D) the intended use by the originating
17 State of the cash or other value transferred;

18 (E) an update on the toll credit balance of
19 the originating State and the recipient State;
20 and

21 (F) any other information about the trans-
22 action that the Secretary may require.

23 (5) USE OF CREDITS BY TRANSFEREE OR PUR-
24 CHASER.—A recipient State may use a credit re-
25 ceived under paragraph (1) toward the non-Federal

1 share requirement for any funds made available to
2 carry out title 23 or chapter 53 of title 49, United
3 States Code, in accordance with section 120(i) of
4 title 23, United States Code.

5 (6) USE OF PROCEEDS FROM SALE OF CRED-
6 ITS.—An originating State shall use the proceeds
7 from the sale of a credit under paragraph (1) for the
8 construction costs of any project in the originating
9 State that is eligible under title 23, United States
10 Code.

11 (f) REPORTING REQUIREMENTS.—

12 (1) INITIAL REPORT.—Not later than 1 year
13 after the date on which the pilot program is estab-
14 lished, the Secretary shall submit to the Committee
15 on Environment and Public Works of the Senate
16 and the Committee on Transportation and Infra-
17 structure of the House of Representatives a report
18 on the progress of the pilot program.

19 (2) FINAL REPORT.—Not later than 3 years
20 after the date on which the pilot program is estab-
21 lished, the Secretary shall—

22 (A) submit to the Committee on Environ-
23 ment and Public Works of the Senate and the
24 Committee on Transportation and Infrastruc-

1 ture of the House of Representatives a report
2 that—

3 (i) determines whether a toll credit
4 marketplace is viable and cost-effective;

5 (ii) describes the buying and selling
6 activities under the pilot program;

7 (iii) describes the average sale price of
8 toll credits;

9 (iv) determines whether the pilot pro-
10 gram could be expanded to more States or
11 all States or to non-State operators of toll
12 facilities;

13 (v) provides updated information on
14 the toll credit balance accumulated by each
15 State; and

16 (vi) describes the list of projects that
17 were assisted by the pilot program; and

18 (B) make the report under subparagraph
19 (A) publicly available on the website of the De-
20 partment.

21 (g) TERMINATION.—

22 (1) IN GENERAL.—The Secretary may termi-
23 nate the pilot program or the participation of any
24 State in the pilot program if the Secretary deter-
25 mines that—

1 (A) the pilot program is not serving a pub-
2 lic benefit; or

3 (B) it is not cost effective to carry out the
4 pilot program.

5 (2) PROCEDURES.—The termination of the pilot
6 program or the participation of a State in the pilot
7 program shall be carried out consistent with Federal
8 requirements for project closeout, adjustment, and
9 continuing responsibilities.

10 **SEC. 1504. STUDY OF IMPACTS ON ROADS FROM SELF-DRIV-**
11 **ING VEHICLES.**

12 (a) IN GENERAL.—Not later than 60 days after the
13 date of enactment of this Act, the Secretary shall initiate
14 a study on the existing and future impacts of self-driving
15 vehicles to transportation infrastructure, mobility, the en-
16 vironment, and safety, including impacts on—

17 (1) the Interstate System (as defined in section
18 101(a) of title 23, United States Code);

19 (2) urban roads;

20 (3) rural roads;

21 (4) corridors with heavy traffic congestion;

22 (5) transportation systems optimization; and

23 (6) any other areas or issues relevant to oper-
24 ations of the Federal Highway Administration that
25 the Secretary determines to be appropriate.

1 (b) CONTENTS OF STUDY.—The study under sub-
2 section (a) shall include specific recommendations for both
3 rural and urban communities regarding the impacts of
4 self-driving vehicles on existing transportation system ca-
5 pacity.

6 (c) CONSIDERATIONS.—In carrying out the study
7 under subsection (a), the Secretary shall—

8 (1) consider the need for and recommend any
9 policy changes to be undertaken by the Federal
10 Highway Administration on the impacts of self-driv-
11 ing vehicles as identified under paragraph (2); and

12 (2) for both rural and urban communities, in-
13 clude a discussion of—

14 (A) the impacts that self-driving vehicles
15 will have on existing transportation infrastruc-
16 ture, such as signage and markings, traffic
17 lights, and highway capacity and design;

18 (B) the impact on commercial and private
19 traffic flows;

20 (C) infrastructure improvement needs that
21 may be necessary for transportation infrastruc-
22 ture to accommodate self-driving vehicles;

23 (D) the impact of self-driving vehicles on
24 the environment, congestion, and vehicle miles
25 traveled; and

1 (E) the impact of self-driving vehicles on
2 mobility.

3 (d) COORDINATION.—In carrying out the study under
4 subsection (a), the Secretary shall consider and incor-
5 porate relevant current and ongoing research of the De-
6 partment.

7 (e) CONSULTATION.—In carrying out the study under
8 subsection (a), the Secretary shall convene and consult
9 with a panel of national experts in both rural and urban
10 transportation, including—

11 (1) operators and users of the Interstate Sys-
12 tem (as defined in section 101(a) of title 23, United
13 States Code), including private sector stakeholders;

14 (2) States and State departments of transpor-
15 tation;

16 (3) metropolitan planning organizations;

17 (4) the motor carrier industry;

18 (5) representatives of public transportation
19 agencies or organizations;

20 (6) highway safety and academic groups;

21 (7) nonprofit entities with experience in trans-
22 portation policy;

23 (8) National Laboratories (as defined in section
24 2 of the Energy Policy Act of 2005 (42 U.S.C.
25 15801));

1 (9) environmental stakeholders; and

2 (10) self-driving vehicle producers, manufactur-
3 ers, and technology developers.

4 (f) REPORT.—Not later than 1 year after the date
5 on which the study under subsection (a) is initiated, the
6 Secretary shall submit a report on the results of the study
7 to—

8 (1) the Committee on Environment and Public
9 Works of the Senate; and

10 (2) the Committee on Transportation and In-
11 frastructure of the House of Representatives.

12 **SEC. 1505. DISASTER RELIEF MOBILIZATION STUDY.**

13 (a) DEFINITION OF LOCAL COMMUNITY.—In this
14 section, the term “local community” means—

15 (1) a unit of local government;

16 (2) a political subdivision of a State or local
17 government;

18 (3) a metropolitan planning organization (as
19 defined in section 134(b) of title 23, United States
20 Code);

21 (4) a rural planning organization; or

22 (5) a Tribal government.

23 (b) STUDY.—

24 (1) IN GENERAL.—The Secretary shall carry
25 out a study to determine the utility of incorporating

1 the use of bicycles into the disaster preparedness
2 and disaster response plans of local communities.

3 (2) REQUIREMENTS.—The study carried out
4 under paragraph (1) shall include—

5 (A) a vulnerability assessment of the infra-
6 structure in local communities as of the date of
7 enactment of this Act that supports active
8 transportation, including bicycling, walking, and
9 personal mobility devices, with a particular
10 focus on areas in local communities that—

11 (i) have low levels of vehicle owner-
12 ship; and

13 (ii) lack sufficient active transpor-
14 tation infrastructure routes to public
15 transportation;

16 (B) an evaluation of whether disaster pre-
17 paredness and disaster response plans should
18 include the use of bicycles by first responders,
19 emergency workers, and community organiza-
20 tion representatives—

21 (i) during a mandatory or voluntary
22 evacuation ordered by a Federal, State,
23 Tribal, or local government entity—

24 (I) to notify residents of the need
25 to evacuate;

1 (II) to evacuate individuals and
2 goods; and

3 (III) to reach individuals who are
4 in need of first aid and medical assist-
5 ance; and

6 (ii) after a disaster or emergency de-
7 clared by a Federal, State, Tribal, or local
8 government entity—

9 (I) to participate in search and
10 rescue activities;

11 (II) to carry commodities to be
12 used for life-saving or life-sustaining
13 purposes, including—

14 (aa) water;

15 (bb) food;

16 (cc) first aid and other med-
17 ical supplies; and

18 (dd) power sources and elec-
19 tric supplies, such as cell phones,
20 radios, lights, and batteries;

21 (III) to reach individuals who are
22 in need of the commodities described
23 in subclause (II); and

24 (IV) to assist with other disaster
25 relief tasks, as appropriate; and

1 (C) a review of training programs for first
2 responders, emergency workers, and community
3 organization representatives relating to—

4 (i) competent bicycle skills, including
5 the use of cargo bicycles and electric bicy-
6 cles, as applicable;

7 (ii) basic bicycle maintenance;

8 (iii) compliance with relevant traffic
9 safety laws;

10 (iv) methods to use bicycles to carry
11 out the activities described in clauses (i)
12 and (ii) of subparagraph (2)(B); and

13 (v) exercises conducted for the pur-
14 pose of—

15 (I) exercising the skills described
16 in clause (i); and

17 (II) maintaining bicycles and re-
18 lated equipment.

19 (c) REPORT.—Not later than 2 years after the date
20 of enactment of this Act, the Secretary shall submit to
21 the Committee on Environment and Public Works of the
22 Senate and the Committee on Transportation and Infra-
23 structure of the House of Representatives a report that—

24 (1) describes the results of the study carried
25 out under subsection (b); and

1 (2) provides recommendations, if any, relating
2 to—

3 (A) the methods by which to incorporate
4 bicycles into disaster preparedness and disaster
5 response plans of local communities; and

6 (B) improvements to training programs de-
7 scribed in subsection (b)(2)(C).

8 **SEC. 1506. APPALACHIAN REGIONAL COMMISSION.**

9 (a) DEFINITIONS.—Section 14102(a)(1) of title 40,
10 United States Code, is amended—

11 (1) in subparagraph (G)—

12 (A) by inserting “Catawba,” after
13 “Caldwell,”; and

14 (B) by inserting “Cleveland,” after
15 “Clay,”; and

16 (2) in subparagraph (M), by inserting “, of
17 which the counties of Brooke, Hancock, Marshall,
18 and Ohio shall be considered to be located in the
19 North Central subregion” after “West Virginia”.

20 (b) FUNCTIONS.—Section 14303(a) of title 40,
21 United States Code, is amended—

22 (1) in paragraph (9), by striking “and” at the
23 end;

24 (2) in paragraph (10), by striking the period at
25 the end and inserting “; and”; and

1 (3) by adding at the end the following:

2 “(11) support broadband access in the Appa-
3 lachian region.”.

4 (c) CONGRESSIONAL NOTIFICATION.—

5 (1) IN GENERAL.—Subchapter II of chapter
6 143 of subtitle IV of title 40, United States Code,
7 is amended by adding at the end the following:

8 **“§ 14323. Congressional notification**

9 “(a) IN GENERAL.—In the case of a project described
10 in subsection (b), the Appalachian Regional Commission
11 shall provide to the Committee on Transportation and In-
12 frastructure of the House of Representatives and the Com-
13 mittee on Environment and Public Works of the Senate
14 notice of the award of a grant or other financial assistance
15 not less than 3 full business days before awarding the
16 grant or other financial assistance.

17 “(b) PROJECTS DESCRIBED.—A project referred to
18 in subsection (a) is a project that the Appalachian Re-
19 gional Commission has selected to receive a grant or other
20 financial assistance under this subtitle in an amount not
21 less than \$50,000.”.

22 (2) CLERICAL AMENDMENT.—The analysis for
23 subchapter II of chapter 143 of subtitle IV of title
24 40, United States Code, is amended by adding at
25 the end the following:

“14323. Congressional notification.”.

1 (d) HIGH-SPEED BROADBAND DEPLOYMENT INITIA-
2 TIVE.—Section 14509 of title 40, United States Code, is
3 amended—

4 (1) by striking subsection (a) and inserting the
5 following:

6 “(a) IN GENERAL.—The Appalachian Regional Com-
7 mission may provide technical assistance, make grants,
8 enter into contracts, or otherwise provide amounts to indi-
9 viduals or entities in the Appalachian region for projects
10 and activities to increase affordable access to broadband
11 networks throughout the Appalachian region.”;

12 (2) by redesignating subsections (b) through (d)
13 as subsections (c) through (e), respectively;

14 (3) by inserting after subsection (a) the fol-
15 lowing:

16 “(b) ELIGIBLE PROJECTS AND ACTIVITIES.—A
17 project or activity eligible to be carried out under this sec-
18 tion is a project or activity—

19 “(1) to conduct research, analysis, and training
20 to increase broadband adoption efforts in the Appa-
21 lachian region; or

22 “(2) for the construction and deployment of
23 broadband service-related infrastructure in the Ap-
24 palachian region.”;

1 (4) in subsection (d) (as so redesignated), in
2 the matter preceding paragraph (1), by striking
3 “subsection (b)” and inserting “subsection (c)”; and
4 (5) by adding at the end the following:

5 “(f) REQUEST FOR DATA.—Before making a grant
6 for a project or activity described in subsection (b)(2), the
7 Appalachian Regional Commission shall request from the
8 Federal Communications Commission, the National Tele-
9 communications and Information Administration, the Eco-
10 nomic Development Administration, and the Department
11 of Agriculture data on—

12 “(1) the level and extent of broadband service
13 that exists in the area proposed to be served by the
14 broadband service-related infrastructure; and

15 “(2) the level and extent of broadband service
16 that will be deployed in the area proposed to be
17 served by the broadband service-related infrastruc-
18 ture pursuant to another Federal program.

19 “(g) REQUIREMENT.—For each fiscal year, not less
20 than 65 percent of the amounts made available to carry
21 out this section shall be used for grants for projects and
22 activities described in subsection (b)(2).”.

23 (e) APPALACHIAN REGIONAL ENERGY HUB INITIA-
24 TIVE.—

1 (1) IN GENERAL.—Subchapter I of chapter 145
2 of subtitle IV of title 40, United States Code, is
3 amended by adding at the end the following:

4 **“§ 14511. Appalachian regional energy hub initiative**

5 “(a) IN GENERAL.—The Appalachian Regional Com-
6 mission may provide technical assistance to, make grants
7 to, enter into contracts with, or otherwise provide amounts
8 to individuals or entities in the Appalachian region for
9 projects and activities—

10 “(1) to conduct research and analysis regarding
11 the economic impact of an ethane storage hub in the
12 Appalachian region that supports a more-effective
13 energy market performance due to the scale of the
14 project, such as a project with the capacity to store
15 and distribute more than 100,000 barrels per day of
16 hydrocarbon feedstock with a minimum gross heat-
17 ing value of 1,700 Btu per standard cubic foot;

18 “(2) with the potential to significantly con-
19 tribute to the economic resilience of the area in
20 which the project is located; and

21 “(3) that will help establish a regional energy
22 hub in the Appalachian region for natural gas and
23 natural gas liquids, including hydrogen produced
24 from the steam methane reforming of natural gas
25 feedstocks.

1 “(b) LIMITATION ON AVAILABLE AMOUNTS.—Of the
2 cost of any project or activity eligible for a grant under
3 this section—

4 “(1) except as provided in paragraphs (2) and
5 (3), not more than 50 percent may be provided from
6 amounts made available to carry out this section;

7 “(2) in the case of a project or activity to be
8 carried out in a county for which a distressed county
9 designation is in effect under section 14526, not
10 more than 80 percent may be provided from
11 amounts made available to carry out this section;
12 and

13 “(3) in the case of a project or activity to be
14 carried out in a county for which an at-risk county
15 designation is in effect under section 14526, not
16 more than 70 percent may be provided from
17 amounts made available to carry out this section.

18 “(c) SOURCES OF ASSISTANCE.—Subject to sub-
19 section (b), a grant provided under this section may be
20 provided from amounts made available to carry out this
21 section, in combination with amounts made available—

22 “(1) under any other Federal program; or

23 “(2) from any other source.

24 “(d) FEDERAL SHARE.—Notwithstanding any provi-
25 sion of law limiting the Federal share under any other

1 Federal program, amounts made available to carry out
2 this section may be used to increase that Federal share,
3 as the Appalachian Regional Commission determines to be
4 appropriate.”.

5 (2) CLERICAL AMENDMENT.—The analysis for
6 subchapter I of chapter 145 of title 40, United
7 States Code, is amended by adding at the end the
8 following:

“14511. Appalachian regional energy hub initiative.”.

9 (f) AUTHORIZATION OF APPROPRIATIONS.—Section
10 14703 of title 40, United States Code, is amended—

11 (1) in subsection (a)—

12 (A) in paragraph (4), by striking “and” at
13 the end;

14 (B) in paragraph (5), by striking the pe-
15 riod at the end and inserting “; and”; and

16 (C) by adding at the end the following:

17 “(6) \$200,000,000 for each of fiscal years 2022
18 through 2026.”;

19 (2) in subsection (c), by striking “\$10,000,000
20 may be used to carry out section 14509 for each of
21 fiscal years 2016 through 2021” and inserting
22 “\$20,000,000 may be used to carry out section
23 14509 for each of fiscal years 2022 through 2026”;

24 (3) by redesignating subsections (d) and (e) as
25 subsections (e) and (f), respectively; and

1 (4) by inserting after subsection (c) the fol-
2 lowing:

3 “(d) APPALACHIAN REGIONAL ENERGY HUB INITIA-
4 TIVE.—Of the amounts made available under subsection
5 (a), \$5,000,000 shall be used to carry out section 14511
6 for each of fiscal years 2022 through 2026.”.

7 (g) TERMINATION.—Section 14704 of title 40,
8 United States Code, is amended by striking “2021” and
9 inserting “2026”.

10 **SEC. 1507. DENALI COMMISSION TRANSFERS OF FUNDS.**

11 Section 311(c) of the Denali Commission Act of 1998
12 (42 U.S.C. 3121 note; Public Law 105–277) is amend-
13 ed—

14 (1) in paragraph (1), by striking “and” at the
15 end;

16 (2) in paragraph (2), by striking the period at
17 the end and inserting “; and”; and

18 (3) by adding at the end the following:

19 “(3) notwithstanding any other provision of
20 law, shall—

21 “(A) be treated as if directly appropriated
22 to the Commission and subject to applicable
23 provisions of this Act; and

24 “(B) not be subject to any requirements
25 that applied to the funds before the transfer,

1 including a requirement in an appropriations
2 Act or a requirement or regulation of the Fed-
3 eral agency from which the funds are trans-
4 ferred.”.

5 **SEC. 1508. REQUIREMENTS FOR TRANSPORTATION**
6 **PROJECTS CARRIED OUT THROUGH PUBLIC-**
7 **PRIVATE PARTNERSHIPS.**

8 (a) DEFINITIONS.—In this section:

9 (1) PROJECT.—The term “project” means a
10 project (as defined in section 101 of title 23, United
11 States Code) that—

12 (A) is carried out, in whole or in part,
13 using Federal financial assistance; and

14 (B) has an estimated total cost of
15 \$100,000,000 or more.

