

## COMMITTEE PRINT

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**(Providing for reconciliation pursuant to S. Con. Res. 14, the  
Concurrent Resolution on the Budget for Fiscal Year 2022)**

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1 **TITLE XI—COMMITTEE ON**  
2 **TRANSPORTATION AND IN-**  
3 **FRASTRUCTURE**

- Sec. 110001. Affordable housing access program.
- Sec. 110002. Community climate incentive grants.
- Sec. 110003. Neighborhood access and equity grants.
- Sec. 110004. Federal Highway Administration section 202 funds.
- Sec. 110005. Territorial highway program funding.
- Sec. 110006. Traffic safety clearinghouse.
- Sec. 110007. Automated vehicles and mobility innovation.
- Sec. 110008. Local transportation priorities.
- Sec. 110009. Passenger rail improvement, modernization, and emissions reduction grants.
- Sec. 110010. Railroad rehabilitation infrastructure and financing credit risk premium assistance.
- Sec. 110011. Alternative fuel and low-emission aviation technology program.
- Sec. 110012. Implementation of the carbon offsetting and reduction scheme for international aviation.
- Sec. 110013. Assistance to update and enforce hazard resistant codes and standards.
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- Sec. 110015. Upgrading public alert and warning.
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- Sec. 110025. Small shipyard grants.
- Sec. 110026. Port infrastructure and supply chain resilience.
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Sec. 110031. Tribal clean water grants.

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Sec. 110033. Clean water needs survey.

**1 SEC. 110001. AFFORDABLE HOUSING ACCESS PROGRAM.**

2 (a) IN GENERAL.—In addition to amounts otherwise  
3 available, there is appropriated for fiscal year 2022, out  
4 of any funds in the Treasury not otherwise appropriated,  
5 \$9,900,000,000, to remain available until September 30,  
6 2026, for competitive grants to support access to afford-  
7 able housing and the enhancement of mobility for resi-  
8 dents in disadvantaged communities or neighborhoods, in  
9 persistent poverty communities, or for low-income riders  
10 generally.

11 (b) CRITERIA AND PROCESS.—The Secretary of  
12 Housing and Urban Development and the Administrator  
13 of the Federal Transit Administration shall establish cri-  
14 teria and a process for the allocation of funds made avail-  
15 able under this section in a manner to ensure that such  
16 funds support—

17 (1) access to affordable housing;

18 (2) enhanced mobility for residents and riders,  
19 including those in disadvantaged communities and  
20 neighborhoods, persistent poverty communities, or  
21 for low-income riders generally; or

22 (3) other community benefits for residents of  
23 disadvantaged communities or neighborhoods, per-

1       sistent poverty communities, or for low-income riders  
2       generally identified by the Secretary and the Admin-  
3       istrator related to enhanced transit service, includ-  
4       ing—

5               (A) access to job and educational opportu-  
6               nities;

7               (B) better connections to medical care; or

8               (C) enhanced access to grocery stores with  
9               fresh foods to help eliminate food deserts.

10       (c) ADMINISTRATION OF FUNDS.—Funds made  
11       available under this section shall—

12               (1) be available to recipients and subrecipients  
13       eligible under chapter 53 of title 49, United States  
14       Code;

15               (2) after allocation, be administered by the Ad-  
16       ministrator of the Federal Transit Administration—

17               (A) to recipients and subrecipients in  
18       urban areas, as if such funds were provided  
19       under section 5307 of title 49, United States  
20       Code;

21               (B) to recipients and subrecipients in rural  
22       areas, as if such funds were provided under sec-  
23       tion 5311 of such title;

24               (C) for any project activities related to the  
25       acquisition of zero-emission buses or related in-

1           frastructure, as if funds for such activities were  
2           awarded under section 5339(e) of such title;

3                   (D) for any activities related to research  
4           that supports efforts to reduce barriers to the  
5           deployment of zero-emission transit vehicles in  
6           disadvantaged communities or neighborhoods  
7           and rural areas, including barriers related to  
8           the cost of such vehicles, as if funds for such  
9           activities were provided under section 5312 of  
10          such title; or

11                   (E) for any activities related to the train-  
12          ing and development of the transit workforce  
13          that provides service to disadvantaged commu-  
14          nities or neighborhoods and rural areas, includ-  
15          ing the creation of new employment opportuni-  
16          ties in the transit industry for workers from  
17          such communities, neighborhoods or areas, as if  
18          funds for such activities were provided under  
19          section 5314 of such title;

20                   (3) not be subject to any restriction on the total  
21          amount of funds available for implementation or exe-  
22          cution of programs authorized under section 5307,  
23          5311, 5312, 5314, or 5339 of title 49, United States  
24          Code; and

1           (4) notwithstanding paragraph (1), be available  
2           for grants for up to 100 percent of the net cost of  
3           a project.