16 (2) PUBLIC-PRIVATE PARTNERSHIP.—The term
17 “public-private partnership” means an agreement
18 between a public agency and a private entity to fi-
19 nance, build, and maintain or operate a project.

20 (b) REQUIREMENTS FOR PROJECTS CARRIED OUT
21 THROUGH PUBLIC-PRIVATE PARTNERSHIPS.—With re-
22 spect to a public-private partnership, as a condition of re-
23 ceiving Federal financial assistance for a project, the Sec-
24 retary shall require the public partner, not later than 3
25 years after the date of opening of the project to traffic—

1 (1) to conduct a review of the project, including
2 a review of the compliance of the private partner
3 with the terms of the public-private partnership
4 agreement;

5 (2)(A) to certify to the Secretary that the pri-
6 vate partner of the public-private partnership is
7 meeting the terms of the public-private partnership
8 agreement for the project; or

9 (B) to notify the Secretary that the private
10 partner of the public-private partnership has not
11 met 1 or more of the terms of the public-private
12 partnership agreement for the project, including a
13 brief description of each violation of the public-pri-
14 vate partnership agreement; and

15 (3) to make publicly available the certification
16 or notification, as applicable, under paragraph (2) in
17 a form that does not disclose any proprietary or con-
18 fidential business information.

19 (c) NOTIFICATION.—If the Secretary provides Fed-
20 eral financial assistance to a project carried out through
21 a public-private partnership, not later than 30 days after
22 the date on which the Federal financial assistance is first
23 obligated, the Secretary shall submit to the Committee on
24 Environment and Public Works of the Senate and the
25 Committee on Transportation and Infrastructure of the

1 House of Representatives a notification of the Federal fi-
2 nancial assistance made available for the project.

3 (d) VALUE FOR MONEY ANALYSIS.—

4 (1) PROJECT APPROVAL AND OVERSIGHT.—Sec-
5 tion 106(h)(3) of title 23, United States Code, is
6 amended—

7 (A) in subparagraph (C), by striking
8 “and” at the end;

9 (B) by redesignating subparagraph (D) as
10 subparagraph (E); and

11 (C) by inserting after subparagraph (C)
12 the following:

13 “(D) for a project in which the project
14 sponsor intends to carry out the project
15 through a public-private partnership agreement,
16 shall include a detailed value for money analysis
17 or similar comparative analysis for the project;
18 and”.

19 (2) SURFACE TRANSPORTATION BLOCK GRANT
20 PROGRAM.—Paragraph (21) of section 133(b) of
21 title 23, United States Code (as redesignated by sec-
22 tion 1109(a)(1)(C)), is amended by inserting “, in-
23 cluding conducting value for money analyses or simi-
24 lar comparative analyses,” after “oversight”.

1 (3) TIFIA.—Section 602(a) of title 23, United
2 States Code, is amended by adding at the end the
3 following:

4 “(11) PUBLIC-PRIVATE PARTNERSHIPS.—In the
5 case of a project to be carried out through a public-
6 private partnership, the public partner shall have—

7 “(A) conducted a value for money analysis
8 or similar comparative analysis; and

9 “(B) determined the appropriateness of the
10 public-private partnership agreement.”.

11 (e) APPLICABILITY.—This section and the amend-
12 ments made by this section shall only apply to a public-
13 private partnership agreement entered into on or after the
14 date of enactment of this Act.

15 **SEC. 1509. RECONNECTING COMMUNITIES PILOT PRO-**
16 **GRAM.**

17 (a) DEFINITION OF ELIGIBLE FACILITY.—

18 (1) IN GENERAL.—In this section, the term “el-
19 igible facility” means a highway or other transpor-
20 tation facility that creates a barrier to community
21 connectivity, including barriers to mobility, access,
22 or economic development, due to high speeds, grade
23 separations, or other design factors.

24 (2) INCLUSIONS.—In this section, the term “eli-
25 gible facility” may include—

1 (A) a limited access highway;

2 (B) a viaduct; and

3 (C) any other principal arterial facility.

4 (b) ESTABLISHMENT.—The Secretary shall establish
5 a pilot program through which an eligible entity may apply
6 for funding, in order to restore community connectivity—

7 (1) to study the feasibility and impacts of re-
8 moving, retrofitting, or mitigating an existing eligi-
9 ble facility;

10 (2) to conduct planning activities necessary to
11 design a project to remove, retrofit, or mitigate an
12 existing eligible facility; and

13 (3) to conduct construction activities necessary
14 to carry out a project to remove, retrofit, or mitigate
15 an existing eligible facility.

16 (c) PLANNING GRANTS.—

17 (1) ELIGIBLE ENTITIES.—The Secretary may
18 award a grant (referred to in this section as a “plan-
19 ning grant”) to carry out planning activities de-
20 scribed in paragraph (2) to—

21 (A) a State;

22 (B) a unit of local government;

23 (C) a Tribal government;

24 (D) a metropolitan planning organization;

25 and

1 (E) a nonprofit organization.

2 (2) ELIGIBLE ACTIVITIES DESCRIBED.—The
3 planning activities referred to in paragraph (1)
4 are—

5 (A) planning studies to evaluate the feasi-
6 bility of removing, retrofitting, or mitigating an
7 existing eligible facility to restore community
8 connectivity, including evaluations of—

9 (i) current traffic patterns on the eli-
10 gible facility proposed for removal, retrofit,
11 or mitigation and the surrounding street
12 network;

13 (ii) the capacity of existing transpor-
14 tation networks to maintain mobility
15 needs;

16 (iii) an analysis of alternative roadway
17 designs or other uses for the right-of-way
18 of the eligible facility, including an analysis
19 of whether the available right-of-way would
20 suffice to create an alternative roadway de-
21 sign;

22 (iv) the effect of the removal, retrofit,
23 or mitigation of the eligible facility on the
24 mobility of freight and people;

1 (v) the effect of the removal, retrofit,
2 or mitigation of the eligible facility on the
3 safety of the traveling public;

4 (vi) the cost to remove, retrofit, or
5 mitigate the eligible facility—

6 (I) to restore community
7 connectivity; and

8 (II) to convert the eligible facility
9 to a different roadway design or use,
10 compared to any expected costs for
11 necessary maintenance or reconstruc-
12 tion of the eligible facility;

13 (vii) the anticipated economic impact
14 of removing, retrofitting, or mitigating and
15 converting the eligible facility and any eco-
16 nomic development opportunities that
17 would be created by removing, retrofitting,
18 or mitigating and converting the eligible
19 facility; and

20 (viii) the environmental impacts of re-
21 taining or reconstructing the eligible facil-
22 ity and the anticipated effect of the pro-
23 posed alternative use or roadway design;

1 (B) public engagement activities to provide
2 opportunities for public input into a plan to re-
3 move and convert an eligible facility; and

4 (C) other transportation planning activities
5 required in advance of a project to remove, ret-
6 rofit, or mitigate an existing eligible facility to
7 restore community connectivity, as determined
8 by the Secretary.

9 (3) TECHNICAL ASSISTANCE PROGRAM.—

10 (A) IN GENERAL.—The Secretary may
11 provide technical assistance described in sub-
12 paragraph (B) to an eligible entity.

13 (B) TECHNICAL ASSISTANCE DE-
14 SCRIBED.—The technical assistance referred to
15 in subparagraph (A) is technical assistance in
16 building organizational or community capac-
17 ity—

18 (i) to engage in transportation plan-
19 ning; and

20 (ii) to identify innovative solutions to
21 infrastructure challenges, including recon-
22 necting communities that—

23 (I) are bifurcated by eligible fa-
24 cilities; or

1 (II) lack safe, reliable, and af-
2 fordable transportation choices.

3 (C) PRIORITIES.—In selecting recipients of
4 technical assistance under subparagraph (A),
5 the Secretary shall give priority to an applica-
6 tion from a community that is economically dis-
7 advantaged.

8 (4) SELECTION.—The Secretary shall—

9 (A) solicit applications for—

10 (i) planning grants; and

11 (ii) technical assistance under para-
12 graph (3); and

13 (B) evaluate applications for a planning
14 grant on the basis of the demonstration by the
15 applicant that—

16 (i) the eligible facility is aged and is
17 likely to need replacement or significant re-
18 construction within the 20-year period be-
19 ginning on the date of the submission of
20 the application;

21 (ii) the eligible facility—

22 (I) creates barriers to mobility,
23 access, or economic development; or

1 (II) is not justified by current
2 and forecast future travel demand;
3 and

4 (iii) on the basis of preliminary inves-
5 tigation into the feasibility of removing,
6 retrofitting, or mitigating the eligible facil-
7 ity to restore community connectivity, fur-
8 ther investigation is necessary and likely to
9 be productive.

10 (5) AWARD AMOUNTS.—A planning grant may
11 not exceed \$2,000,000 per recipient.

12 (6) FEDERAL SHARE.—The total Federal share
13 of the cost of a planning activity for which a plan-
14 ning grant is used shall not exceed 80 percent.

15 (d) CAPITAL CONSTRUCTION GRANTS.—

16 (1) ELIGIBLE ENTITIES.—The Secretary may
17 award a grant (referred to in this section as a “cap-
18 ital construction grant”) to the owner of an eligible
19 facility to carry out an eligible project described in
20 paragraph (3) for which all necessary feasibility
21 studies and other planning activities have been com-
22 pleted.

23 (2) PARTNERSHIPS.—An owner of an eligible
24 facility may, for the purposes of submitting an appli-

1 cation for a capital construction grant, if applicable,
2 partner with—

- 3 (A) a State;
- 4 (B) a unit of local government;
- 5 (C) a Tribal government;
- 6 (D) a metropolitan planning organization;

7 or

- 8 (E) a nonprofit organization.

9 (3) ELIGIBLE PROJECTS.—A project eligible to
10 be carried out with a capital construction grant in-
11 cludes—

12 (A) the removal, retrofit, or mitigation of
13 an eligible facility; and

14 (B) the replacement of an eligible facility
15 with a new facility that—

16 (i) restores community connectivity;

17 and

18 (ii) is—

19 (I) sensitive to the context of the
20 surrounding community; and

21 (II) otherwise eligible for funding
22 under title 23, United States Code.

23 (4) SELECTION.—The Secretary shall—

24 (A) solicit applications for capital construc-
25 tion grants; and

1 (B) evaluate applications on the basis of—

2 (i) the degree to which the project will
3 improve mobility and access through the
4 removal of barriers;

5 (ii) the appropriateness of removing,
6 retrofitting, or mitigating the eligible facil-
7 ity, based on current traffic patterns and
8 the ability of the replacement facility and
9 the regional transportation network to ab-
10 sorb transportation demand and provide
11 safe mobility and access;

12 (iii) the impact of the project on
13 freight movement;

14 (iv) the results of a cost-benefit anal-
15 ysis of the project;

16 (v) the opportunities for inclusive eco-
17 nomic development;

18 (vi) the degree to which the eligible
19 facility is out of context with the current
20 or planned land use;

21 (vii) the results of any feasibility
22 study completed for the project; and

23 (viii) the plan of the applicant for—

24 (I) employing residents in the
25 area impacted by the project through

1 targeted hiring programs, in partner-
2 ship with registered apprenticeship
3 programs, if applicable; and

4 (II) contracting and subcon-
5 tracting with disadvantaged business
6 enterprises.

7 (5) MINIMUM AWARD AMOUNTS.—A capital
8 construction grant shall be in an amount not less
9 than \$5,000,000 per recipient.

10 (6) FEDERAL SHARE.—

11 (A) IN GENERAL.—Subject to subpara-
12 graph (B), a capital construction grant may not
13 exceed 50 percent of the total cost of the
14 project for which the grant is awarded.

15 (B) MAXIMUM FEDERAL INVOLVEMENT.—
16 Federal assistance other than a capital con-
17 struction grant may be used to satisfy the non-
18 Federal share of the cost of a project for which
19 the grant is awarded, except that the total Fed-
20 eral assistance provided for a project for which
21 the grant is awarded may not exceed 80 percent
22 of the total cost of the project.

23 (7) COMMUNITY ADVISORY BOARD.—

24 (A) IN GENERAL.—To help achieve inclu-
25 sive economic development benefits with respect

1 to the project for which a grant is awarded, a
2 grant recipient may form a community advisory
3 board, which shall—

4 (i) facilitate community engagement
5 with respect to the project; and

6 (ii) track progress with respect to
7 commitments of the grant recipient to in-
8 clusive employment, contracting, and eco-
9 nomic development under the project.

10 (B) MEMBERSHIP.—If a grant recipient
11 forms a community advisory board under sub-
12 paragraph (A), the community advisory board
13 shall be composed of representatives of—

14 (i) the community;

15 (ii) owners of businesses that serve
16 the community;

17 (iii) labor organizations that represent
18 workers that serve the community; and

19 (iv) State and local government.

20 (e) REPORTS.—

21 (1) USDOT REPORT ON PROGRAM.—Not later
22 than January 1, 2026, the Secretary shall submit to
23 the Committee on Environment and Public Works of
24 the Senate and the Committee on Transportation
25 and Infrastructure of the House of Representatives

1 a report that evaluates the program under this sec-
2 tion, including—

3 (A) information about the level of appli-
4 cant interest in planning grants, technical as-
5 sistance under subsection (c)(3), and capital
6 construction grants, including the extent to
7 which overall demand exceeded available funds;
8 and

9 (B) for recipients of capital construction
10 grants, the outcomes and impacts of the high-
11 way removal project, including—

12 (i) any changes in the overall level of
13 mobility, congestion, access, and safety in
14 the project area; and

15 (ii) environmental impacts and eco-
16 nomic development opportunities in the
17 project area.

18 (2) GAO REPORT ON HIGHWAY REMOVALS.—
19 Not later than 2 years after the date of enactment
20 of this Act, the Comptroller General of the United
21 States shall issue a report that—

22 (A) identifies examples of projects to re-
23 move highways using Federal highway funds;

24 (B) evaluates the effect of highway re-
25 moval projects on the surrounding area, includ-

1 ing impacts to the local economy, congestion ef-
2 fects, safety outcomes, and impacts on the
3 movement of freight and people;

4 (C) evaluates the existing Federal-aid pro-
5 gram eligibility under title 23, United States
6 Code, for highway removal projects;

7 (D) analyzes the costs and benefits of and
8 barriers to removing underutilized highways
9 that are nearing the end of their useful life
10 compared to replacing or reconstructing the
11 highway; and

12 (E) provides recommendations for inte-
13 grating those assessments into transportation
14 planning and decision-making processes.

15 (f) TECHNICAL ASSISTANCE.—Of the funds made
16 available to carry out this section for planning grants, the
17 Secretary may use not more than \$15,000,000 during the
18 period of fiscal years 2022 through 2026 to provide tech-
19 nical assistance under subsection (c)(3).

20 **SEC. 1510. CYBERSECURITY TOOL; CYBER COORDINATOR.**

21 (a) DEFINITIONS.—In this section:

22 (1) ADMINISTRATOR.—The term “Adminis-
23 trator” means the Administrator of the Federal
24 Highway Administration.

1 (2) CYBER INCIDENT.—The term “cyber inci-
2 dent” has the meaning given the term “significant
3 cyber incident” in Presidential Policy Directive—41
4 (July 26, 2016, relating to cyber incident coordina-
5 tion).

6 (3) TRANSPORTATION AUTHORITY.—The term
7 “transportation authority” means—

8 (A) a public authority (as defined in sec-
9 tion 101(a) of title 23, United States Code);

10 (B) an owner or operator of a highway (as
11 defined in section 101(a) of title 23, United
12 States Code);

13 (C) a manufacturer that manufactures a
14 product related to transportation; and

15 (D) a division office of the Federal High-
16 way Administration.

17 (b) CYBERSECURITY TOOL.—

18 (1) IN GENERAL.—Not later than 2 years after
19 the date of enactment of this Act, the Administrator
20 shall develop a tool to assist transportation authori-
21 ties in identifying, detecting, protecting against, re-
22 sponding to, and recovering from cyber incidents.

23 (2) REQUIREMENTS.—In developing the tool
24 under paragraph (1), the Administrator shall—

1 (A) use the cybersecurity framework estab-
2 lished by the National Institute of Standards
3 and Technology and required by Executive
4 Order 13636 of February 12, 2013 (78 Fed.
5 Reg. 11739; relating to improving critical infra-
6 structure cybersecurity);

7 (B) establish a structured cybersecurity as-
8 sessment and development program;

9 (C) consult with appropriate transportation
10 authorities, operating agencies, industry stake-
11 holders, and cybersecurity experts; and

12 (D) provide for a period of public comment
13 and review on the tool.

14 (c) DESIGNATION OF CYBER COORDINATOR.—

15 (1) IN GENERAL.—Not later than 2 years after
16 the date of enactment of this Act, the Administrator
17 shall designate an office as a “cyber coordinator”,
18 which shall be responsible for monitoring, alerting,
19 and advising transportation authorities of cyber inci-
20 dents.

21 (2) REQUIREMENTS.—The office designated
22 under paragraph (1) shall—

23 (A) provide to transportation authorities a
24 secure method of notifying a single Federal en-
25 tity of cyber incidents;

1 (B) monitor cyber incidents that affect
2 transportation authorities;

3 (C) alert transportation authorities to
4 cyber incidents that affect those transportation
5 authorities;

6 (D) investigate unaddressed cyber inci-
7 dents that affect transportation authorities; and

8 (E) provide to transportation authorities
9 educational resources, outreach, and awareness
10 on fundamental principles and best practices in
11 cybersecurity for transportation systems.

12 **SEC. 1511. REPORT ON EMERGING ALTERNATIVE FUEL VE-**
13 **HICLES AND INFRASTRUCTURE.**

14 (a) DEFINITIONS.—In this section:

15 (1) EMERGING ALTERNATIVE FUEL VEHICLE.—
16 The term “emerging alternative fuel vehicle” means
17 a vehicle fueled by hydrogen, natural gas, or pro-
18 pane.

19 (2) EMERGING ALTERNATIVE FUELING INFRA-
20 STRUCTURE.—The term “emerging alternative fuel-
21 ing infrastructure” means infrastructure for fueling
22 an emerging alternative fuel vehicle.

23 (b) REPORT.—Not later than 1 year after the date
24 of enactment of this Act, to help guide future investments
25 for emerging alternative fueling infrastructure, the Sec-

1 retary shall submit to Congress and make publicly avail-
2 able a report that—

3 (1) includes an evaluation of emerging alter-
4 native fuel vehicles and projections for potential lo-
5 cations of emerging alternative fuel vehicle owners
6 during the 5-year period beginning on the date of
7 submission of the report;

8 (2) identifies areas where emerging alternative
9 fueling infrastructure will be needed to meet the cur-
10 rent and future needs of drivers during the 5-year
11 period beginning on the date of submission of the re-
12 port;

13 (3) identifies specific areas, such as a lack of
14 pipeline infrastructure, that may impede deployment
15 and adoption of emerging alternative fuel vehicles;

16 (4) includes a map that identifies concentra-
17 tions of emerging alternative fuel vehicles to meet
18 the needs of current and future emerging alternative
19 fueling infrastructure;

20 (5) estimates the future need for emerging al-
21 ternative fueling infrastructure to support the adop-
22 tion and use of emerging alternative fuel vehicles;
23 and

24 (6) includes a tool to allow States to compare
25 and evaluate different adoption and use scenarios for

1 emerging alternative fuel vehicles, with the ability to
2 adjust factors to account for regionally specific char-
3 acteristics.

4 **SEC. 1512. NONHIGHWAY RECREATIONAL FUEL STUDY.**

5 (a) DEFINITIONS.—In this section:

6 (1) HIGHWAY TRUST FUND.—The term “High-
7 way Trust Fund” means the Highway Trust Fund
8 established by section 9503(a) of the Internal Rev-
9 enue Code of 1986.

10 (2) NONHIGHWAY RECREATIONAL FUEL
11 TAXES.—The term “nonhighway recreational fuel
12 taxes” means taxes under section 4041 and 4081 of
13 the Internal Revenue Code of 1986 with respect to
14 fuel used in vehicles on recreational trails or back
15 country terrain (including vehicles registered for
16 highway use when used on recreational trails, trail
17 access roads not eligible for funding under title 23,
18 United States Code, or back country terrain).

19 (3) RECREATIONAL TRAILS PROGRAM.—The
20 term “recreational trails program” means the rec-
21 reational trails program under section 206 of title
22 23, United States Code.

23 (b) ASSESSMENT; REPORT.—

24 (1) ASSESSMENT.—Not later than 1 year after
25 the date of enactment of this Act and not less fre-

1 frequently than once every 5 years thereafter, as deter-
2 mined by the Secretary, the Secretary shall carry
3 out an assessment of the best available estimate of
4 the total amount of nonhighway recreational fuel
5 taxes received by the Secretary of the Treasury and
6 transferred to the Highway Trust Fund for the pe-
7 riod covered by the assessment.

8 (2) REPORT.—After carrying out each assess-
9 ment under paragraph (1), the Secretary shall sub-
10 mit to the Committees on Finance and Environment
11 and Public Works of the Senate and the Committees
12 on Ways and Means and Transportation and Infra-
13 structure of the House of Representatives a report
14 that includes—

15 (A) to assist Congress in determining an
16 appropriate funding level for the recreational
17 trails program—

18 (i) a description of the results of the
19 assessment; and

20 (ii) an evaluation of whether the cur-
21 rent recreational trails program funding
22 level reflects the amount of nonhighway
23 recreational fuel taxes collected and trans-
24 ferred to the Highway Trust Fund; and

1 (B) in the case of the first report sub-
2 mitted under this paragraph, an estimate of the
3 frequency with which the Secretary anticipates
4 carrying out the assessment under paragraph
5 (1), subject to the condition that such an as-
6 sessment shall be carried out not less frequently
7 than once every 5 years.

8 (c) CONSULTATION.—In carrying out an assessment
9 under subsection (b)(1), the Secretary may consult with,
10 as the Secretary determines to be appropriate—

11 (1) the heads of—

12 (A) State agencies designated by Gov-
13 ernors pursuant to section 206(c)(1) of title 23,
14 United States Code, to administer the rec-
15 reational trails program; and

16 (B) division offices of the Department;

17 (2) the Secretary of the Treasury;

18 (3) the Administrator of the Federal Highway
19 Administration; and

20 (4) groups representing recreational activities
21 and interests, including hiking, biking and mountain
22 biking, horseback riding, water trails, snowshoeing,
23 cross-country skiing, snowmobiling, off-highway
24 motorcycling, all-terrain vehicles and other offroad

1 motorized vehicle activities, and recreational trail ad-
2 vocates.

3 **SEC. 1513. BUY AMERICA.**

4 Section 313 of title 23, United States Code, is
5 amended—

6 (1) by redesignating subsection (g) as sub-
7 section (h); and

8 (2) by inserting after subsection (f) the fol-
9 lowing:

10 “(g) WAIVERS.—

11 “(1) IN GENERAL.—Not less than 15 days be-
12 fore issuing a waiver under this section, the Sec-
13 retary shall provide to the public—

14 “(A) notice of the proposed waiver;

15 “(B) an opportunity for comment on the
16 proposed waiver; and

17 “(C) the reasons for the proposed waiver.

18 “(2) REPORT.—Not less frequently than annu-
19 ally, the Secretary shall submit to the Committee on
20 Environment and Public Works of the Senate and
21 the Committee on Transportation and Infrastructure
22 of the House of Representatives a report on the
23 waivers provided under this section.”.

1 **SEC. 1514. HIGH PRIORITY CORRIDORS ON THE NATIONAL**
2 **HIGHWAY SYSTEM.**

3 (a) HIGH PRIORITY CORRIDORS.—Section 1105(c) of
4 the Intermodal Surface Transportation Efficiency Act of
5 1991 (Public Law 102–240; 105 Stat. 2032; 133 Stat.
6 3018) is amended by adding at the end the following:

7 “(92) United States Route 421 from the inter-
8 change with Interstate Route 85 in Greensboro,
9 North Carolina, to the interchange with Interstate
10 Route 95 in Dunn, North Carolina.

11 “(93) The South Mississippi Corridor from the
12 Louisiana and Mississippi border near Natchez, Mis-
13 sissippi, to Gulfport, Mississippi, shall generally fol-
14 low—

15 “(A) United States Route 84 from the
16 Louisiana border at the Mississippi River pass-
17 ing in the vicinity of Natchez, Brookhaven,
18 Monticello, Prentiss, and Collins, Mississippi, to
19 the logical terminus with Interstate Route 59 in
20 the vicinity of Laurel, Mississippi, and con-
21 tinuing on Interstate Route 59 south to the vi-
22 cinity of Hattiesburg, Mississippi; and

23 “(B) United States Route 49 from the vi-
24 cinity of Hattiesburg, Mississippi, south to
25 Interstate Route 10 in the vicinity of Gulfport,
26 Mississippi, following Mississippi Route 601

1 south and terminating near the Mississippi
2 State Port at Gulfport.

3 “(94) The Kosciusko to Gulf Coast corridor
4 commencing at the logical terminus of Interstate
5 Route 55 near Vaiden, Mississippi, running south
6 and passing east of the vicinity of the Jackson Ur-
7 banized Area, connecting to United States Route 49
8 north of Hattiesburg, Mississippi, and generally fol-
9 lowing United States Route 49 to a logical connec-
10 tion with Interstate Route 10 in the vicinity of Gulf-
11 port, Mississippi.

12 “(95) The Interstate Route 22 spur from the
13 vicinity of Tupelo, Mississippi, running south gen-
14 erally along United States Route 45 to the vicinity
15 of Shannon, Mississippi.

16 “(96) The route that generally follows United
17 States Route 412 from its intersection with Inter-
18 state Route 35 in Noble County, Oklahoma, passing
19 through Tulsa, Oklahoma, to its intersection with
20 Interstate Route 49 in Springdale, Arkansas.

21 “(97) The Louie B. Nunn Cumberland Ex-
22 pressway from the interchange with Interstate Route
23 65 in Barren County, Kentucky, east to the inter-
24 change with United States Highway 27 in Somerset,
25 Kentucky.”.

1 (b) DESIGNATION AS FUTURE INTERSTATES.—Sec-
2 tion 1105(e)(5)(A) of the Intermodal Surface Transpor-
3 tation Efficiency Act of 1991 (Public Law 102–240; 109
4 Stat. 597; 133 Stat. 3018) is amended in the first sen-
5 tence by striking “and subsection (c)(91)” and inserting
6 “subsection (c)(91), subsection (c)(92), subsection
7 (c)(93)(A), subsection (c)(94), subsection (c)(95), sub-
8 section (c)(96), and subsection (c)(97)”.

9 (c) NUMBERING OF PARKWAY.—Section
10 1105(e)(5)(C)(i) of the Intermodal Surface Transpor-
11 tation Efficiency Act of 1991 (Public Law 102–240; 109
12 Stat. 598; 133 Stat. 3018) is amended by adding at the
13 end the following: “The route referred to in subsection
14 (c)(97) is designated as Interstate Route I–365.”.

15 (d) GAO REPORT ON DESIGNATION OF SEGMENTS
16 AS PART OF INTERSTATE SYSTEM.—

17 (1) DEFINITION OF APPLICABLE SEGMENT.—In
18 this subsection, the term “applicable segment”
19 means the route described in paragraph (92) of sec-
20 tion 1105(e) of the Intermodal Surface Transpor-
21 tation Efficiency Act of 1991 (Public Law 102–240;
22 105 Stat. 2032).

23 (2) REPORT.—

24 (A) IN GENERAL.—Not later than 2 years
25 after the date on which the applicable segment

1 is open for operations as part of the Interstate
2 System, the Comptroller General of the United
3 States shall submit to Congress a report on the
4 impact, if any, during that 2-year period of al-
5 lowing the continuation of weight limits that
6 applied before the designation of the applicable
7 segment as a route on the Interstate System.

8 (B) REQUIREMENTS.—The report under
9 subparagraph (A) shall—

10 (i) be informed by the views and docu-
11 mentation provided by the State highway
12 agency (or equivalent agency) in the State
13 in which the applicable segment is located;

14 (ii) describe any impacts on safety
15 and infrastructure on the applicable seg-
16 ment;

17 (iii) describe any view of the State
18 highway agency (or equivalent agency) in
19 the State in which the applicable segment
20 is located on the impact of the applicable
21 segment; and

22 (iv) focus only on the applicable seg-
23 ment.

1 **SEC. 1515. INTERSTATE WEIGHT LIMITS.**

2 Section 127 of title 23, United States Code, is
3 amended—

4 (1) in subsection (l)(3)(A)—

5 (A) in the matter preceding clause (i), in
6 the first sentence, by striking “clauses (i)
7 through (iv) of this subparagraph” and insert-
8 ing “clauses (i) through (v)”; and

9 (B) by adding at the end the following:

10 “(v) The Louie B. Nunn Cumberland
11 Expressway (to be designated as a spur of
12 Interstate Route 65) from the interchange
13 with Interstate Route 65 in Barren Coun-
14 ty, Kentucky, east to the interchange with
15 United States Highway 27 in Somerset,
16 Kentucky.”; and

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

18 “(v) OPERATION OF VEHICLES ON CERTAIN NORTH
19 CAROLINA HIGHWAYS.—If any segment in the State of
20 North Carolina of United States Route 17, United States
21 Route 29, United States Route 52, United States Route
22 64, United States Route 70, United States Route 74,
23 United States Route 117, United States Route 220,
24 United States Route 264, or United States Route 421 is
25 designated as a route on the Interstate System, a vehicle
26 that could operate legally on that segment before the date

1 of such designation may continue to operate on that seg-
2 ment, without regard to any requirement under subsection
3 (a).

4 “(w) OPERATION OF VEHICLES ON CERTAIN OKLA-
5 HOMA HIGHWAYS.—If any segment of the highway re-
6 ferred to in paragraph (96) of section 1105(c) of the
7 Intermodal Surface Transportation Efficiency Act of 1991
8 (Public Law 102–240; 105 Stat. 2032) is designated as
9 a route on the Interstate System, a vehicle that could op-
10 erate legally on that segment before the date of such des-
11 igation may continue to operate on that segment, without
12 any regard to any requirement under this section.”.

13 **SEC. 1516. REPORT ON AIR QUALITY IMPROVEMENTS.**

14 (a) IN GENERAL.—Not later than 3 years after the
15 date of enactment of this Act, the Comptroller General
16 of the United States shall submit a report that evaluates
17 the congestion mitigation and air quality improvement
18 program under section 149 of title 23, United States Code
19 (referred to in this section as the “program”), to—

20 (1) the Committee on Environment and Public
21 Works of the Senate; and

22 (2) the Committee on Transportation and In-
23 frastructure of the House of Representatives.

24 (b) CONTENTS.—The evaluation under subsection (a)
25 shall include an evaluation of—

1 (1) the reductions of ozone, carbon monoxide,
2 and particulate matter that result from projects
3 under the program;

4 (2) the cost-effectiveness of the reductions de-
5 scribed in paragraph (1);

6 (3) the result of investments of funding under
7 the program in minority and low-income commu-
8 nities that are disproportionately affected by ozone,
9 carbon monoxide, and particulate matter;

10 (4) the effectiveness, with respect to the attain-
11 ment or maintenance of national ambient air quality
12 standards under section 109 of the Clean Air Act
13 (42 U.S.C. 7409) for ozone, carbon monoxide, and
14 particulate matter, of performance measures estab-
15 lished under section 150(c)(5) of title 23, United
16 States Code, and performance targets established
17 under subsection (d) of that section for traffic con-
18 gestion and on-road mobile source emissions;

19 (5) the extent to which there are any types of
20 projects that are not eligible funding under the pro-
21 gram that would be likely to contribute to the at-
22 tainment or maintenance of the national ambient air
23 quality standards described in paragraph (4); and

1 (6) the extent to which projects under the pro-
2 gram reduce sulfur dioxide, nitrogen dioxide, and
3 lead.

4 **SEC. 1517. ROADSIDE HIGHWAY SAFETY HARDWARE.**

5 (a) IN GENERAL.—Not later than 2 years after the
6 date of enactment of this Act, the Secretary shall imple-
7 ment, to the maximum extent practicable, the following
8 recommendations from the report of the Government Ac-
9 countability Office entitled “Highway Safety: More Robust
10 DOT Oversight of Guardrails and Other Roadside Hard-
11 ware Could Further Enhance Safety” published in June
12 2016 and numbered GAO–16–575:

13 (1) Develop a process for third party
14 verification of full-scale crash testing results from
15 crash test labs to include a process for—

16 (A) formally verifying the testing out-
17 comes; and

18 (B) providing for an independent pass/fail
19 determination.

20 (2) Establish a process to enhance the inde-
21 pendence of crash test labs by ensuring that those
22 labs have a clear separation between device develop-
23 ment and testing in cases in which lab employees
24 test devices that were developed within the parent
25 organization of the employee.

1 (b) CONTINUED ISSUANCE OF ELIGIBILITY LET-
2 TERS.—Until the implementation of the recommendations
3 described in subsection (a) is complete, the Secretary shall
4 ensure that the Administrator of the Federal Highway Ad-
5 ministration continues to issue Federal-aid reimbursement
6 eligibility letters as a service to States.

7 **SEC. 1518. PERMEABLE PAVEMENTS STUDY.**

8 (a) IN GENERAL.—Not later than 1 year after the
9 date of enactment of this Act, the Secretary shall carry
10 out a study—

11 (1) to gather existing information on the effects
12 of permeable pavements on flood control in different
13 contexts, including in urban areas, and over the life-
14 time of the permeable pavement;

15 (2) to perform research to fill gaps in the exist-
16 ing information gathered under paragraph (1); and

17 (3) to develop—

18 (A) models for the performance of per-
19 meable pavements in flood control; and

20 (B) best practices for designing permeable
21 pavement to meet flood control requirements.

22 (b) DATA SURVEY.—In carrying out the study under
23 subsection (a), the Secretary shall develop—

24 (1) a summary, based on available literature
25 and models, of localized flood control capabilities of

1 permeable pavement that considers long-term per-
2 formance and cost information; and

3 (2) best practices for the design of localized
4 flood control using permeable pavement that con-
5 sideres long-term performance and cost information.

6 (c) PUBLICATION.—The Secretary shall make a re-
7 port describing the results of the study under subsection
8 (a) publicly available.

9 **SEC. 1519. EMERGENCY RELIEF PROJECTS.**

10 (a) DEFINITION OF EMERGENCY RELIEF
11 PROJECT.—In this section, the term “emergency relief
12 project” means a project carried out under the emergency
13 relief program under section 125 of title 23, United States
14 Code.

15 (b) IMPROVING THE EMERGENCY RELIEF PRO-
16 GRAM.—Not later than 90 days after the date of enact-
17 ment of this Act, the Secretary shall—

18 (1) revise the emergency relief manual of the
19 Federal Highway Administration—

20 (A) to include and reflect the definition of
21 the term “resilience” (as defined in section
22 101(a) of title 23, United States Code);

23 (B) to identify procedures that States may
24 use to incorporate resilience into emergency re-
25 lief projects; and

1 (C) to encourage the use of Complete
2 Streets design principles and consideration of
3 access for moderate- and low-income families
4 impacted by a declared disaster;

5 (2) develop best practices for improving the use
6 of resilience in—

7 (A) the emergency relief program under
8 section 125 of title 23, United States Code; and

9 (B) emergency relief efforts;

10 (3) provide to division offices of the Federal
11 Highway Administration and State departments of
12 transportation information on the best practices de-
13 veloped under paragraph (2); and

14 (4) develop and implement a process to track—

15 (A) the consideration of resilience as part
16 of the emergency relief program under section
17 125 of title 23, United States Code; and

18 (B) the costs of emergency relief projects.

19 **SEC. 1520. STUDY ON STORMWATER BEST MANAGEMENT**
20 **PRACTICES.**

21 (a) STUDY.—Not later than 180 days after the date
22 of enactment of this Act, the Secretary and the Adminis-
23 trator of the Environment Protection Agency shall offer
24 to enter into an agreement with the Transportation Re-

1 search Board of the National Academy of Sciences to con-
2 duct a study—

3 (1) to estimate pollutant loads from stormwater
4 runoff from highways and pedestrian facilities eligi-
5 ble for assistance under title 23, United States
6 Code, to inform the development of appropriate total
7 maximum daily load (as defined in section 130.2 of
8 title 40, Code of Federal Regulations (or successor
9 regulations)) requirements;

10 (2) to provide recommendations regarding the
11 evaluation and selection by State departments of
12 transportation of potential stormwater management
13 and total maximum daily load compliance strategies
14 within a watershed, including environmental restora-
15 tion and pollution abatement carried out under sec-
16 tion 328 of title 23, United States Code (including
17 any revisions to law (including regulations) that the
18 Transportation Research Board determines to be ap-
19 propriate); and

20 (3) to examine the potential for the Secretary
21 to assist State departments of transportation in car-
22 rying out and communicating stormwater manage-
23 ment practices for highways and pedestrian facilities
24 that are eligible for assistance under title 23, United
25 States Code, through information-sharing agree-

1 ments, database assistance, or an administrative
2 platform to provide the information described in
3 paragraphs (1) and (2) to entities issued permits
4 under the Federal Water Pollution Control Act (33
5 U.S.C. 1251 et seq.).