4           (d) **ELIGIBLE ACTIVITIES.**—Eligible activities for  
5 funds made available under this section shall be—

6           (1) construction of a new fixed guideway capital  
7           project;

8           (2) construction of a bus rapid transit project  
9           or a corridor-based bus rapid transit project that  
10          utilizes zero-emission vehicles, including costs related  
11          to the acquisition of such vehicles and related charg-  
12          ing or fueling infrastructure, or a collection of such  
13          projects;

14          (3) the establishment or expansion of high-fre-  
15          quency bus service that utilizes zero-emission buses,  
16          including costs related to the acquisition of such ve-  
17          hicles and related charging or fueling infrastructure,  
18          but does not have all of the features of a bus rapid  
19          transit project or corridor-based bus rapid transit  
20          project;

21          (4) an expansion of the service area or the fre-  
22          quency of service of recipients or subrecipients under  
23          section 5311 of title 49, United States Code, which  
24          may include operational expenses related to the pro-  
25          vision of fare-free or reduced-fare service or the ac-

1       quisition of vehicles or infrastructure to expand serv-  
2       ice;

3           (5) notwithstanding subsection (a)(1) of section  
4       5307 of such title, an expansion of the service area  
5       or the frequency of service of recipients under such  
6       section, which may include operational expenses re-  
7       lated to the provision of fare-free or reduced-fare  
8       service or the acquisition of zero-emission vehicles or  
9       infrastructure to expand service;

10          (6) renovation or construction of facilities and  
11       incidental expenses to continue or expand transit  
12       service in disadvantaged communities or neighbor-  
13       hoods or service that benefits low-income riders gen-  
14       erally;

15          (7) research activities and capital expenses re-  
16       lated to research under section 5312 of such title  
17       that supports efforts to reduce barriers to the de-  
18       ployment of zero-emission transit vehicles in dis-  
19       advantaged communities or neighborhoods and rural  
20       areas, including barriers related to the cost of such  
21       vehicles;

22          (8) activities under section 5314 of such title  
23       that supports the training and development of the  
24       transit workforce that provides service to disadvan-  
25       taged communities or neighborhoods and rural

1 areas, including the creation of new employment op-  
2 portunities in the transit industry for workers from  
3 such communities, neighborhoods, or areas;

4 (9) additional assistance to project sponsors of  
5 new fixed guideway capital projects, core capacity  
6 improvement projects, or corridor-based bus rapid  
7 transit projects not yet open to revenue service, not-  
8 withstanding applicable requirements regarding Gov-  
9 ernment share of contributions toward net project  
10 cost of the project or the share of contributions from  
11 a program carried out by the Administrator of the  
12 Federal Transit Administration, if—

13 (A) the applicant demonstrates that the  
14 availability of funding under this section pro-  
15 vides additional support for access to affordable  
16 housing and the enhancement of mobility for  
17 residents in disadvantaged communities or  
18 neighborhoods, persistent poverty communities,  
19 or for low-income riders generally in the service  
20 area of the recipient, consistent with the pur-  
21 poses described in subsection (b); and

22 (B) assistance under this paragraph does  
23 not increase by more than 10 percentage  
24 points—

1 (i) the Government share of contribu-  
2 tions toward net project cost; or

3 (ii) the Government share of assist-  
4 ance from a program carried out by the  
5 Administrator of the Federal Transit Ad-  
6 ministration;

7 (10) fleet transition, route, or other public  
8 transportation planning, including planning related  
9 to economic development; or

10 (11) projects to upgrade the accessibility of bus  
11 or rail public transportation services for persons  
12 with disabilities, including individuals who use  
13 wheelchairs, in disadvantaged communities or neigh-  
14 borhoods.