6 (b) REQUIREMENTS.—If the Transportation Re-
7 search Board enters into an agreement under subsection
8 (a), in conducting the study under that subsection, the
9 Transportation Research Board shall—

10 (1) review and supplement, as appropriate, the
11 methodologies examined and recommended in the re-
12 port of the National Academies of Sciences, Engi-
13 neering, and Medicine entitled “Approaches for De-
14 termining and Complying with TMDL Requirements
15 Related to Roadway Stormwater Runoff” and dated
16 2019;

17 (2) consult with—

18 (A) the Secretary;

19 (B) the Administrator of the Environ-
20 mental Protection Agency;

21 (C) the Secretary of the Army, acting
22 through the Chief of Engineers; and

23 (D) State departments of transportation;

24 and

25 (3) solicit input from—

1 (A) stakeholders with experience in imple-
2 menting stormwater management practices for
3 projects; and

4 (B) educational and technical stormwater
5 management groups.

6 (c) REPORT.—If the Transportation Research Board
7 enters into an agreement under subsection (a), not later
8 than 18 months after the date of enactment of this Act,
9 the Transportation Research Board shall submit to the
10 Secretary, the Committee on Environment and Public
11 Works of the Senate, and the Committee on Transpor-
12 tation and Infrastructure of the House of Representatives
13 a report describing the results of the study.

14 **SEC. 1521. STORMWATER BEST MANAGEMENT PRACTICES**
15 **REPORTS.**

16 (a) DEFINITIONS.—In this section:

17 (1) ADMINISTRATOR.—The term “Adminis-
18 trator” means the Administrator of the Federal
19 Highway Administration.

20 (2) BEST MANAGEMENT PRACTICES REPORT.—
21 The term “best management practices report”
22 means—

23 (A) the 2014 report sponsored by the Ad-
24 ministrator entitled “Determining the State of
25 the Practice in Data Collection and Perform-

1 ance Measurement of Stormwater Best Man-
2 agement Practices”; and

3 (B) the 1997 report sponsored by the Ad-
4 ministrator entitled “Stormwater Best Manage-
5 ment Practices in an Ultra-Urban Setting: Se-
6 lection and Monitoring”.

7 (b) REISSUANCE.—Not later than 1 year after the
8 date of enactment of this Act, the Administrator shall up-
9 date and reissue each best management practices report
10 to reflect new information and advancements in
11 stormwater management.

12 (c) UPDATES.—Not less frequently than once every
13 5 years after the date on which the Administrator reissues
14 a best management practices report described in sub-
15 section (b), the Administrator shall update and reissue the
16 best management practices report until the earlier of the
17 date on which—

18 (1) the best management practices report is
19 withdrawn; or

20 (2) the contents of the best management prac-
21 tices report are incorporated (including by reference)
22 into applicable regulations of the Administrator.

23 **SEC. 1522. INVASIVE PLANT ELIMINATION PROGRAM.**

24 (a) DEFINITIONS.—In this section:

1 (1) INVASIVE PLANT.—The term “invasive
2 plant” means a nonnative plant, tree, grass, or weed
3 species, including, at a minimum, cheatgrass,
4 Ventenata dubia, medusahead, bulbous bluegrass,
5 Japanese brome, rattail fescue, Japanese honey-
6 suckle, phragmites, autumn olive, Bradford pear,
7 wild parsnip, sericea lespedeza, spotted knapweed,
8 garlic mustard, and palmer amaranth.

9 (2) PROGRAM.—The term “program” means
10 the grant program established under subsection (b).

11 (3) TRANSPORTATION CORRIDOR.—The term
12 “transportation corridor” means a road, highway,
13 railroad, or other surface transportation route.

14 (b) ESTABLISHMENT.—The Secretary shall carry out
15 a program to provide grants to States to eliminate or con-
16 trol existing invasive plants or prevent introduction of or
17 encroachment by new invasive plants along and in areas
18 adjacent to transportation corridor rights-of-way.

19 (c) APPLICATION.—To be eligible to receive a grant
20 under the program, a State shall submit to the Secretary
21 an application at such time, in such manner, and con-
22 taining such information as the Secretary may require.

23 (d) ELIGIBLE ACTIVITIES.—

24 (1) IN GENERAL.—Subject to this subsection, a
25 State that receives a grant under the program may

1 use the grant funds to carry out activities to elimi-
2 nate or control existing invasive plants or prevent in-
3 troduction of or encroachment by new invasive
4 plants along and in areas adjacent to transportation
5 corridor rights-of-way.

6 (2) PRIORITIZATION OF PROJECTS.—In car-
7 rying out the program, the Secretary shall give pri-
8 ority to projects that utilize revegetation with native
9 plants and wildflowers, including those that are pol-
10 linator-friendly.

11 (3) PROHIBITION ON CERTAIN USES OF
12 FUNDS.—Amounts provided to a State under the
13 program may not be used for costs relating to mow-
14 ing a transportation corridor right-of-way or the ad-
15 jacent area unless—

16 (A) mowing is identified as the best means
17 of treatment according to best management
18 practices; or

19 (B) mowing is used in conjunction with an-
20 other treatment.

21 (4) LIMITATION.—Not more than 10 percent of
22 the amounts provided to a State under the program
23 may be used for the purchase of equipment.

24 (5) ADMINISTRATIVE AND INDIRECT COSTS.—
25 Not more than 5 percent of the amounts provided to

1 a State under the program may be used for the ad-
2 ministrative and other indirect costs (such as full
3 time employee salaries, rent, insurance, subscrip-
4 tions, utilities, and office supplies) of carrying out
5 eligible activities.

6 (e) REQUIREMENTS.—

7 (1) COORDINATION.—In carrying out eligible
8 activities with a grant under the program, a State
9 shall coordinate with—

10 (A) units of local government, political
11 subdivisions of the State, and Tribal authorities
12 that are carrying out eligible activities in the
13 areas to be treated;

14 (B) local regulatory authorities, in the case
15 of a treatment along or adjacent to a railroad
16 right-of-way; and

17 (C) with respect to the most effective road-
18 side control methods, State and Federal land
19 management agencies and any relevant Tribal
20 authorities.

21 (2) ANNUAL REPORT.—Not later than 1 year
22 after the date on which a State receives a grant
23 under the program, and annually thereafter, that
24 State shall provide to the Secretary an annual report

1 on the treatments carried out using funds from the
2 grant.

3 (f) FEDERAL SHARE.—

4 (1) IN GENERAL.—The Federal share of the
5 cost of an eligible activity carried out using funds
6 from a grant under the program shall be—

7 (A) in the case of a project that utilizes re-
8 vegetation with native plants and wildflowers,
9 including those that are pollinator-friendly, 75
10 percent; and

11 (B) in the case of any other project not de-
12 scribed in subparagraph (A), 50 percent.

13 (2) CERTAIN FUNDS COUNTED TOWARD NON-
14 FEDERAL SHARE.—A State may include amounts ex-
15 pended by the State or a unit of local government
16 in the State to address current invasive plant popu-
17 lations and prevent future infestation along or in
18 areas adjacent to transportation corridor rights-of-
19 way in calculating the non-Federal share required
20 under the program.

21 (g) FUNDING.—There is authorized to be appro-
22 priated to carry out the program \$50,000,000 for each
23 of fiscal years 2022 through 2026.

1 **SEC. 1523. OVER-THE-ROAD BUS TOLLING EQUITY.**

2 Section 129(a) of title 23, United States Code, is
3 amended—

4 (1) in paragraph (3)(B)(i), by inserting “, to-
5 gether with the results of the audit under paragraph
6 (9)(C),” after “the audits”; and

7 (2) in paragraph (9)—

8 (A) by striking “An over-the-road” and in-
9 serting the following:

10 “(A) IN GENERAL.—An over-the-road”;

11 (B) in subparagraph (A) (as so des-
12 ignated), by striking “public transportation
13 buses” and inserting “public transportation ve-
14 hicles”; and

15 (C) by adding at the end the following:

16 “(B) REPORTS.—

17 “(i) IN GENERAL.—Not later than 90
18 days after the date of enactment of this
19 subparagraph, a public authority that op-
20 erates a toll facility shall report to the Sec-
21 retary any rates, terms, or conditions for
22 access to the toll facility by public trans-
23 portation vehicles that differ from the
24 rates, terms, or conditions applicable to
25 over-the-road buses.

1 “(ii) UPDATES.—A public authority
2 that operates a toll facility shall report to
3 the Secretary any change to the rates,
4 terms, or conditions for access to the toll
5 facility by public transportation vehicles
6 that differ from the rates, terms, or condi-
7 tions applicable to over-the-road buses by
8 not later than 30 days after the date on
9 which the change takes effect.

10 “(iii) PUBLICATION.—The Secretary
11 shall publish information reported to the
12 Secretary under clauses (i) and (ii) on a
13 publicly accessible internet website.

14 “(C) ANNUAL AUDIT.—

15 “(i) IN GENERAL.—A public authority
16 (as defined in section 101(a)) with juris-
17 diction over a toll facility shall—

18 “(I) conduct or have an inde-
19 pendent auditor conduct an annual
20 audit of toll facility records to verify
21 compliance with this paragraph; and

22 “(II) report the results of the
23 audit, together with the results of the
24 audit under paragraph (3)(B), to the
25 Secretary.

1 “(ii) RECORDS.—After providing rea-
2 sonable notice, a public authority described
3 in clause (i) shall make all records of the
4 public authority pertaining to the toll facil-
5 ity available for audit by the Secretary.

6 “(iii) NONCOMPLIANCE.—If the Sec-
7 retary determines that a public authority
8 described in clause (i) has not complied
9 with this paragraph, the Secretary may re-
10 quire the public authority to discontinue
11 collecting tolls until an agreement with the
12 Secretary is reached to achieve compli-
13 ance.”.

14 **SEC. 1524. BRIDGE TERMINOLOGY.**

15 (a) CONDITION OF NHS BRIDGES.—Section
16 119(f)(2) of title 23, United States Code, is amended by
17 striking “structurally deficient” each place it appears and
18 inserting “in poor condition”.

19 (b) NATIONAL BRIDGE AND TUNNEL INVEN-
20 TORIES.—Section 144(b)(5) of title 23, United States
21 Code, is amended by striking “structurally deficient
22 bridge” and inserting “bridge classified as in poor condi-
23 tion”.

1 (c) TRIBAL TRANSPORTATION FACILITY BRIDGES.—
2 Section 202(d) of title 23, United States Code, is amend-
3 ed—

4 (1) in paragraph (1), by striking “deficient
5 bridges eligible for the tribal transportation pro-
6 gram” and inserting “bridges eligible for the tribal
7 transportation program classified as in poor condi-
8 tion, having low load capacity, or needing geometric
9 improvements”; and

10 (2) in paragraph (3)(C), by striking “struc-
11 turally deficient or functionally obsolete” and insert-
12 ing “classified as in poor condition, having a low
13 load capacity, or needing geometric improvements”.

14 **SEC. 1525. TECHNICAL CORRECTIONS.**

15 (a) Section 101(b)(1) of title 23, United States Code,
16 is amended by inserting “Highways” after “and Defense”.

17 (b) Section 104(f)(3) of title 23, United States Code,
18 is amended—

19 (1) in the paragraph heading, by striking “FED-
20 ERAL HIGHWAY ADMINISTRATION” and inserting
21 “AN OPERATING ADMINISTRATION OF THE DEPART-
22 MENT OF TRANSPORTATION”; and

23 (2) in subparagraph (A), by striking “the Fed-
24 eral Highway Administration” and inserting “an op-

1 erating administration of the Department of Trans-
2 portation”.

3 (c) Section 108(c)(3)(F) of title 23, United States
4 Code, is amended—

5 (1) by inserting “of 1969 (42 U.S.C. 4321 et
6 seq.)” after “Policy Act”; and

7 (2) by striking “this Act” and inserting “this
8 title”.

9 (d) Section 112(b)(2) of title 23, United States Code,
10 is amended by striking “(F) (F) Subparagraphs” and in-
11 serting the following:

12 “(F) EXCLUSION.—Subparagraphs”.

13 (e) Section 115(c) of title 23, United States Code,
14 is amended by striking “section 135(f)” and inserting
15 “section 135(g)”.

16 (f) Section 130(g) of title 23, United States Code,
17 is amended—

18 (1) in the third sentence—

19 (A) by striking “and Transportation,” and
20 inserting “and Transportation”; and

21 (B) by striking “thereafter,,” and inserting
22 “thereafter,”; and

23 (2) in the fifth sentence, by striking “railroad
24 highway” and inserting “railway-highway”.

1 (g) Section 135(g) of title 23, United States Code,
2 is amended—

3 (1) in paragraph (3), by striking “operators),,”
4 and inserting “operators),”; and

5 (2) in paragraph (6)(B), by striking “5310,
6 5311, 5316, and 5317” and inserting “5310 and
7 5311”.

8 (h) Section 139 of title 23, United States Code (as
9 amended by section 1301), is amended—

10 (1) in subsection (b)(1), by inserting “(42
11 U.S.C. 4321 et seq.)” after “of 1969”;

12 (2) in subsection (c), by inserting “(42 U.S.C.
13 4321 et seq.)” after “of 1969” each place it ap-
14 pears; and

15 (3) in subsection (k)(2), by inserting “(42
16 U.S.C. 4321 et seq.)” after “of 1969”.

17 (i) Section 140(a) of title 23, United States Code,
18 is amended, in the third sentence, by inserting a comma
19 after “Secretary”.

20 (j) Section 148(i)(2)(D) of title 23, United States
21 Code, is amended by striking “safety safety” and inserting
22 “safety”.

23 (k) Section 166(a)(1) of title 23, United States Code,
24 is amended by striking the paragraph designation and

1 heading and all that follows through “A public authority”
2 and inserting the following:

3 “(1) AUTHORITY OF PUBLIC AUTHORITIES.—A
4 public authority”.

5 (l) Section 201(c)(6)(A)(ii) of title 23, United States
6 Code, is amended by striking “(25 U.S.C. 450 et seq.)”
7 and inserting “(25 U.S.C. 5301 et seq.)”.

8 (m) Section 202 of title 23, United States Code, is
9 amended—

10 (1) by striking “(25 U.S.C. 450 et seq.)” each
11 place it appears and inserting “(25 U.S.C. 5301 et
12 seq.)”;

13 (2) in subsection (a)(10)(B), by striking “(25
14 U.S.C. 450e(b))” and inserting “(25 U.S.C.
15 5307(b))”; and

16 (3) in subsection (b)(5), in the matter pre-
17 ceding subparagraph (A), by inserting “the” after
18 “agreement under”.

19 (n) Section 206(d)(2)(G) of title 23, United States
20 Code, is amended by striking “use of recreational trails”
21 and inserting “uses of recreational trails”.

22 (o) Section 207 of title 23, United States Code, is
23 amended—

24 (1) in subsection (g)—

1 (A) by striking “(25 U.S.C. 450j–1)” and
2 inserting “(25 U.S.C. 5325)”;

3 (B) by striking “(25 U.S.C. 450j–1(f))”
4 and inserting “(25 U.S.C. 5325(f))”;
5 (2) in subsection (l)—

6 (A) in paragraph (1), by striking “(25
7 U.S.C. 458aaa–5)” and inserting “(25 U.S.C.
8 5386)”;

9 (B) in paragraph (2), by striking “(25
10 U.S.C. 458aaa–6)” and inserting “(25 U.S.C.
11 5387)”;

12 (C) in paragraph (3), by striking “(25
13 U.S.C. 458aaa–7)” and inserting “(25 U.S.C.
14 5388)”;

15 (D) in paragraph (4), by striking “(25
16 U.S.C. 458aaa–9)” and inserting “(25 U.S.C.
17 5390)”;

18 (E) in paragraph (5), by striking “(25
19 U.S.C. 458aaa–10)” and inserting “(25 U.S.C.
20 5391)”;

21 (F) in paragraph (6), by striking “(25
22 U.S.C. 458aaa–11)” and inserting “(25 U.S.C.
23 5392)”;

1 (G) in paragraph (7), by striking “(25
2 U.S.C. 458aaa–14)” and inserting “(25 U.S.C.
3 5395)”;

4 (H) in paragraph (8), by striking “(25
5 U.S.C. 458aaa–15)” and inserting “(25 U.S.C.
6 5396)”;

7 (I) in paragraph (9), by striking “(25
8 U.S.C. 458aaa–17)” and inserting “(25 U.S.C.
9 5398)”;

10 (3) in subsection (m)(2)—

11 (A) by striking “505” and inserting
12 “501”;

13 (B) by striking “(25 U.S.C. 450b;
14 458aaa)” and inserting “(25 U.S.C. 5304;
15 5381)”.

16 (p) Section 217(d) of title 23, United States Code,
17 is amended by striking “104(b)(3)” and inserting
18 “104(b)(4)”.

19 (q) Section 323(d) of title 23, United States Code,
20 is amended in the matter preceding paragraph (1), in the
21 second sentence, by inserting “(42 U.S.C. 4321 et seq.)”
22 after “of 1969”.

23 (r) Section 325 of title 23, United States Code, is
24 repealed.

1 (s) Section 504(g)(6) of title 23, United States Code,
2 is amended by striking “make grants or to” and inserting
3 “make grants to”.

4 (t) The analysis for chapter 3 of title 23, United
5 States Code, is amended by striking the item relating to
6 section 325.