15 (e) ADMINISTRATIVE EXPENSES.—In addition to  
16 amounts otherwise available, there is appropriated for fis-  
17 cal year 2022, out of any funds in the Treasury not other-  
18 wise appropriated, \$100,000,000, to remain available until  
19 September 30, 2026, for the following:

20 (1) The costs of administering and overseeing  
21 the implementation of this section.

22 (2) To make new awards or to increase prior  
23 awards to provide technical assistance and capacity  
24 building for eligible recipients or subrecipients under  
25 this section.



1 **SEC. 110002. COMMUNITY CLIMATE INCENTIVE GRANTS.**

2 (a) FEDERAL HIGHWAY ADMINISTRATION APPRO-  
3 PRIATION.—In addition to amounts otherwise available,  
4 there is appropriated for fiscal year 2022, out of any funds  
5 in the Treasury not otherwise appropriated, \$50,000,000,  
6 to remain available until September 30, 2026, to the Ad-  
7 ministrator of the Federal Highway Administration—

8 (1) to establish a greenhouse gas performance  
9 measure that requires States to set performance tar-  
10 gets to reduce greenhouse gas emissions;

11 (2) to establish an incentive structure to reward  
12 States that demonstrate the most significant  
13 progress towards achieving reductions in greenhouse  
14 gas emissions;

15 (3) to establish consequences for States that do  
16 not achieve reductions in greenhouse gas emissions;

17 (4) to issue guidance and regulations, and pro-  
18 vide technical assistance, as necessary to implement  
19 this section; and

20 (5) from any remaining amounts after carrying  
21 out paragraphs (1) through (4), for operations and  
22 administration of the Federal Highway Administra-  
23 tion.

24 (b) GRANTS TO STATES.—In addition to amounts  
25 otherwise available, there is appropriated for fiscal year  
26 2022, out of any funds in the Treasury not otherwise ap-

1 appropriated, \$950,000,000, to remain available until Sep-  
2 tember 30, 2026, to the Administrator of the Federal  
3 Highway Administration, for incentive grants for carbon  
4 reduction projects, to be awarded to States that—

5 (1) qualify for a reward under the incentive  
6 structure established by the Administrator under  
7 subsection (a)(2); or

8 (2) have adopted carbon reduction strategies  
9 that contribute to achieving net-zero greenhouse gas  
10 emissions by 2050, and have incorporated such  
11 strategies into the transportation plans required  
12 under section 135 of title 23, United States Code.

13 (c) GRANTS TO OTHER ELIGIBLE ENTITIES.—In ad-  
14 dition to amounts otherwise available, there is appro-  
15 priated for fiscal year 2022, out of any funds in the Treas-  
16 ury not otherwise appropriated, \$3,000,000,000, to re-  
17 main available until September 30, 2026, to the Adminis-  
18 trator of the Federal Highway Administration for grants,  
19 to be awarded on a competitive basis, for carbon reduction  
20 projects to eligible entities that are not States.

21 (d) USE OF FUNDS.—Funds made available under  
22 subsections (b) and (c) shall be administered as if made  
23 available under chapter 1 of title 23, United States Code,  
24 and a project carried out under this section shall be treat-

1 ed as a project on a Federal-aid highway under such chap-  
2 ter.

3 (e) FEDERAL SHARE.—

4 (1) IN GENERAL.—The Federal share for a re-  
5 cipient of funds that is not a State under this sec-  
6 tion may be up to 100 percent.

7 (2) STATES.—The Federal share for a recipient  
8 of funds under this section that is a State shall be  
9 determined in accordance with section 120 of title  
10 23, United States Code.

11 (f) LIMITATION.—Funds made available under this  
12 section shall not—

13 (1) be subject to any restriction or limitation on  
14 the total amount of funds available for implementa-  
15 tion or execution of programs authorized for Fed-  
16 eral-aid highways; and

17 (2) be used for projects that result in additional  
18 through travel lanes for single occupant passenger  
19 vehicles.

20 (g) DEFINITIONS.—In this section:

21 (1) CARBON REDUCTION PROJECT.—A carbon  
22 reduction project means a project that is eligible  
23 under title 23, United State Code, and that—

1 (A) will result in significant reductions in  
2 greenhouse gas emissions related to a surface  
3 transportation facility or project;

4 (B) provides zero-emission transportation  
5 options;

6 (C) reduces dependence on single-occupant  
7 vehicle trips; or

8 (D) advances carbon reduction strategies  
9 adopted by an eligible entity that contribute to  
10 achieving net-zero greenhouse gas emissions by  
11 2050.

12 (2) ELIGIBLE ENTITY.—The term “eligible enti-  
13 ty” means—

14 (A) a unit of local government;

15 (B) a political subdivision of a State;

16 (C) a territory;

17 (D) a metropolitan planning organization  
18 (as defined in section 134 of title 23, United  
19 States Code);

20 (E) a special purpose district or public au-  
21 thority with a transportation function;

22 (F) a recipient of funds under section 202  
23 of title 23, United State Code; or

24 (G) a State.

1           (3) STATE.—The term “State” has the mean-  
2           ing given the term in section 101 of title 23, United  
3           States Code.

4 **SEC. 110003. NEIGHBORHOOD ACCESS AND EQUITY**  
5 **GRANTS.**

6           (a) IN GENERAL.—In addition to amounts otherwise  
7           available, there is appropriated for fiscal year 2022, out  
8           of any funds in the Treasury not otherwise appropriated,  
9           \$3,950,000,000, to remain available until September 30,  
10          2026, to the Administrator of the Federal Highway Ad-  
11          ministration—

12           (1) for grants to eligible entities described in  
13           subsection (b) to improve walkability, safety, and af-  
14           fordable transportation access through construction  
15           (as such term is defined in section 101 of title 23,  
16           United States Code) of projects that are sensitive to  
17           the context of the community—

18           (A) to remove, remediate, or reuse a facil-  
19           ity described in subsection (c)(1);

20           (B) to replace a facility described in sub-  
21           section (c)(1) with a facility that is at-grade or  
22           lower speed;

23           (C) to retrofit or cap a facility described in  
24           subsection (c)(1);

1 (D) to build or improve complete streets,  
2 multiuse trails, regional greenways, or active  
3 transportation networks and spines; or

4 (E) to provide affordable access to essen-  
5 tial destinations, public spaces, or transpor-  
6 tation links and hubs;

7 (2) for mitigation grants to eligible entities de-  
8 scribed in subsection (b) to remediate negative im-  
9 pacts on the human or natural environment result-  
10 ing from a facility described in subsection (c)(2) in  
11 a disadvantaged or underserved community, includ-  
12 ing construction (as such term is defined in section  
13 101 of title 23, United States Code) of—

14 (A) noise barriers to reduce impacts result-  
15 ing from a facility described in subsection  
16 (c)(2);

17 (B) technologies, infrastructure, and activi-  
18 ties to reduce surface transportation-related air  
19 pollution, including greenhouse gas emissions;

20 (C) infrastructure or protective features to  
21 reduce or manage stormwater run-off resulting  
22 from a facility described in subsection (c)(2),  
23 including through natural infrastructure and  
24 pervious, permeable, or porous pavement;

1 (D) infrastructure and natural features to  
2 reduce, or to mitigate, urban heat island hot  
3 spots in the transportation right of way or on  
4 surface transportation facilities; or

5 (E) safety improvements for vulnerable  
6 road users; and

7 (3) for grants to eligible entities described in  
8 subsection (b) for planning and capacity building ac-  
9 tivities in disadvantaged or underserved communities  
10 to—

11 (A) identify, monitor, or assess local and  
12 ambient air quality, emissions of transportation  
13 greenhouse gases, hot spot areas of extreme  
14 heat or elevated air pollution, gaps in tree can-  
15 opy coverage, or flood prone locations;

16 (B) assess transportation equity or pollu-  
17 tion impacts and develop local anti-displacement  
18 policies, and community benefit agreements;

19 (C) conduct predevelopment activities for  
20 projects eligible under this subsection;

21 (D) expand public participation in trans-  
22 portation planning by individuals and organiza-  
23 tions in disadvantaged or underserved commu-  
24 nities; or

1           (E) administer or obtain technical assist-  
2           ance related to activities described in this sub-  
3           section.