Strike title III of division B of the bill, and insert
the following:

7 **TITLE III—TRANSPORTATION IN-**
8 **FRASTRUCTURE FINANCE**
9 **AND INNOVATION**

10 **SEC. 3001. TRANSPORTATION INFRASTRUCTURE FINANCE**
11 **AND INNOVATION ACT OF 1998 AMENDMENTS.**

12 (a) DEFINITIONS.—Section 601(a) of title 23, United
13 States Code, is amended—

14 (1) in subparagraph (E) of paragraph (10), by
15 striking “3 years” and inserting “5 years”; and

16 (2) in paragraph (12)—

17 (A) by striking subparagraph (E) and in-
18 serting the following:

19 “(E) a project to improve or construct
20 public infrastructure—

21 “(i) that—

22 “(I) is located within walking dis-
23 tance of, and accessible to, a fixed

1 guideway transit facility, passenger
2 rail station, intercity bus station, or
3 intermodal facility, including a trans-
4 portation, public utility, or capital
5 project described in section
6 5302(3)(G)(v) of title 49, and related
7 infrastructure; or

8 “(II) is a project for economic
9 development, including commercial
10 and residential development, and re-
11 lated infrastructure and activities—

12 “(aa) that incorporates pri-
13 vate investment;

14 “(bb) that is physically or
15 functionally related to a pas-
16 senger rail station or multimodal
17 station that includes rail service;

18 “(cc) for which the project
19 sponsor has a high probability of
20 commencing the contracting
21 process for construction by not
22 later than 90 days after the date
23 on which credit assistance under
24 the TIFIA program is provided
25 for the project; and

1 “(dd) that has a high prob-
2 ability of reducing the need for
3 financial assistance under any
4 other Federal program for the
5 relevant passenger rail station or
6 service by increasing ridership,
7 tenant lease payments, or other
8 activities that generate revenue
9 exceeding costs; and

10 “(ii) for which, by not later than Sep-
11 tember 30, 2026, the Secretary has—

12 “(I) received a letter of interest;
13 and

14 “(II) determined that the project
15 is eligible for assistance;”;

16 (B) in subparagraph (F), by striking the
17 period at the end and inserting a semicolon;
18 and

19 (C) by adding at the end the following:

20 “(G) an eligible airport-related project (as
21 defined in section 40117(a) of title 49) for
22 which, not later than September 30, 2025, the
23 Secretary has—

24 “(i) received a letter of interest; and

1 “(ii) determined that the project is eli-
2 gible for assistance; and

3 “(H) a project for the acquisition of plant
4 and wildlife habitat pursuant to a conservation
5 plan that—

6 “(i) has been approved by the Sec-
7 retary of the Interior pursuant to section
8 10 of the Endangered Species Act of 1973
9 (16 U.S.C. 1539); and

10 “(ii) in the judgment of the Secretary,
11 would mitigate the environmental impacts
12 of transportation infrastructure projects
13 otherwise eligible for assistance under this
14 title.”.

15 (b) ELIGIBILITY.—Section 602(a)(2) of title 23,
16 United States Code, is amended—

17 (1) in subparagraph (A)(iv)—

18 (A) by striking “a rating” and inserting
19 “an investment-grade rating”; and

20 (B) by striking “\$75,000,000” and insert-
21 ing “\$150,000,000”; and

22 (2) in subparagraph (B)—

23 (A) by striking “the senior debt” and in-
24 serting “senior debt”; and

1 (B) by striking “credit instrument is for
2 an amount less than \$75,000,000” and insert-
3 ing “total amount of other senior debt and the
4 Federal credit instrument is less than
5 \$150,000,000”.

6 (c) PROCESSING TIMELINES.—Section 602(d) of title
7 23, United States Code, is amended—

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

10 (2) in paragraph (3) (as so redesignated), by
11 striking “paragraph (1)” and inserting “paragraph
12 (2)”; and

13 (3) by inserting before paragraph (2) (as so re-
14 designated) the following:

15 “(1) PROCESSING TIMELINES.—Except in the
16 case of an application described in subsection (a)(8)
17 and to the maximum extent practicable, the Sec-
18 retary shall provide an applicant with a specific esti-
19 mate of the timeline for the approval or disapproval
20 of the application of the applicant, which, to the
21 maximum extent practicable, the Secretary shall en-
22 deavor to complete by not later than 150 days after
23 the date on which the applicant submits a letter of
24 interest to the Secretary.”.

1 (d) SECURED LOANS.—Section 603(c)(4)(A) of title
2 23, United States Code, is amended—

3 (1) by striking “Any excess” and inserting the
4 following:

5 “(i) IN GENERAL.—Except as pro-
6 vided in clause (ii), any excess”; and

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

8 “(ii) CERTAIN APPLICANTS.—In the
9 case of a secured loan or other secured
10 Federal credit instrument provided after
11 the date of enactment of the INVEST in
12 America Act, if the obligor is a govern-
13 mental entity, agency, or instrumentality,
14 the obligor shall not be required to prepay
15 the secured loan or other secured Federal
16 credit instrument with any excess revenues
17 described in clause (i) if the obligor enters
18 into an agreement to use those excess reve-
19 nues only for purposes authorized under
20 this title or title 49.”.

21 (e) TECHNICAL AMENDMENT.—Section 602(e) of
22 title 23, United States Code, is amended by striking “sec-
23 tion 601(a)(1)(A)” and inserting “section 601(a)(2)(A)”.

1 (f) STREAMLINED APPLICATION PROCESS.—Section
2 603(f) of title 23, United States Code, is amended by add-
3 ing at the end the following:

4 “(3) ADDITIONAL TERMS FOR EXPEDITED DE-
5 CISIONS.—

6 “(A) IN GENERAL.—Not later than 120
7 days after the date of enactment of this para-
8 graph, the Secretary shall implement an expe-
9 dited decision timeline for public agency bor-
10 rowers seeking secured loans that meet—

11 “(i) the terms under paragraph (2);

12 and

13 “(ii) the additional criteria described
14 in subparagraph (B).

15 “(B) ADDITIONAL CRITERIA.—The addi-
16 tional criteria referred to in subparagraph
17 (A)(ii) are the following:

18 “(i) The secured loan is made on
19 terms and conditions that substantially
20 conform to the conventional terms and
21 conditions established by the National Sur-
22 face Transportation Innovative Finance
23 Bureau.

24 “(ii) The secured loan is rated in the
25 A category or higher.

1 “(iii) The TIFIA program share of el-
2 igible project costs is 33 percent or less.

3 “(iv) The applicant demonstrates a
4 reasonable expectation that the contracting
5 process for the project can commence by
6 not later than 90 days after the date on
7 which a Federal credit instrument is obli-
8 gated for the project under the TIFIA pro-
9 gram.

10 “(v) The project has received a cat-
11 egorical exclusion, a finding of no signifi-
12 cant impact, or a record of decision under
13 the National Environmental Policy Act of
14 1969 (42 U.S.C. 4321 et seq.).

15 “(C) WRITTEN NOTICE.—The Secretary
16 shall provide to an applicant seeking a secured
17 loan under the expedited decision process under
18 this paragraph a written notice informing the
19 applicant whether the Secretary has approved
20 or disapproved the application by not later than
21 180 days after the date on which the Secretary
22 submits to the applicant a letter indicating that
23 the National Surface Transportation Innovative
24 Finance Bureau has commenced the credit-
25 worthiness review of the project.”.

1 (g) FUNDING.—

2 (1) IN GENERAL.—Section 608(a) of title 23,
3 United States Code, is amended—

4 (A) by redesignating paragraphs (4) and
5 (5) as paragraphs (5) and (6), respectively;

6 (B) by inserting after paragraph (3) the
7 following:

8 “(4) LIMITATION FOR CERTAIN PROJECTS.—

9 “(A) TRANSIT-ORIENTED DEVELOPMENT
10 PROJECTS.—For each fiscal year, the Secretary
11 may use to carry out projects described in sec-
12 tion 601(a)(12)(E) not more than 15 percent of
13 the amounts made available to carry out the
14 TIFIA program for that fiscal year.

15 “(B) AIRPORT-RELATED PROJECTS.—The
16 Secretary may use to carry out projects de-
17 scribed in section 601(a)(12)(G)—

18 “(i) for each fiscal year, not more
19 than 15 percent of the amounts made
20 available to carry out the TIFIA program
21 under the INVEST in America Act for
22 that fiscal year; and

23 “(ii) for the period of fiscal years
24 2022 through 2026, not more than 15 per-

1 cent of the unobligated carryover balances
2 (as of October 1, 2021).”; and

3 (C) by striking paragraph (6) (as so reded-
4 igned) and inserting the following:

5 “(6) ADMINISTRATIVE COSTS.—Of the amounts
6 made available to carry out the TIFIA program, the
7 Secretary may use not more than \$10,000,000 for
8 each of fiscal years 2022 through 2026 for the ad-
9 ministration of the TIFIA program.”.

10 (2) CONFORMING AMENDMENT.—Section
11 605(f)(1) of title 23, United States Code, is amend-
12 ed by striking “section 608(a)(5)” and inserting
13 “section 608(a)(6)”.

14 (h) STATUS REPORTS.—Section 609 of title 23,
15 United States Code, is amended by adding at the end the
16 following:

17 “(c) STATUS REPORTS.—

18 “(1) IN GENERAL.—The Secretary shall publish
19 on the website for the TIFIA program—

20 “(A) on a monthly basis, a current status
21 report on all submitted letters of interest and
22 applications received for assistance under the
23 TIFIA program; and

1 “(B) on a quarterly basis, a current status
2 report on all approved applications for assist-
3 ance under the TIFIA program.

4 “(2) INCLUSIONS.—Each monthly and quar-
5 terly status report under paragraph (1) shall in-
6 clude, at a minimum, with respect to each project in-
7 cluded in the status report—

8 “(A) the name of the party submitting the
9 letter of interest or application;

10 “(B) the name of the project;

11 “(C) the date on which the letter of inter-
12 est or application was received;

13 “(D) the estimated project eligible costs;

14 “(E) the type of credit assistance sought;

15 and

16 “(F) the anticipated fiscal year and quar-
17 ter for closing of the credit assistance.”.

18 (i) STATE INFRASTRUCTURE BANK PROGRAM.—Sec-
19 tion 610 of title 23, United States Code, is amended—

20 (1) in subsection (d)—

21 (A) in paragraph (1)(A), by striking “fis-
22 cal years 2016 through 2020” and inserting
23 “fiscal years 2022 through 2026”;

1 (B) in paragraph (2), by striking “fiscal
2 years 2016 through 2020” and inserting “fiscal
3 years 2022 through 2026”; and

4 (C) in paragraph (3), by striking “fiscal
5 years 2016 through 2020” and inserting “fiscal
6 years 2022 through 2026”; and

7 (2) in subsection (k), by striking “fiscal years
8 2016 through 2020” and inserting “fiscal years
9 2022 through 2026”.

10 (j) REPORT.—Not later than September 30, 2025,
11 the Secretary shall submit to the Committee on Environ-
12 ment and Public Works of the Senate and the Committee
13 on Transportation and Infrastructure of the House of
14 Representatives a report on the impact of the amendment
15 relating to airport-related projects under subsection
16 (a)(2)(C) and subsection (g)(1)(B), including—

17 (1) information on the use of TIFIA program
18 (as defined in section 601(a) of title 23, United
19 States Code) funds for eligible airport-related
20 projects (as defined in section 40117(a) of title 49,
21 United States Code); and

22 (2) recommendations for modifications to the
23 TIFIA program.

Strike title V of division B of the bill, and insert the
following:

1 **TITLE V—RESEARCH,**
2 **TECHNOLOGY, AND EDUCATION**

3 **SEC. 5001. STRATEGIC INNOVATION FOR REVENUE COL-**
4 **LECTION.**

5 (a) IN GENERAL.—The Secretary shall establish a
6 program to test the feasibility of a road usage fee and
7 other user-based alternative revenue mechanisms (referred
8 to in this section as “user-based alternative revenue mech-
9 anisms”) to help maintain the long-term solvency of the
10 Highway Trust Fund, through pilot projects at the State,
11 local, and regional level.

12 (b) GRANTS.—

13 (1) IN GENERAL.—The Secretary shall provide
14 grants to eligible entities to carry out pilot projects
15 under this section.

16 (2) APPLICATIONS.—To be eligible for a grant
17 under this section, an eligible entity shall submit to
18 the Secretary an application at such time, in such
19 manner, and containing such information as the Sec-
20 retary may require.

21 (3) OBJECTIVES.—The Secretary shall ensure
22 that, in the aggregate, the pilot projects carried out
23 using funds provided under this section meet the fol-
24 lowing objectives:

1 (A) To test the design, acceptance, equity,
2 and implementation of user-based alternative
3 revenue mechanisms, including among—

4 (i) differing income groups; and

5 (ii) rural and urban drivers, as appli-
6 cable.

7 (B) To provide recommendations regarding
8 adoption and implementation of user-based al-
9 ternative revenue mechanisms.

10 (C) To quantify and minimize the adminis-
11 trative costs of any potential user-based alter-
12 native revenue mechanisms.

13 (D) To test a variety of solutions, includ-
14 ing the use of independent and private third-
15 party vendors, for the collection of data and
16 fees from user-based alternative revenue mecha-
17 nisms, including the reliability and security of
18 those solutions and vendors.

19 (E) To test solutions to ensure the privacy
20 and security of data collected for the purpose of
21 implementing a user-based alternative revenue
22 mechanism.

23 (F) To conduct public education and out-
24 reach to increase public awareness regarding
25 the need for user-based alternative revenue

1 mechanisms for surface transportation pro-
2 grams.

3 (G) To evaluate the ease of compliance and
4 enforcement of a variety of implementation ap-
5 proaches for different users of the surface
6 transportation system.

7 (H) To ensure, to the greatest extent prac-
8 ticable, the use of innovation.

9 (I) To consider, to the greatest extent
10 practicable, the potential for revenue collection
11 along a network of alternative fueling stations.

12 (J) To evaluate the impacts of the imposi-
13 tion of a user-based alternative revenue mecha-
14 nism on—

15 (i) transportation revenues;

16 (ii) personal mobility, driving pat-
17 terns, congestion, and transportation costs;

18 and

19 (iii) freight movement and costs.

20 (K) To evaluate options for the integration
21 of a user-based alternative revenue mechanism
22 with—

23 (i) nationwide transportation revenue
24 collections and regulations;

25 (ii) toll revenue collection platforms;

1 (iii) transportation network company
2 fees; and

3 (iv) any other relevant transportation
4 revenue mechanisms.

5 (4) ELIGIBLE ENTITY.—An entity eligible to
6 apply for a grant under this section is—

7 (A) a State or a group of States;

8 (B) a local government or a group of local
9 governments; or

10 (C) a metropolitan planning organization
11 (as defined in section 134(b) of title 23, United
12 States Code) or a group of metropolitan plan-
13 ning organizations.

14 (5) USE OF FUNDS.—An eligible entity that re-
15 ceives a grant under this section shall use the grant
16 to carry out a pilot project to address 1 or more of
17 the objectives described in paragraph (3).

18 (6) CONSIDERATION.—The Secretary shall con-
19 sider geographic diversity in awarding grants under
20 this subsection.

21 (7) FEDERAL SHARE.—The Federal share of
22 the cost of a pilot project carried out under this sec-
23 tion may not exceed—

24 (A) 80 percent of the total cost of a
25 project carried out by an eligible entity that has

1 not otherwise received a grant under this sec-
2 tion; and

3 (B) 70 percent of the total cost of a
4 project carried out by an eligible entity that has
5 received at least 1 grant under this section.

6 (c) LIMITATION ON REVENUE COLLECTED.—Any
7 revenue collected through a user-based alternative revenue
8 mechanism established using funds provided under this
9 section shall not be considered a toll under section 301
10 of title 23, United States Code.

11 (d) RECOMMENDATIONS AND REPORT.—Not later
12 than 3 years after the date of enactment of this Act, the
13 Secretary, in coordination with the Secretary of the Treas-
14 ury and the Federal System Funding Alternative Advisory
15 Board established under section 3002(g)(1), shall submit
16 to the Committee on Environment and Public Works of
17 the Senate and the Committee on Transportation and In-
18 frastructure of the House of Representatives a report
19 that—

20 (1) summarizes the results of the pilot projects
21 under this section and the national pilot program
22 under section 3002; and

23 (2) provides recommendations, if applicable, to
24 enable potential implementation of a nationwide
25 user-based alternative revenue mechanism.

1 (e) FUNDING.—

2 (1) IN GENERAL.—Of the funds made available
3 to carry out section 503(b) of title 23, United States
4 Code, for each of fiscal years 2022 through 2026
5 \$15,000,000 shall be used for pilot projects under
6 this section.

7 (2) FLEXIBILITY.—If, by August 1 of each fis-
8 cal year, the Secretary determines that there are not
9 enough grant applications to meet the requirements
10 of this section for that fiscal year, the Secretary
11 shall transfer to the national pilot program under
12 section 3002 or to the highway research and devel-
13 opment program under section 503(b) of title 23,
14 United States Code—

15 (A) any funds reserved for a fiscal year
16 under paragraph (1) that the Secretary has not
17 yet awarded under this section; and

18 (B) an amount of obligation limitation
19 equal to the amount of funds that the Secretary
20 transfers under subparagraph (A).

21 (f) REPEAL.—

22 (1) IN GENERAL.—Section 6020 of the FAST
23 Act (23 U.S.C. 503 note; Public Law 114–94) is re-
24 pealed.

1 (2) CLERICAL AMENDMENT.—The table of con-
2 tents in section 1(b) of the FAST Act (Public Law
3 114–94; 129 Stat. 1312) is amended by striking the
4 item relating to section 6020.

5 **SEC. 5002. NATIONAL MOTOR VEHICLE PER-MILE USER FEE**
6 **PILOT.**

7 (a) DEFINITIONS.—In this section:

8 (1) ADVISORY BOARD.—The term “advisory
9 board” means the Federal System Funding Alter-
10 native Advisory Board established under subsection
11 (g)(1).

12 (2) COMMERCIAL VEHICLE.—The term “com-
13 mercial vehicle” has the meaning given the term
14 commercial motor vehicle in section 31101 of title
15 49, United States Code.

16 (3) HIGHWAY TRUST FUND.—The term “High-
17 way Trust Fund” means the Highway Trust Fund
18 established under section 9503 of the Internal Rev-
19 enue Code of 1986.

20 (4) LIGHT TRUCK.—The term “light truck” has
21 the meaning given the term in section 523.2 of title
22 49, Code of Federal Regulations (or successor regu-
23 lations).

24 (5) MEDIUM- AND HEAVY-DUTY TRUCK.—The
25 term “medium- and heavy-duty truck” has the

1 meaning given the term “commercial medium- and
2 heavy-duty on-highway vehicle” in section 32901(a)
3 of title 49, United States Code.

4 (6) PASSENGER MOTOR VEHICLE.—The term
5 “passenger motor vehicle” has the meaning given
6 the term in section 32101 of title 49, United States
7 Code.

8 (7) PER-MILE USER FEE.—The term “per-mile
9 user fee” means a revenue mechanism that—

10 (A) is applied to road users operating
11 motor vehicles on the surface transportation
12 system; and

13 (B) is based on the number of vehicle miles
14 traveled by an individual road user.

15 (8) PILOT PROGRAM.—The term “pilot pro-
16 gram” means the pilot program established under
17 subsection (b)(1).

18 (9) VOLUNTEER PARTICIPANT.—The term “vol-
19 unteer participant” means—

20 (A) an owner or lessee of a private, per-
21 sonal motor vehicle who volunteers to partici-
22 pate in the pilot program;

23 (B) a commercial vehicle operator who vol-
24 unteers to participate in the pilot program; or

1 (C) an owner of a motor vehicle fleet who
2 volunteers to participate in the pilot program.

3 (b) ESTABLISHMENT.—

4 (1) IN GENERAL.—The Secretary, in coordina-
5 tion with the Secretary of the Treasury, and con-
6 sistent with the recommendations of the advisory
7 board, shall establish a pilot program to demonstrate
8 a national motor vehicle per-mile user fee—

9 (A) to restore and maintain the long-term
10 solvency of the Highway Trust Fund; and

11 (B) to improve and maintain the surface
12 transportation system.

13 (2) OBJECTIVES.—The objectives of the pilot
14 program are—

15 (A) to test the design, acceptance, imple-
16 mentation, and financial sustainability of a na-
17 tional motor vehicle per-mile user fee;

18 (B) to address the need for additional rev-
19 enue for surface transportation infrastructure
20 and a national motor vehicle per-mile user fee;
21 and

22 (C) to provide recommendations relating to
23 the adoption and implementation of a national
24 motor vehicle per-mile user fee.

1 (c) PARAMETERS.—In carrying out the pilot pro-
2 gram, the Secretary, in coordination with the Secretary
3 of the Treasury, shall—

4 (1) provide different methods that volunteer
5 participants can choose from to track motor vehicle
6 miles traveled;

7 (2) solicit volunteer participants from all 50
8 States, the District of Columbia, and the Common-
9 wealth of Puerto Rico;

10 (3) ensure an equitable geographic distribution
11 by population among volunteer participants;

12 (4) include commercial vehicles and passenger
13 motor vehicles; and

14 (5) use components of and, where appropriate,
15 coordinate with—

16 (A) the States that received a grant under
17 section 6020 of the FAST Act (23 U.S.C. 503
18 note; Public Law 114–94) (as in effect on the
19 day before the date of enactment of this Act);
20 and

21 (B) eligible entities that received a grant
22 under section 3001.

23 (d) METHODS.—

24 (1) TOOLS.—In selecting the methods described
25 in subsection (c)(1), the Secretary shall coordinate

1 with entities that voluntarily provide to the Sec-
2 retary for use under the pilot program any of the
3 following vehicle-miles-traveled collection tools:

4 (A) Third-party on-board diagnostic
5 (OBD-II) devices.

6 (B) Smart phone applications.

7 (C) Telemetric data collected by auto-
8 makers.

9 (D) Motor vehicle data obtained by car in-
10 surance companies.

11 (E) Data from the States that received a
12 grant under section 6020 of the FAST Act (23
13 U.S.C. 503 note; Public Law 114–94) (as in ef-
14 fect on the day before the date of enactment of
15 this Act).

16 (F) Motor vehicle data obtained from fuel-
17 ing stations.

18 (G) Any other method that the Secretary
19 considers appropriate.

20 (2) COORDINATION.—

21 (A) SELECTION.—The Secretary shall de-
22 termine which collection tools under paragraph
23 (1) are selected for the pilot program.

24 (B) VOLUNTEER PARTICIPANTS.—In a
25 manner that the Secretary considers appro-

1 priate, the Secretary shall enable each volunteer
2 participant to choose 1 of the selected collection
3 tools under paragraph (1).

4 (e) MOTOR VEHICLE PER-MILE USER FEES.—For
5 the purposes of the pilot program, the Secretary of the
6 Treasury shall establish, on an annual basis, per-mile user
7 fees for passenger motor vehicles, light trucks, and
8 medium- and heavy-duty trucks, which amount may vary
9 between vehicle types and weight classes to reflect esti-
10 mated impacts on infrastructure, safety, congestion, the
11 environment, or other related social impacts.

12 (f) VOLUNTEER PARTICIPANTS.—The Secretary, in
13 coordination with the Secretary of the Treasury, shall—

14 (1)(A) ensure, to the extent practicable, that
15 the greatest number of volunteer participants par-
16 ticipate in the pilot program; and

17 (B) ensure that such volunteer participants rep-
18 resent geographically diverse regions of the United
19 States, including from urban and rural areas; and

20 (2) issue policies relating to the protection of
21 volunteer participants, including policies that—

22 (A) protect the privacy of volunteer partici-
23 pants; and

24 (B) secure the data provided by volunteer
25 participants.

1 (g) FEDERAL SYSTEM FUNDING ALTERNATIVE AD-
2 VISORY BOARD.—

3 (1) IN GENERAL.—Not later than 90 days after
4 the date of enactment of this Act, the Secretary
5 shall establish an advisory board, to be known as the
6 “Federal System Funding Alternative Advisory
7 Board”, to assist with—

8 (A) providing the Secretary with rec-
9 ommendations related to the structure, scope,
10 and methodology for developing and imple-
11 menting the pilot program;

12 (B) carrying out the public awareness cam-
13 paign under subsection (h); and

14 (C) developing the report under subsection
15 (n).

16 (2) MEMBERSHIP.—The advisory board shall
17 include, at a minimum, the following representatives
18 and entities, to be appointed by the Secretary:

19 (A) State departments of transportation.

20 (B) Any public or nonprofit entity that led
21 a surface transportation system funding alter-
22 natives pilot project under section 6020 of the
23 FAST Act (23 U.S.C. 503 note; Public Law
24 114–94) (as in effect on the day before the date
25 of enactment of this Act).

1 (C) Representatives of the trucking indus-
2 try, including owner-operator independent driv-
3 ers.

4 (D) Data security experts with expertise in
5 personal privacy.

6 (E) Academic experts on surface transpor-
7 tation systems.

8 (F) Consumer advocates, including privacy
9 experts.

10 (G) Advocacy groups focused on equity.

11 (H) Owners of motor vehicle fleets.

12 (I) Owners and operators of toll facilities.

13 (J) Tribal groups or representatives.

14 (K) Any other representatives or entities,
15 as determined appropriate by the Secretary.

16 (3) RECOMMENDATIONS.—Not later than 1
17 year after the date on which the advisory board is
18 established under paragraph (1), the advisory board
19 shall provide the Secretary with the recommenda-
20 tions described in subparagraph (A) of that para-
21 graph, which the Secretary shall use in imple-
22 menting the pilot program.

23 (h) PUBLIC AWARENESS CAMPAIGN.—

24 (1) IN GENERAL.—The Secretary, with guid-
25 ance from the advisory board, may carry out a pub-

1 lic awareness campaign to increase public awareness
2 regarding a national motor vehicle per-mile user fee,
3 including distributing information—

4 (A) related to the pilot program;

5 (B) from the State surface transportation
6 system funding alternatives pilot program
7 under section 6020 of the FAST Act (23
8 U.S.C. 503 note; Public Law 114–94) (as in ef-
9 fect on the day before the date of enactment of
10 this Act); and

11 (C) related to consumer privacy.

12 (2) CONSIDERATIONS.—In carrying out the
13 public awareness campaign under this subsection,
14 the Secretary shall consider issues unique to each
15 State.

16 (i) REVENUE COLLECTION.—The Secretary of the
17 Treasury, in coordination with the Secretary, shall estab-
18 lish a mechanism to collect motor vehicle per-mile user
19 fees established under subsection (e) from volunteer par-
20 ticipants, which—

21 (1) may be adjusted as needed to address tech-
22 nical challenges; and

23 (2) may allow independent and private third-
24 party vendors to collect the motor vehicle per-mile
25 user fees and forward such fees to the Treasury.

1 (j) AGREEMENT.—The Secretary may enter into an
2 agreement with a volunteer participant containing such
3 terms and conditions as the Secretary considers necessary
4 for participation in the pilot program.

5 (k) LIMITATION.—Any revenue collected through the
6 mechanism established under subsection (i) shall not be
7 considered a toll under section 301 of title 23, United
8 States Code.

9 (l) HIGHWAY TRUST FUND.—The Secretary of the
10 Treasury shall ensure that any revenue collected under
11 subsection (i) is deposited into the Highway Trust Fund.

12 (m) REFUND.—Not more than 45 days after the end
13 of each calendar quarter in which a volunteer participant
14 has participated in the pilot program, the Secretary of the
15 Treasury shall calculate and issue an equivalent refund
16 to such volunteer participant for applicable Federal motor
17 fuel taxes under section 4041 and section 4081 of the In-
18 ternal Revenue Code of 1986.

19 (n) REPORT TO CONGRESS.—Not later than 1 year
20 after the date on which volunteer participants begin par-
21 ticipating in the pilot program, and each year thereafter
22 for the duration of the pilot program, the Secretary and
23 the Secretary of the Treasury shall submit to the Com-
24 mittee on Environment and Public Works of the Senate
25 and the Committee on Transportation and Infrastructure

1 of the House of Representatives a report that includes an
2 analysis of—

3 (1) whether the objectives described in sub-
4 section (b)(2) were achieved;

5 (2) how volunteer participant protections in
6 subsection (f)(2) were complied with;

7 (3) whether motor vehicle per-mile user fees can
8 maintain the long-term solvency of the Highway
9 Trust Fund and improve and maintain the surface
10 transportation system, which shall include estimates
11 of administrative costs related to collecting such
12 motor vehicle per mile user fees;

13 (4) how the privacy of volunteers was main-
14 tained; and

15 (5) equity impacts of the pilot program, includ-
16 ing the impacts of the pilot program on low-income
17 commuters.

18 (o) FUNDING.—

19 (1) IN GENERAL.—Of the funds made available
20 to carry out section 503(b) of title 23, United States
21 Code, for each of fiscal years 2022 through 2026
22 \$10,000,000 shall be used to carry out the pilot pro-
23 gram under this section.

24 (2) EXCESS FUNDS.—Any excess funds remain-
25 ing after carrying out the pilot program under this

1 section shall be available to make grants for pilot
2 projects under section 3001.

3 **SEC. 5003. PERFORMANCE MANAGEMENT DATA SUPPORT**
4 **PROGRAM.**

5 Section 6028(c) of the FAST Act (23 U.S.C. 150
6 note; Public Law 114–94) is amended by striking “fiscal
7 years 2016 through 2020” and inserting “fiscal years
8 2022 through 2026”.

9 **SEC. 5004. DATA INTEGRATION PILOT PROGRAM.**

10 (a) ESTABLISHMENT.—The Secretary shall establish
11 a pilot program—

12 (1) to provide research and develop models that
13 integrate, in near-real-time, data from multiple
14 sources, including geolocated—

15 (A) weather conditions;

16 (B) roadway conditions;

17 (C) incidents, work zones, and other non-
18 recurring events related to emergency planning;

19 and

20 (D) information from emergency respond-
21 ers; and

22 (2) to facilitate data integration between the
23 Department, the National Weather Service, and
24 other sources of data that provide real-time data
25 with respect to roadway conditions during or as a re-

1 sult of severe weather events, including, at a min-
2 imum—

3 (A) winter weather;

4 (B) heavy rainfall; and

5 (C) tropical weather events.

6 (b) REQUIREMENTS.—In carrying out subsection
7 (a)(1), the Secretary shall—

8 (1) address the safety, resiliency, and vulner-
9 ability of the transportation system to disasters; and

10 (2) develop tools for decisionmakers and other
11 end-users who could use or benefit from the inte-
12 grated data described in that subsection to improve
13 public safety and mobility.

14 (c) TREATMENT.—Except as otherwise provided in
15 this section, the Secretary shall carry out activities under
16 the pilot program under this section as if—

17 (1) those activities were authorized under chap-
18 ter 5 of title 23, United States Code; and

19 (2) the funds made available to carry out the
20 pilot program were made available under that chap-
21 ter.

22 (d) AUTHORIZATION OF APPROPRIATIONS.—There is
23 authorized to be appropriated to carry out this section
24 \$2,500,000 for each of fiscal years 2022 through 2026,
25 to remain available until expended.

1 **SEC. 5005. EMERGING TECHNOLOGY RESEARCH PILOT**
2 **PROGRAM.**

3 (a) ESTABLISHMENT.—The Secretary shall establish
4 a pilot program to conduct emerging technology research
5 in accordance with this section.

6 (b) ACTIVITIES.—The pilot program under this sec-
7 tion shall include—

8 (1) research and development activities relating
9 to leveraging advanced and additive manufacturing
10 technologies to increase the structural integrity and
11 cost-effectiveness of surface transportation infra-
12 structure; and

13 (2) research and development activities (includ-
14 ing laboratory and test track supported accelerated
15 pavement testing research regarding the impacts of
16 connected, autonomous, and platooned vehicles on
17 pavement and infrastructure performance)—

18 (A) to reduce the impact of automated and
19 connected driving systems and advanced driver-
20 assistance systems on pavement and infrastruc-
21 ture performance; and

22 (B) to improve transportation infrastruc-
23 ture design in anticipation of increased usage of
24 automated driving systems and advanced driv-
25 er-assistance systems.

1 (c) TREATMENT.—Except as otherwise provided in
2 this section, the Secretary shall carry out activities under
3 the pilot program under this section as if—

4 (1) those activities were authorized under chap-
5 ter 5 of title 23, United States Code; and

6 (2) the funds made available to carry out the
7 pilot program were made available under that chap-
8 ter.

9 (d) AUTHORIZATION OF APPROPRIATIONS.—There is
10 authorized to be appropriated to carry out this section
11 \$5,000,000 for each of fiscal years 2022 through 2026,
12 to remain available until expended.

13 **SEC. 5006. RESEARCH AND TECHNOLOGY DEVELOPMENT**
14 **AND DEPLOYMENT.**

15 (a) IN GENERAL.—Section 503 of title 23, United
16 States Code, is amended—

17 (1) in subsection (a)(2), by striking “section
18 508” and inserting “section 6503 of title 49”;

19 (2) in subsection (b)—

20 (A) in paragraph (1)—

21 (i) in subparagraph (C), by striking
22 “and” at the end;

23 (ii) in subparagraph (D), by striking
24 the period at the end and inserting a semi-
25 colon; and

1 (iii) by adding at the end the fol-
2 lowing:

3 “(E) engage with public and private enti-
4 ties to spur advancement of emerging trans-
5 formative innovations through accelerated mar-
6 ket readiness; and

7 “(F) consult frequently with public and
8 private entities on new transportation tech-
9 nologies.”;

10 (B) in paragraph (2)(C)—

11 (i) by redesignating clauses (x)
12 through (xv) as clauses (xi) through (xvi),
13 respectively; and

14 (ii) by inserting after clause (ix) the
15 following:

16 “(x) safety measures to reduce the
17 number of wildlife-vehicle collisions;”;

18 (C) in paragraph (3)—

19 (i) in subparagraph (B)(viii), by in-
20 serting “weather” after “extreme”; and

21 (ii) in subparagraph (C)—

22 (I) in clause (xv), by inserting
23 “extreme weather events and” after
24 “withstand”;

1 (II) in clause (xviii), by striking
2 “and” at the end;

3 (III) in clause (xix), by striking
4 the period at the end and inserting “;
5 and”; and

6 (IV) by adding at the end the fol-
7 lowing:

8 “(xx) studies on the deployment and
9 revenue potential of the deployment of en-
10 ergy and broadband infrastructure in high-
11 way rights-of-way, including potential ad-
12 verse impacts of the use or nonuse of those
13 rights-of-way.”;

14 (D) in paragraph (6)—

15 (i) in subparagraph (A), by striking
16 “and” at the end;

17 (ii) in subparagraph (B), by striking
18 the period at the end and inserting “;
19 and”; and

20 (iii) by adding at the end the fol-
21 lowing:

22 “(C) to support research on non-market-
23 ready technologies in consultation with public
24 and private entities.”;

25 (E) in paragraph (7)(B)—

1 (i) in the matter preceding clause (i),
2 by inserting “innovations by leading” after
3 “support”;

4 (ii) in clause (iii), by striking “and”
5 at the end;

6 (iii) in clause (iv), by striking the pe-
7 riod at the end and inserting “; and”; and

8 (iv) by adding at the end the fol-
9 lowing:

10 “(v) the evaluation of information
11 from accelerated market readiness efforts,
12 including non-market-ready technologies,
13 in consultation with other offices of the
14 Federal Highway Administration and key
15 partners.”;

16 (F) in paragraph (8)(A), by striking “fu-
17 ture highway” and all that follows through
18 “needs.” and inserting the following: “current
19 conditions and future needs of highways,
20 bridges, and tunnels of the United States, in-
21 cluding—

22 “(i) the conditions and performance of
23 the highway network for freight movement;

24 “(ii) intelligent transportation sys-
25 tems;

1 “(iii) resilience needs; and

2 “(iv) the backlog of current highway,
3 bridge, and tunnel needs.”; and

4 (G) by adding at the end the following:

5 “(9) ANALYSIS TOOLS.—The Secretary may de-
6 velop interactive modeling tools and databases
7 that—

8 “(A) track the full condition of highway
9 assets, including interchanges, and the recon-
10 struction history of those assets;

11 “(B) can be used to assess transportation
12 options;

13 “(C) allow for the monitoring and mod-
14 eling of network-level traffic flows on highways;
15 and

16 “(D) further Federal and State under-
17 standing of the importance of national and re-
18 gional connectivity and the need for long-dis-
19 tance and interregional passenger and freight
20 travel by highway and other surface transpor-
21 tation modes.”; and

22 (3) in subsection (c)—

23 (A) in paragraph (1)—

24 (i) in the matter preceding subpara-
25 graph (A), by inserting “use of rights-of-

1 way permissible under applicable law,”
2 after “structures,”;

3 (ii) in subparagraph (D), by striking
4 “and” at the end;

5 (iii) in subparagraph (E), by striking
6 the period at the end and inserting “;
7 and”; and

8 (iv) by adding at the end the fol-
9 lowing:

10 “(F) disseminating and evaluating infor-
11 mation from accelerated market readiness ef-
12 forts, including non-market-ready technologies,
13 to public and private entities.”;

14 (B) in paragraph (2)—

15 (i) in subparagraph (B)(iii), by strik-
16 ing “improved tools and methods to accel-
17 erate the adoption” and inserting “and de-
18 ploy improved tools and methods to accel-
19 erate the adoption of early-stage and prov-
20 en innovative practices and technologies
21 and, as the Secretary determines to be ap-
22 propriate, support continued implementa-
23 tion”; and

24 (ii) by adding at the end the fol-
25 lowing:

1 “(D) REPORT.—Not later than 2 years
2 after the date of enactment of this subpara-
3 graph and every 2 years thereafter, the Sec-
4 retary shall submit to the Committee on Envi-
5 ronment and Public Works of the Senate and
6 the Committee on Transportation and Infra-
7 structure of the House of Representatives and
8 make publicly available on an internet website
9 a report that describes—

10 “(i) the activities the Secretary has
11 undertaken to carry out the program es-
12 tablished under paragraph (1); and

13 “(ii) how and to what extent the Sec-
14 retary has worked to disseminate non-mar-
15 ket-ready technologies to public and pri-
16 vate entities.”;

17 (C) in paragraph (3)—

18 (i) by redesignating subparagraphs
19 (C) and (D) as subparagraphs (D) and
20 (E), respectively;

21 (ii) by inserting after subparagraph
22 (B) the following:

23 “(C) HIGH-FRICTION SURFACE TREAT-
24 MENT APPLICATION STUDY.—

1 “(i) DEFINITION OF INSTITUTION.—

2 In this subparagraph, the term ‘institution’
3 means a private sector entity, public agen-
4 cy, research university or other research
5 institution, or organization representing
6 transportation and technology leaders or
7 other transportation stakeholders that, as
8 determined by the Secretary, is capable of
9 working with State highway agencies, the
10 Federal Highway Administration, and the
11 highway construction industry to develop
12 and evaluate new products, design tech-
13 nologies, and construction methods that
14 quickly lead to pavement improvements.