4           (b) **ELIGIBLE ENTITIES DESCRIBED.**—An eligible  
5           entity referred to in subsection (a) is—

6           (1) a State (as such term is defined in section  
7           101 of title 23, United States Code);

8           (2) a unit of local government;

9           (3) a political subdivision of a State (as such  
10          term is defined in section 101 of title 23, United  
11          States Code);

12          (4) a recipient of funds under section 202 of  
13          title 23, United States Code;

14          (5) a territory of the United States;

15          (6) a metropolitan planning organization (as  
16          defined in section 134(b) of title 23, United States  
17          Code); or

18          (7) with respect to a grant described in sub-  
19          section (a)(3), in addition to an eligible entity de-  
20          scribed in paragraphs (1) through (6), a nonprofit  
21          organization or institution of higher education that  
22          has entered into a partnership with an eligible entity  
23          described in paragraphs (1) through (6).

24          (c) **FACILITY DESCRIBED.**—A facility is—



1           (1) a surface transportation facility for which  
2           high speeds, grade separation, or other design fac-  
3           tors create an obstacle to connectivity within a com-  
4           munity; or

5           (2) a surface transportation facility which is a  
6           source of air pollution, noise, stormwater, or other  
7           burden to a disadvantaged or underserved commu-  
8           nity.

9           (d) LOCAL TECHNICAL ASSISTANCE.—In addition to  
10          amounts otherwise available, there is appropriated for fis-  
11          cal year 2022, out of any funds in the Treasury not other-  
12          wise appropriated, \$50,000,000, to remain available until  
13          September 30, 2026, to the Administrator of the Federal  
14          Highway Administration for—

15           (1) guidance, technical assistance, templates,  
16           training, or tools to facilitate efficient and effective  
17           contracting, design, and project delivery by units of  
18           local government;

19           (2) subgrants to units of local government to  
20           build capacity of such local government to assume  
21           responsibilities to deliver surface transportation  
22           projects; and

23           (3) operations and administration of the Fed-  
24           eral Highway Administration.

25           (e) USE OF FUNDS.—

1           (1) IN GENERAL.—The Administrator shall pro-  
2           vide grants to eligible entities described in sub-  
3           section (b) that submit an application to the Admin-  
4           istrator at such time, in such manner, and con-  
5           taining such information as the Administration re-  
6           quires.

7           (2) MINIMUM INVESTMENT.—Not less than  
8           \$1,580,000,000 of funds made available under sub-  
9           section (a) shall be distributed for projects in com-  
10          munities that—

11                 (A) are economically disadvantaged, in-  
12                 cluding an underserved community or a commu-  
13                 nity located in an area of persistent poverty;

14                 (B) have entered or will enter into a com-  
15                 munity benefits agreement with representatives  
16                 of the community;

17                 (C) have an anti-displacement policy, a  
18                 community land trust, or a community advisory  
19                 board in effect; or

20                 (D) have demonstrated a plan for employ-  
21                 ing local residents in the area impacted by the  
22                 activity or project proposed under this section.

23          (f) ADMINISTRATION.—Amounts made available  
24          under subsection (a) shall be administered as if made  
25          available under chapter 1 of title 23, United States Code,

1 and a project funded under this section shall be treated  
2 as a project on a Federal-aid highway under such chapter.

3 (g) COST SHARE.—The Federal share of the cost of  
4 an activity carried out using a grant awarded under this  
5 section shall be not more than 80 percent, except that the  
6 Federal share of the cost of a project in a disadvantaged  
7 or underserved community may be up to 100 percent.

8 (h) LIMITATIONS.—Funds made available under this  
9 section—

10 (1) shall not be subject to any restriction or  
11 limitation on the total amount of funds available for  
12 implementation or execution of programs authorized  
13 for Federal-aid highways; and

14 (2) shall not be used for a project for additional  
15 through travel lanes for single-occupant passenger  
16 vehicles.

17 **SEC. 110004. FEDERAL HIGHWAY ADMINISTRATION SEC-**  
18 **TION 202 FUNDS.**

19 (a) IN GENERAL.—In addition to amounts otherwise  
20 made available, there is appropriated for fiscal year 2022,  
21 out of any funds in the Treasury not otherwise appro-  
22 priated, \$1,000,000,000, to remain available until Sep-  
23 tember 30, 2026, to the Administrator of the Federal  
24 Highway Administration for the purposes described under  
25 section 202 of title 23, United States Code.