15 “(ii) STUDY.—The Secretary shall
16 seek to enter into an agreement with an
17 institution to carry out a study on the use
18 of natural and synthetic calcined bauxite
19 as a high-friction surface treatment appli-
20 cation on pavement.

21 “(iii) REPORT.—Not later than 18
22 months after the date of enactment of the
23 INVEST in America Act, the Secretary
24 shall submit a report on the results of the
25 study under clause (ii) to—

1 “(I) the Committee on Environ-
2 ment and Public Works of the Senate;

3 “(II) the Committee on Trans-
4 portation and Infrastructure of the
5 House of Representatives;

6 “(III) the Federal Highway Ad-
7 ministration; and

8 “(IV) the American Association
9 of State Highway and Transportation
10 Officials.”;

11 (iii) in subparagraph (D) (as so reded-
12 icated), by striking “fiscal years 2016
13 through 2020” and inserting “fiscal years
14 2022 through 2026”; and

15 (iv) in subparagraph (E) (as so reded-
16 icated)—

17 (I) in clause (i), by striking “an-
18 nually” and inserting “once every 3
19 years”; and

20 (II) in clause (ii)—

21 (aa) in subclause (III), by
22 striking “and” at the end;

23 (bb) in subclause (IV), by
24 striking the period at the end
25 and inserting a semicolon; and

1 (cc) by adding at the end
2 the following:

3 “(V) pavement monitoring and
4 data collection practices;

5 “(VI) pavement durability and
6 resilience;

7 “(VII) stormwater management;

8 “(VIII) impacts on vehicle effi-
9 ciency;

10 “(IX) the energy efficiency of the
11 production of paving materials and
12 the ability of paving materials to en-
13 hance the environment and promote
14 sustainability; and

15 “(X) integration of renewable en-
16 ergy in pavement designs.”; and

17 (D) by adding at the end the following:

18 “(5) ACCELERATED IMPLEMENTATION AND DE-
19 PLOYMENT OF ADVANCED DIGITAL CONSTRUCTION
20 MANAGEMENT SYSTEMS.—

21 “(A) IN GENERAL.—The Secretary shall
22 establish and implement a program under the
23 technology and innovation deployment program
24 established under paragraph (1) to promote,
25 implement, deploy, demonstrate, showcase, sup-

1 port, and document the application of advanced
2 digital construction management systems, prac-
3 tices, performance, and benefits.

4 “(B) GOALS.—The goals of the accelerated
5 implementation and deployment of advanced
6 digital construction management systems pro-
7 gram established under subparagraph (A) shall
8 include—

9 “(i) accelerated State adoption of ad-
10 vanced digital construction management
11 systems applied throughout the construc-
12 tion lifecycle (including through the design
13 and engineering, construction, and oper-
14 ations phases) that—

15 “(I) maximize interoperability
16 with other systems, products, tools, or
17 applications;

18 “(II) boost productivity;

19 “(III) manage complexity;

20 “(IV) reduce project delays and
21 cost overruns; and

22 “(V) enhance safety and quality;

23 “(ii) more timely and productive infor-
24 mation-sharing among stakeholders
25 through reduced reliance on paper to man-

1 age construction processes and deliverables
2 such as blueprints, design drawings, pro-
3 curement and supply-chain orders, equip-
4 ment logs, daily progress reports, and
5 punch lists;

6 “(iii) deployment of digital manage-
7 ment systems that enable and leverage the
8 use of digital technologies on construction
9 sites by contractors, such as state-of-the-
10 art automated and connected machinery
11 and optimized routing software that allows
12 construction workers to perform tasks fast-
13 er, safer, more accurately, and with mini-
14 mal supervision;

15 “(iv) the development and deployment
16 of best practices for use in digital con-
17 struction management;

18 “(v) increased technology adoption
19 and deployment by States and units of
20 local government that enables project spon-
21 sors—

22 “(I) to integrate the adoption of
23 digital management systems and tech-
24 nologies in contracts; and

1 “(II) to weigh the cost of
2 digitization and technology in setting
3 project budgets;

4 “(vi) technology training and work-
5 force development to build the capabilities
6 of project managers and sponsors that en-
7 ables States and units of local govern-
8 ment—

9 “(I) to better manage projects
10 using advanced construction manage-
11 ment technologies; and

12 “(II) to properly measure and re-
13 ward technology adoption across
14 projects of the State or unit of local
15 government;

16 “(vii) development of guidance to as-
17 sist States in updating regulations of the
18 State to allow project sponsors and con-
19 tractors—

20 “(I) to report data relating to the
21 project in digital formats; and

22 “(II) to fully capture the effi-
23 ciencies and benefits of advanced digi-
24 tal construction management systems
25 and related technologies;

1 “(viii) reduction in the environmental
2 footprint of construction projects using ad-
3 vanced digital construction management
4 systems resulting from elimination of con-
5 gestion through more efficient projects;
6 and

7 “(ix) enhanced worker and pedestrian
8 safety resulting from increased trans-
9 parency.

10 “(C) FUNDING.—For each of fiscal years
11 2022 through 2026, the Secretary shall obligate
12 from funds made available to carry out this
13 subsection \$20,000,000 to accelerate the de-
14 ployment and implementation of advanced dig-
15 ital construction management systems.

16 “(D) PUBLICATION.—

17 “(i) IN GENERAL.—Not less fre-
18 quently than annually, the Secretary shall
19 issue and make available to the public on
20 a website a report on—

21 “(I) progress made in the imple-
22 mentation of advanced digital man-
23 agement systems by States; and

24 “(II) the costs and benefits of
25 the deployment of new technology and

1 innovations that substantially and di-
2 rectly resulted from the program es-
3 tablished under this paragraph.

4 “(ii) INCLUSIONS.—The report under
5 clause (i) may include an analysis of—

6 “(I) Federal, State, and local
7 cost savings;

8 “(II) project delivery time im-
9 provements;

10 “(III) congestion impacts; and

11 “(IV) safety improvements for
12 roadway users and construction work-
13 ers.”.

14 (b) ADVANCED TRANSPORTATION TECHNOLOGIES
15 AND INNOVATIVE MOBILITY DEPLOYMENT.—Section
16 503(c)(4) of title 23, United States Code, is amended—

17 (1) in the heading, by inserting “AND INNOVA-
18 TIVE MOBILITY” before “DEPLOYMENT”;

19 (2) by striking subparagraph (A) and inserting
20 the following:

21 “(A) IN GENERAL.—The Secretary shall
22 provide grants to eligible entities to deploy, in-
23 stall, and operate advanced transportation tech-
24 nologies to improve safety, mobility, efficiency,

1 system performance, intermodal connectivity,
2 and infrastructure return on investment.”;

3 (3) in subparagraph (B)—

4 (A) in clause (i), by striking “the enhanced
5 use” and inserting “optimization”;

6 (B) in clause (v)—

7 (i) by striking “transit,” and inserting
8 “work zone, weather, transit, para-
9 transit,”; and

10 (ii) by striking “and accessible trans-
11 portation” and inserting “, accessible, and
12 integrated transportation and transpor-
13 tation services”;

14 (C) by redesignating clauses (vi) through
15 (viii) as clauses (vii), (viii), and (x), respec-
16 tively;

17 (D) by inserting after clause (v) the fol-
18 lowing:

19 “(vi) facilitate account-based pay-
20 ments for transportation access and serv-
21 ices and integrate payment systems across
22 modes;”;

23 (E) in clause (viii) (as so redesignated), by
24 striking “or” at the end; and

1 (F) by inserting after clause (viii) (as so
2 redesignated) the following:

3 “(ix) incentivize travelers—

4 “(I) to share trips during periods
5 in which travel demand exceeds sys-
6 tem capacity; or

7 “(II) to shift trips to periods in
8 which travel demand does not exceed
9 system capacity; or”;

10 (4) in subparagraph (C)—

11 (A) in clause (i), by striking “Not later”
12 and all that follows through “thereafter” and
13 inserting “Each fiscal year for which funding is
14 made available for activities under this para-
15 graph”; and

16 (B) in clause (ii)—

17 (i) in subclause (I), by inserting “mo-
18 bility,” after “safety,”; and

19 (ii) in subclause (II)—

20 (I) in item (bb), by striking
21 “and” at the end;

22 (II) in item (cc), by striking the
23 period at the end and inserting “;
24 and”; and

1 (III) by adding at the end the
2 following:

3 “(dd) facilitating payment
4 for transportation services.”;

5 (5) in subparagraph (D)—

6 (A) in clause (i), by striking “Not later”
7 and all that follows through “thereafter” and
8 inserting “Each fiscal year for which funding is
9 made available for activities under this para-
10 graph”; and

11 (B) in clause (ii)—

12 (i) by striking “In awarding” and in-
13 serting the following:

14 “(I) IN GENERAL.—Subject to
15 subclause (II), in awarding”; and

16 (ii) by adding at the end the fol-
17 lowing:

18 “(II) RURAL SET-ASIDE.—Not
19 less than 20 percent of the amounts
20 made available to carry out this para-
21 graph shall be reserved for projects
22 serving rural areas.”;

23 (6) in subparagraph (E)—

1 (A) by redesignating clauses (iii) through
2 (ix) as clauses (iv), (v), (vi), (vii), (viii), (xi),
3 and (xiv), respectively;

4 (B) by inserting after clause (ii) the fol-
5 lowing:

6 “(iii) advanced transportation tech-
7 nologies to improve emergency evacuation
8 and response by Federal, State, and local
9 authorities;”;

10 (C) by inserting after clause (viii) (as so
11 redesignated) the following:

12 “(ix) integrated corridor management
13 systems;

14 “(x) advanced parking reservation or
15 variable pricing systems;”;

16 (D) in clause (xi) (as so redesignated)—

17 (i) by inserting “, toll collection,”
18 after “pricing”; and

19 (ii) by striking “or” at the end;

20 (E) by inserting after clause (xi) (as so re-
21 designated) the following:

22 “(xii) technology that enhances high
23 occupancy vehicle toll lanes, cordon prie-
24 ing, or congestion pricing;

1 “(xiii) integration of transportation
2 service payment systems; or”; and

3 (F) in clause (xiv) (as so redesignated)—

4 (i) by striking “and access” and in-
5 serting “, access, and on-demand transpor-
6 tation service”; and

7 (ii) by inserting “and other shared-use
8 mobility applications” after “ridesharing”;

9 (7) in subparagraph (F)(ii)(IV), by striking “ef-
10 ficiency and multimodal system performance” and
11 inserting “mobility, efficiency, multimodal system
12 performance, and payment system performance”;

13 (8) in subparagraph (G)—

14 (A) by redesignating clauses (vi) through
15 (viii) as clauses (vii) through (ix), respectively;

16 and

17 (B) by inserting after clause (v) the fol-
18 lowing:

19 “(vi) improved integration of payment
20 systems;”;

21 (9) in subparagraph (I)(i), by striking “fiscal
22 years 2016 through 2020” and inserting “fiscal
23 years 2022 through 2026”; and

24 (10) in subparagraph (N)—

1 (A) in clause (i), by striking “representing
2 a population of over 200,000”; and

3 (B) in clause (iii), in the matter preceding
4 subclause (I), by striking “a any” and inserting
5 “any”.

6 (c) CENTER OF EXCELLENCE ON NEW MOBILITY
7 AND AUTOMATED VEHICLES.—Section 503(c) of title 23,
8 United States Code (as amended by subsection (a)(3)(D)),
9 is amended by adding at the end the following:

10 “(6) CENTER OF EXCELLENCE.—

11 “(A) DEFINITIONS.—In this paragraph:

12 “(i) AUTOMATED VEHICLE.—The
13 term ‘automated vehicle’ means a motor
14 vehicle that—

15 “(I) has a taxable gross weight
16 (as defined in section 41.4482(b)–1 of
17 title 26, Code of Federal Regulations
18 (or successor regulations)) of 10,000
19 pounds or less; and

20 “(II) is capable of performing the
21 entire task of driving (including steer-
22 ing, accelerating and decelerating, and
23 reacting to external stimulus) without
24 human intervention.

1 “(ii) NEW MOBILITY.—The term ‘new
2 mobility’ includes shared services such
3 as—

4 “(I) docked and dockless bicycles;

5 “(II) docked and dockless electric
6 scooters; and

7 “(III) transportation network
8 companies.

9 “(B) ESTABLISHMENT.—Not later than 1
10 year after the date of enactment of the IN-
11 VEST in America Act, the Secretary shall es-
12 tablish a Center of Excellence to collect, con-
13 duct, and fund research on the impacts of new
14 mobility and automated vehicles on land use,
15 urban design, transportation, real estate, eq-
16 uity, and municipal budgets.

17 “(C) PARTNERSHIPS.—In establishing the
18 Center of Excellence under subparagraph (B),
19 the Secretary shall enter into appropriate part-
20 nerships with any institution of higher edu-
21 cation (as defined in section 101 of the Higher
22 Education Act of 1965 (20 U.S.C. 1001)) or
23 public or private research entity.”.

24 (d) ACCELERATED IMPLEMENTATION AND DEPLOY-
25 MENT OF ADVANCED DIGITAL CONSTRUCTION MANAGE-

1 MENT SYSTEMS.—Not later than 1 year after the date of
2 enactment of this Act, the Secretary shall submit to the
3 Committee on Environment and Public Works of the Sen-
4 ate and the Committee on Transportation and Infrastruc-
5 ture of the House of Representatives a report that in-
6 cludes—

7 (1) a description of—

8 (A) the current status of the use of ad-
9 vanced digital construction management sys-
10 tems in each State; and

11 (B) the progress of each State toward ac-
12 celerating the adoption of advanced digital con-
13 struction management systems; and

14 (2) an analysis of the savings in project delivery
15 time and project costs that can be achieved through
16 the use of advanced digital construction manage-
17 ment systems.

18 (e) OPEN CHALLENGE AND RESEARCH PROPOSAL
19 PILOT PROGRAM.—

20 (1) IN GENERAL.—The Secretary shall establish
21 an open challenge and research proposal pilot pro-
22 gram under which eligible entities may propose open
23 highway challenges and research proposals that are
24 linked to identified or potential research needs.

1 (2) REQUIREMENTS.—A research proposal sub-
2 mitted to the Secretary by an eligible entity shall ad-
3 dress—

4 (A) a research need identified by the Sec-
5 retary or the Administrator of the Federal
6 Highway Administration; or

7 (B) an issue or challenge that the Sec-
8 retary determines to be important.

9 (3) ELIGIBLE ENTITIES.—An entity eligible to
10 submit a research proposal under the pilot program
11 under paragraph (1) is—

12 (A) a State;

13 (B) a unit of local government;

14 (C) a university transportation center
15 under section 5505 of title 49, United States
16 Code;

17 (D) a private nonprofit organization;

18 (E) a private sector organization working
19 in collaboration with an entity described in sub-
20 paragraphs (A) through (D); and

21 (F) any other individual or entity that the
22 Secretary determines to be appropriate.

23 (4) PROJECT REVIEW.—The Secretary shall—

1 (A) review each research proposal sub-
2 mitted under the pilot program under para-
3 graph (1); and

4 (B) provide to the eligible entity a written
5 notice that—

6 (i) if the research proposal is not se-
7 lected—

8 (I) notifies the eligible entity that
9 the research proposal has not been se-
10 lected for funding;

11 (II) provides an explanation as to
12 why the research proposal was not se-
13 lected, including if the research pro-
14 posal does not cover an area of need;
15 and

16 (III) if applicable, recommend
17 that the research proposal be sub-
18 mitted to another research program
19 and provide guidance and direction to
20 the eligible entity and the proposed
21 research program office; and

22 (ii) if the research proposal is se-
23 lected, notifies the eligible entity that the
24 research proposal has been selected for
25 funding.

1 (5) FEDERAL SHARE.—

2 (A) IN GENERAL.—The Federal share of
3 the cost of an activity carried out under this
4 subsection shall not exceed 80 percent.

5 (B) NON-FEDERAL SHARE.—All costs di-
6 rectly incurred by the non-Federal partners, in-
7 cluding personnel, travel, facility, and hardware
8 development costs, shall be credited toward the
9 non-Federal share of the cost of an activity car-
10 ried out under this subsection.

11 (f) CONFORMING AMENDMENT.—Section 167 of title
12 23, United States Code, is amended—

13 (1) by striking subsection (h); and

14 (2) by redesignating subsections (i) through (l)
15 as subsections (h) through (k), respectively.

16 **SEC. 5007. WORKFORCE DEVELOPMENT, TRAINING, AND**
17 **EDUCATION.**

18 (a) SURFACE TRANSPORTATION WORKFORCE DE-
19 VELOPMENT, TRAINING, AND EDUCATION.—Section
20 504(e) of title 23, United States Code, is amended—

21 (1) in paragraph (1)—

22 (A) by redesignating subparagraphs (D)
23 through (G) as subparagraphs (E), (F), (H),
24 and (I), respectively;

1 (B) by inserting after subparagraph (C)
2 the following:

3 “(D) pre-apprenticeships, apprenticeships,
4 and career opportunities for on-the-job train-
5 ing;”;

6 (C) in subparagraph (E) (as so redesign-
7 dated), by striking “or community college” and
8 inserting “, college, community college, or voca-
9 tional school”; and

10 (D) by inserting after subparagraph (F)
11 (as so redesignated) the following:

12 “(G) activities associated with workforce
13 training and employment services, such as tar-
14 geted outreach and partnerships with industry,
15 economic development organizations, workforce
16 development boards, and labor organizations;”;

17 (2) in paragraph (2), by striking “paragraph
18 (1)(G)” and inserting “paragraph (1)(I)”; and

19 (3) in paragraph (3)—

20 (A) by striking the period at the end and
21 inserting a semicolon;

22 (B) by striking “including activities” and
23 inserting the following: “including—

24 “(A) activities”; and

25 (C) by adding at the end the following:

1 “(B) activities that address current work-
2 force gaps, such as work on construction
3 projects, of State and local transportation agen-
4 cies;

5 “(C) activities to develop a robust surface
6 transportation workforce with new skills result-
7 ing from emerging transportation technologies;
8 and

9 “(D) activities to attract new sources of
10 job-creating investment.”.

11 (b) TRANSPORTATION EDUCATION AND TRAINING
12 DEVELOPMENT AND DEPLOYMENT PROGRAM.—Section
13 504(f) of title 23, United States Code, is amended—

14 (1) in the subsection heading, by striking “DE-
15 VELOPMENT” and inserting “AND TRAINING DEVEL-
16 OPMENT AND DEPLOYMENT”;

17 (2) by striking paragraph (1) and inserting the
18 following:

19 “(1) ESTABLISHMENT.—The Secretary shall es-
20 tablish a program to make grants to educational in-
21 stitutions or State departments of transportation, in
22 partnership with industry and relevant Federal de-
23 partments and agencies—

24 “(A) to develop, test, and review new cur-
25 ricula and education programs to train individ-

1 uals at all levels of the transportation work-
2 force; or

3 “(B) to implement the new curricula and
4 education programs to provide for hands-on ca-
5 reer opportunities to meet current and future
6 needs.”;

7 (3) in paragraph (2)—

8 (A) in the matter preceding subparagraph
9 (A), by striking “shall” and inserting “may”;

10 (B) in subparagraph (A), by inserting
11 “current or future” after “specific”; and

12 (C) in subparagraph (E)—

13 (i) by striking “in nontraditional de-
14 partments”;

15 (ii) by inserting “construction,” after
16 “such as”; and

17 (iii) by inserting “or emerging” after
18 “industrial”;

19 (4) by redesignating paragraph (3) as para-
20 graph (4); and

21 (5) by inserting after paragraph (2) the fol-
22 lowing:

23 “(3) REPORTING.—The Secretary shall estab-
24 lish minimum reporting requirements for grant re-
25 cipients under this subsection, which may include,

1 with respect to a program carried out with a grant
2 under this subsection—

3 “(A) the percentage or number of program
4 participants that are employed during the sec-
5 ond quarter after exiting the program;

6 “(B) the percentage or number of program
7 participants that are employed during the
8 fourth quarter after exiting the program;

9 “(C) the median earnings of program par-
10 ticipants that are employed during the second
11 quarter after exiting the program;

12 “(D) the percentage or number of program
13 participants that obtain a recognized postsec-
14 ondary credential or a secondary school diploma
15 (or a recognized equivalent) during participa-
16 tion in the program or by not later than 1 year
17 after exiting the program; and

18 “(E) the percentage or number of program
19 participants that, during a program year—

20 “(i) are in an education or training
21 program that leads to a recognized post-
22 secondary credential or employment; and

23 “(ii) are achieving measurable skill
24 gains toward such a credential or employ-
25 ment.”.

1 (c) USE OF FUNDS.—Section 504 of title 23, United
2 States Code, is amended by adding at the end the fol-
3 lowing:

4 “(i) USE OF FUNDS.—The Secretary may use funds
5 made available to carry out this section to carry out activi-
6 ties related to workforce development and technical assist-
7 ance and training if—

8 “(1) the activities are authorized by another
9 provision of this title; and

10 “(2) the activities are for entities other than
11 employees of the Secretary, such as States, units of
12 local government, Federal land management agen-
13 cies, and Tribal governments.”.

14 **SEC. 5008. WILDLIFE-VEHICLE COLLISION RESEARCH.**

15 (a) GENERAL AUTHORITIES AND REQUIREMENTS
16 REGARDING WILDLIFE AND HABITAT.—Section
17 515(h)(2) of title 23, United States Code, is amended—

18 (1) in subparagraph (K), by striking “and” at
19 the end;

20 (2) by redesignating subparagraphs (D), (E),
21 (F), (G), (H), (I), (J), (K), and (L) as subpara-
22 graphs (E), (F), (G), (H), (I), (K), (L), (M), and
23 (O), respectively;

24 (3) by inserting after subparagraph (C) the fol-
25 lowing:

1 “(D) a representative from a State, local,
2 or regional wildlife, land use, or resource man-
3 agement agency;”;

4 (4) by inserting after subparagraph (I) (as so
5 redesignated) the following:

6 “(J) an academic researcher who is a bio-
7 logical or ecological scientist with expertise in
8 transportation issues;”;

9 (5) by inserting after subparagraph (M) (as so
10 redesignated) the following:

11 “(N) a representative from a public inter-
12 est group concerned with the impact of the
13 transportation system on terrestrial and aquatic
14 species and the habitat of those species; and”.

15 (b) **ANIMAL DETECTION SYSTEMS RESEARCH AND**
16 **DEVELOPMENT.**—Section 516(b)(6) of title 23, United
17 States Code, is amended by inserting “, including animal
18 detection systems to reduce the number of wildlife-vehicle
19 collisions” after “systems”.

20 **SEC. 5009. TRANSPORTATION RESILIENCE AND ADAPTA-**
21 **TION CENTERS OF EXCELLENCE.**

22 (a) **IN GENERAL.**—Chapter 5 of title 23, United
23 States Code, is amended by adding at the end the fol-
24 lowing:

1 **“§ 520. Transportation Resilience and Adaptation**
2 **Centers of Excellence**

3 “(a) DEFINITION OF CENTER OF EXCELLENCE.—In
4 this section, the term ‘Center of Excellence’ means a Cen-
5 ter of Excellence for Resilience and Adaptation designated
6 under subsection (b).

7 “(b) DESIGNATION.—The Secretary shall designate
8 10 regional Centers of Excellence for Resilience and Adap-
9 tation and 1 national Center of Excellence for Resilience
10 and Adaptation, which shall serve as a coordinator for the
11 regional Centers, to receive grants to advance research
12 and development that improves the resilience of regions
13 of the United States to natural disasters and extreme
14 weather by promoting the resilience of surface transpor-
15 tation infrastructure and infrastructure dependent on sur-
16 face transportation.

17 “(c) ELIGIBILITY.—An entity eligible to be des-
18 ignated as a Center of Excellence is—

19 “(1) an institution of higher education (as de-
20 fined in section 102 of the Higher Education Act of
21 1965 (20 U.S.C. 1002)); or

22 “(2) a consortium of nonprofit organizations led
23 by an institution of higher education.

24 “(d) APPLICATION.—To be eligible to be designated
25 as a Center of Excellence, an eligible entity shall submit
26 to the Secretary an application at such time, in such man-

1 ner, and containing such information as the Secretary may
2 require, including a proposal that includes a description
3 of the activities to be carried out with a grant under this
4 section.

5 “(e) SELECTION.—

6 “(1) REGIONAL CENTERS OF EXCELLENCE.—

7 The Secretary shall designate 1 regional Center of
8 Excellence in each of the 10 Federal regions that
9 comprise the Standard Federal Regions established
10 by the Office of Management and Budget in the doc-
11 ument entitled ‘Standard Federal Regions’ and
12 dated April 1974 (circular A–105).

13 “(2) NATIONAL CENTER OF EXCELLENCE.—

14 The Secretary shall designate 1 national Center of
15 Excellence to coordinate the activities of all 10 re-
16 gional Centers of Excellence to minimize duplication
17 and promote coordination and dissemination of re-
18 search among the Centers.

19 “(3) CRITERIA.—In selecting eligible entities to
20 designate as a Center of Excellence, the Secretary
21 shall consider—

22 “(A) the past experience and performance
23 of the eligible entity in carrying out activities
24 described in subsection (g);

1 “(B) the merits of the proposal of an eligi-
2 ble entity and the extent to which the proposal
3 would—

4 “(i) advance the state of practice in
5 resilience planning and identify innovative
6 resilience solutions for transportation as-
7 sets and systems;

8 “(ii) support activities carried out
9 under the PROTECT program under sec-
10 tion 176;

11 “(iii) support and build on work being
12 carried out by another Federal agency re-
13 lating to resilience;

14 “(iv) inform transportation decision-
15 making at all levels of government;

16 “(v) engage local, regional, Tribal,
17 State, and national stakeholders, including,
18 if applicable, stakeholders representing
19 transportation, transit, urban, and land
20 use planning, natural resources, environ-
21 mental protection, hazard mitigation, and
22 emergency management; and

23 “(vi) engage community groups and
24 other stakeholders that will be affected by
25 transportation decisions, including under-

1 served, economically disadvantaged, rural,
2 and predominantly minority communities;
3 and

4 “(C) the local, regional, Tribal, State, and
5 national impacts of the proposal of the eligible
6 entity.

7 “(f) GRANTS.—Subject to the availability of appro-
8 priations, the Secretary shall provide to each Center of
9 Excellence a grant of not less than \$5,000,000 for each
10 of fiscal years 2022 through 2031 to carry out the activi-
11 ties described in subsection (g).

12 “(g) ACTIVITIES.—In carrying out this section, the
13 Secretary shall ensure that a Center of Excellence uses
14 the funds from a grant under subsection (f) to promote
15 resilient transportation infrastructure, including
16 through—

17 “(1) supporting climate vulnerability assess-
18 ments informed by climate change science, including
19 national climate assessments produced by the United
20 States Global Change Research Program under sec-
21 tion 106 of the Global Change Research Act of 1990
22 (15 U.S.C. 2936), relevant feasibility analyses of re-
23 siliant transportation improvements, and transpor-
24 tation resilience planning;

1 “(2) development of new design, operations,
2 and maintenance standards for transportation infra-
3 structure that can inform Federal and State deci-
4 sionmaking;

5 “(3) research and development of new materials
6 and technologies that could be integrated into exist-
7 ing and new transportation infrastructure;

8 “(4) development, refinement, and piloting of
9 new and emerging resilience improvements and
10 strategies, including natural infrastructure ap-
11 proaches and relocation;

12 “(5) development of and investment in new ap-
13 proaches for facilitating meaningful engagement in
14 transportation decisionmaking by local, Tribal, re-
15 gional, or national stakeholders and communities;

16 “(6) technical capacity building to facilitate the
17 ability of local, regional, Tribal, State, and national
18 stakeholders—

19 “(A) to assess the vulnerability of trans-
20 portation infrastructure assets and systems;

21 “(B) to develop community response strat-
22 egies;

23 “(C) to meaningfully engage with commu-
24 nity stakeholders; and

1 “(D) to develop strategies and improve-
2 ments for enhancing transportation infrastruc-
3 ture resilience under current conditions and a
4 range of potential future conditions;

5 “(7) workforce development and training;

6 “(8) development and dissemination of data,
7 tools, techniques, assessments, and information that
8 informs Federal, State, Tribal, and local government
9 decisionmaking, policies, planning, and investments;

10 “(9) education and outreach regarding trans-
11 portation infrastructure resilience; and

12 “(10) technology transfer and commercializa-
13 tion.

14 “(h) FEDERAL SHARE.—The Federal share of the
15 cost of an activity under this section, including the costs
16 of establishing and operating a Center of Excellence, shall
17 be 50 percent.”.

18 (b) CLERICAL AMENDMENT.—The analysis for chap-
19 ter 5 of title 23, United States Code, is amended by add-
20 ing at the end the following:

 “520. Transportation Resilience and Adaptation Centers of Excellence.”.

21 **SEC. 5010. TRANSPORTATION ACCESS PILOT PROGRAM.**

22 (a) DEFINITIONS.—In this section:

23 (1) METROPOLITAN PLANNING ORGANIZA-
24 TION.—The term “metropolitan planning organiza-

1 tion” has the meaning given the term in section
2 134(b) of title 23, United States Code.

3 (2) STATE.—The term “State” has the mean-
4 ing given the term in section 101(a) of title 23,
5 United States Code.

6 (3) SURFACE TRANSPORTATION MODES.—The
7 term “surface transportation modes” means—

8 (A) driving;

9 (B) public transportation;

10 (C) walking;

11 (D) cycling; and

12 (E) a combination of any of the modes of
13 transportation described in subparagraphs (A)
14 through (D).

15 (4) PILOT PROGRAM.—The term “pilot pro-
16 gram” means the transportation pilot program es-
17 tablished under subsection (b).

18 (5) REGIONAL TRANSPORTATION PLANNING OR-
19 GANIZATION.—The term “regional transportation
20 planning organization” has the meaning given the
21 term in section 134(b) of title 23, United States
22 Code.

23 (b) ESTABLISHMENT.—Not later than 1 year after
24 the date of enactment of this Act, the Secretary shall es-
25 tablish a transportation pilot program.

1 (c) PURPOSE.—The purpose of the pilot program is
2 to develop or procure an accessibility data set and make
3 that data set available to each eligible entity selected to
4 participate in the pilot program—

5 (1) to improve the transportation planning of
6 those eligible entities by—

7 (A) measuring the level of access by sur-
8 face transportation modes to important destina-
9 tions, which may include—

- 10 (i) jobs;
- 11 (ii) health care facilities;
- 12 (iii) child care services;
- 13 (iv) educational and workforce train-
14 ing facilities;
- 15 (v) housing;
- 16 (vi) food sources;
- 17 (vii) points within the supply chain for
18 freight commodities;
- 19 (viii) domestic or international mar-
20 kets; and
- 21 (ix) connections between surface
22 transportation modes; and

23 (B) disaggregating the level of access by
24 surface transportation modes by a variety of—

1 (i) population categories, which may
2 include—

3 (I) low-income populations;

4 (II) minority populations;

5 (III) age;

6 (IV) disability; and

7 (V) geographical location; or

8 (ii) freight commodities, which may
9 include—

10 (I) agricultural commodities;

11 (II) raw materials;

12 (III) finished products; and

13 (IV) energy commodities; and

14 (2) to assess the change in accessibility that
15 would result from new transportation investments.

16 (d) ELIGIBLE ENTITIES.—An entity eligible to par-
17 ticipate in the pilot program is—

18 (1) a State;

19 (2) a metropolitan planning organization; or

20 (3) a regional transportation planning organiza-
21 tion.

22 (e) APPLICATION.—To be eligible to participate in
23 the pilot program, an eligible entity shall submit to the
24 Secretary an application at such time, in such manner,

1 and containing such information as the Secretary may re-
2 quire, including information relating to—

3 (1) previous experience of the eligible entity
4 measuring transportation access or other perform-
5 ance management experience, if applicable;

6 (2) the types of important destinations to which
7 the eligible entity intends to measure access;

8 (3) the types of data disaggregation the eligible
9 entity intends to pursue;

10 (4) a general description of the methodology the
11 eligible entity intends to apply; and

12 (5) if the applicant does not intend the pilot
13 program to apply to the full area under the jurisdic-
14 tion of the applicant, a description of the geographic
15 area in which the applicant intends the pilot pro-
16 gram to apply.

17 (f) SELECTION.—

18 (1) IN GENERAL.—The Secretary shall seek to
19 achieve diversity of participants in the pilot program
20 by selecting a range of eligible entities that shall in-
21 clude—

22 (A) States;

23 (B) metropolitan planning organizations
24 that serve an area with a population of 200,000
25 people or fewer;

1 (C) metropolitan planning organizations
2 that serve an area with a population of over
3 200,000 people; and

4 (D) regional transportation planning orga-
5 nizations.

6 (2) INCLUSIONS.—The Secretary shall seek to
7 ensure that, among the eligible entities selected
8 under paragraph (1), there is—

9 (A) a range of capacity and previous expe-
10 rience with measuring transportation access;
11 and

12 (B) a variety of proposed methodologies
13 and focus areas for measuring level of access.

14 (g) DUTIES.—For each eligible entity participating in
15 the pilot program, the Secretary shall—

16 (1) develop or acquire an accessibility data set
17 described in subsection (e); and

18 (2) submit the data set to the eligible entity.

19 (h) METHODOLOGY.—In calculating the measures for
20 the data set under the pilot program, the Secretary shall
21 ensure that methodology is open source.

22 (i) AVAILABILITY.—The Secretary shall make an ac-
23 cessibility data set under the pilot program available to—

1 (1) units of local government within the juris-
2 diction of the eligible entity participating in the pilot
3 program; and

4 (2) researchers.

5 (j) REPORT.—Not later than 2 years after the date
6 of enactment of this Act, and every 2 years thereafter,
7 the Secretary shall submit to the Committee on Environ-
8 ment and Public Works of the Senate and the Committee
9 on Transportation and Infrastructure of the House of
10 Representatives a report on the results of the pilot pro-
11 gram, including the feasibility of developing and providing
12 periodic accessibility data sets for all States, regions, and
13 localities.

14 (k) TRANSPORTATION SYSTEM ACCESS.—

15 (1) IN GENERAL.—The Secretary shall establish
16 consistent measures that States, metropolitan plan-
17 ning organizations, and regional transportation plan-
18 ning organizations may choose to adopt to assess the
19 level of safe and convenient access by surface trans-
20 portation modes to important destinations as de-
21 scribed in subsection (c)(1)(A).

22 (2) SAVINGS PROVISION.—Nothing in this sec-
23 tion provides the Secretary the authority—

24 (A) to establish a performance measure or
25 require States or metropolitan planning organi-

1 zations to set a performance target for access
2 as described in paragraph (1); or

3 (B) to establish any other Federal require-
4 ment.

5 (l) FUNDING.—The Secretary shall carry out the
6 pilot program using amounts made available to the Sec-
7 retary for administrative expenses to carry out programs
8 under the authority of the Secretary.

9 (m) SUNSET.—The pilot program shall terminate on
10 the date that is 8 years after the date on which the pilot
11 program is implemented.

Strike title VII of division B of the bill.