1 (b) DISTRIBUTION OF FUNDS.—The Administrator  
2 of the Federal Highway Administration shall administer  
3 amounts made available under subsection (a) as if such  
4 funds were allocated under section 202 of title 23, United  
5 States Code.

6 (c) LIMITATION.—Funds made available under this  
7 section shall not be subject to any restriction or limitation  
8 on the total amount of funds available for implementation  
9 or execution of programs authorized for Federal-aid high-  
10 ways.

11 **SEC. 110005. TERRITORIAL HIGHWAY PROGRAM FUNDING.**

12 (a) IN GENERAL.—In addition to amounts otherwise  
13 made available, there is appropriated for fiscal year 2022,  
14 out of any funds in the Treasury not otherwise appro-  
15 priated, \$320,000,000, to remain available until Sep-  
16 tember 30, 2026, to the Administrator of the Federal  
17 Highway Administration for the purposes described under  
18 section 165(c) of title 23, United States Code.

19 (b) ADMINISTRATION OF FUNDS.—The Adminis-  
20 trator of the Federal Highway Administration shall ad-  
21 minister amounts made available under subsection (a) as  
22 if allocated under section 165(c) of title 23, United States  
23 Code.

24 (c) LIMITATION.—Funds made available under this  
25 section shall not be subject to any restriction or limitation

1 on the total amount of funds available for implementation  
2 or execution of programs authorized for Federal-aid high-  
3 ways.

4 **SEC. 110006. TRAFFIC SAFETY CLEARINGHOUSE.**

5 (a) IN GENERAL.—In addition to amounts otherwise  
6 made available, there are appropriated for fiscal year  
7 2022, out of any funds in the Treasury not otherwise ap-  
8 propriated, \$100,000,000 to remain available until Sep-  
9 tember 30, 2026, for the Administrator of the National  
10 Highway Traffic Safety Administration to make 1 or more  
11 grants, cooperative agreements, or contracts with 1 or  
12 more qualified institutions to—

13 (1) operate a national clearinghouse for fair  
14 and equitable traffic safety enforcement programs;

15 (2) research and develop systems for States to  
16 collect traffic safety enforcement data and provide  
17 technical assistance to States collecting such data,  
18 including the sharing of data to a national database;

19 (3) develop recommendations and best practices  
20 to help States collect and use traffic safety enforce-  
21 ment data to promote equity and reduce traffic-re-  
22 lated fatalities and injuries; and

23 (4) develop information and educational pro-  
24 grams on implementing equitable traffic safety en-

1 enforcement best practices to assist States and local  
2 communities.

3 (b) ADMINISTRATION.—Not more than 5 percent of  
4 the amounts made available under this section may be  
5 used for salaries and expenses, administration, and over-  
6 sight of the National Highway Traffic Safety Administra-  
7 tion.

8 **SEC. 110007. AUTOMATED VEHICLES AND MOBILITY INNO-**  
9 **VATION.**

10 In addition to amounts otherwise made available,  
11 there are appropriated for fiscal year 2022, out of any  
12 funds in the Treasury not otherwise appropriated,  
13 \$8,000,000, to remain available until September 30, 2026,  
14 to the Secretary of Transportation to make a grant to a  
15 qualified institution of higher education to—

16 (1) operate a national highly automated vehicle  
17 and mobility innovation clearinghouse;

18 (2) collect, conduct, and support research on  
19 the impacts, including secondary impacts such as  
20 land use, transportation systems, accessibility, social  
21 equity, and availability and quality of jobs, of highly  
22 automated vehicles and mobility innovation; and

23 (3) disseminate and make such research avail-  
24 able on a public website to assist communities.

1 **SEC. 110008. LOCAL TRANSPORTATION PRIORITIES.**

2 In addition to amounts otherwise made available,  
3 there are appropriated to the Secretary of Transportation  
4 for fiscal year 2022, out of any funds in the Treasury not  
5 otherwise appropriated, \$6,000,000,000 to remain avail-  
6 able until September 30, 2026, for projects to advance  
7 local surface transportation priorities.

8 **SEC. 110009. PASSENGER RAIL IMPROVEMENT, MOD-**  
9 **ERNIZATION, AND EMISSIONS REDUCTION**  
10 **GRANTS.**

11 (a) APPROPRIATION.—In addition to amounts other-  
12 wise available, there is appropriated to the Secretary of  
13 Transportation for fiscal year 2022, out of any money in  
14 the Treasury not otherwise appropriated,  
15 \$10,000,000,000, to remain available until September 30,  
16 2026, for financial assistance under chapter 261 of title  
17 49, United States Code, to eligible entities for eligible  
18 projects.

19 (b) ALLOCATION.—Of the funds provided pursuant to  
20 subsection (a), not less than 10 percent shall be used for  
21 eligible projects as described under subsection (e)(1)(A).

22 (c) FEDERAL SHARE.—For any financial assistance  
23 provided pursuant to this section, the Federal share may  
24 not exceed 90 percent of the total cost of the eligible  
25 project.

1 (d) OVERSIGHT.—Not more than 1 percent of the  
2 amounts made available under subsection (a) shall be for  
3 the use of the Secretary of Transportation for the costs  
4 of award and project management of financial assistance  
5 provided under this section.

6 (e) DEFINITIONS.—In this section:

7 (1) ELIGIBLE PROJECT.—The term “eligible  
8 project” means—

9 (A) a planning project for high-speed rail  
10 corridor development that consists of planning  
11 activities eligible to receive financial assistance  
12 under section 26101(b) of title 49, United  
13 States Code; or

14 (B) a capital project for high-speed rail  
15 corridor development that—

16 (i) directly serves rail stations within  
17 urbanized areas, as defined by the Bureau  
18 of the Census, that are located in a census  
19 tract, as defined by the Bureau of the Cen-  
20 sus, within the urbanized area with a  
21 greater density population than the urban-  
22 ized area as a whole; and

23 (ii) is eligible to receive financial as-  
24 sistance for a capital project, as defined in



1 section 26106(b)(3) of title 49, United  
2 States Code.

3 (2) ELIGIBLE ENTITY.—The term “eligible enti-  
4 ty” means—

5 (A) an entity eligible to receive financial  
6 assistance under section 26101 of title 49,  
7 United States Code; or

8 (B) an applicant eligible to receive a grant  
9 under section 26106 of title 49, United States  
10 Code.

11 (3) HIGH-SPEED RAIL.—The term “high-speed  
12 rail” means non-highway ground transportation that  
13 is owned or operated by an eligible entity and rea-  
14 sonably expected to reach speeds of 160 miles per  
15 hour or more on shared-use right-of-way or 186  
16 miles per hour or more on dedicated right-of-way.

17 (4) CORRIDOR.—The term “corridor” means an  
18 existing, modified, or proposed intercity passenger  
19 rail service, as defined in section 26101(b)(5) of title  
20 49, United States Code.

21 **SEC. 110010. RAILROAD REHABILITATION INFRASTRUC-**  
22 **TURE AND FINANCING CREDIT RISK PRE-**  
23 **MIUM ASSISTANCE.**

24 (a) APPROPRIATION.—In addition to amounts other-  
25 wise available, there is appropriated to the Secretary of

1 Transportation, out of any money in the Treasury not oth-  
2 erwise appropriated, \$150,000,000, in fiscal year 2022, to  
3 remain available until September 30, 2026, to provide  
4 credit risk premium assistance to eligible entities through  
5 the railroad rehabilitation infrastructure and financing  
6 program established by title V of the Railroad Revitaliza-  
7 tion and Regulatory Reform Act of 1976.

8 (b) ELIGIBLE ENTITIES.—For purposes of this sec-  
9 tion, eligible entities shall include—

10 (1) railroad carriers as defined in section 20102  
11 of title 49, United States Code;

12 (2) State or local governments; or

13 (3) government-sponsored authorities or cor-  
14 porations.

15 (c) ALLOCATION.—

16 (1) PUBLIC PASSENGER RAIL PROJECTS.—Not  
17 less than 50 percent of the amounts appropriated  
18 under subsection (a) shall be set aside for publicly  
19 owned or operated passenger rail projects.

20 (2) FREIGHT RAILROADS.—Not less than 25  
21 percent of the amounts appropriated under sub-  
22 section (a) shall be set aside for freight railroads  
23 that are not Class I railroads.

1 **SEC. 110011. ALTERNATIVE FUEL AND LOW-EMISSION AVIA-**  
2 **TION TECHNOLOGY PROGRAM.**

3 (a) IN GENERAL.—In addition to amounts otherwise  
4 made available, there is appropriated for fiscal year 2022,  
5 out of any money in the Treasury not otherwise appro-  
6 priated, \$1,000,000,000, to remain available until Sep-  
7 tember 30, 2026, for the Secretary of Transportation to  
8 provide grants to, and enter into cost-sharing agreements  
9 with, eligible entities to carry out projects located in the  
10 United States that—

11 (1) develop, demonstrate, or apply low-emission  
12 aviation technologies; or

13 (2) produce, transport, blend, or store sustain-  
14 able aviation fuels that would reduce greenhouse gas  
15 emissions attributable to the operation of aircraft  
16 that have fuel uplift in the United States.

17 (b) SELECTION.—In carrying out subsection (a), the  
18 Secretary shall consider, with respect to a proposed  
19 project—

20 (1) the anticipated public benefits of the  
21 project;

22 (2) the potential to increase the domestic pro-  
23 duction and deployment of sustainable aviation fuel  
24 or the use of low-emission aviation technologies  
25 among the United States commercial aviation and  
26 aerospace industry;

1           (3) the potential for creating new jobs in the  
2           United States;

3           (4) the potential the project has to reduce or  
4           displace, on a lifecycle basis, United States green-  
5           house gas emissions associated with air travel;

6           (5) the proposed utilization of non-Federal cost-  
7           share contributions;

8           (6) for projects related to the production of sus-  
9           tainable aviation fuel, the potential net greenhouse  
10          gas emissions impact of such fuel on a lifecycle  
11          basis, which shall include feedstock, fuel production,  
12          and potential direct and indirect greenhouse gas  
13          emissions (including resulting from changes in land  
14          use);

15          (7) how the project will strengthen the leader-  
16          ship of the United States in either sustainable avia-  
17          tion fuels or in low-emission aviation technologies;

18          (8) the benefits of ensuring a diversity of feed-  
19          stocks for sustainable aviation fuel, including the use  
20          of waste carbon oxides and direct air capture;

21          (9) the potential for partnerships with relevant  
22          supply chain stakeholders for sustainable aviation  
23          fuel;

1           (10) the potential to leverage existing industrial  
2 infrastructure to accelerate the deployment of sus-  
3 tainable aviation fuels;

4           (11) aeronautical construction and design im-  
5 provements that result in more efficient aircraft, in-  
6 cluding new aircraft architectures, innovative propul-  
7 sion integration, and high-performance lightweight  
8 materials;

9           (12) more efficient aircraft engines, including  
10 innovative engine architectures, hybrid-electric en-  
11 gines, and all-electric engines suitable for fully or  
12 partially powering aircraft operations; and

13           (13) air traffic management and navigation  
14 technologies that permit more efficient flight pat-  
15 terns.

16       (c) FUNDING DISTRIBUTION.—Of the amount made  
17 available under subsection (a), 30 percent of such amount  
18 shall be awarded for projects described in subsection  
19 (a)(1) and 70 percent of such amount shall be awarded  
20 for projects described in subsection (a)(2).

21       (d) FEDERAL COST SHARE.—The Secretary shall de-  
22 termine a higher Federal share of project costs for any  
23 cost-share agreement or grant awarded to any eligible re-  
24 cipient for a project under subsection (a) that involves a  
25 low-emission aviation technology that exceeds a 20 percent

1 reduction in fuel burn compared to current best in class  
2 aircraft or a sustainable aviation fuel that substantially  
3 exceeds a 50 percent lifecycle greenhouse gas emission re-  
4 duction compared to conventional jet fuels.

5 (e) PROGRAM REQUIREMENTS.—As a condition of re-  
6 ceiving funds under this section, the Secretary may ap-  
7 prove an award under this section only if the Secretary  
8 has received written assurances from the recipient that—

9 (1) any low-emission aviation technology that is  
10 funded or is part of a project funded by a grant  
11 under subsection (a)(1) is produced in the United  
12 States;

13 (2) any sustainable aviation fuel that is part of  
14 a project funded by a grant under subsection (a)(2)  
15 is—

16 (A) produced in the United States; and

17 (B) is not derived from feedstocks that are  
18 developed through practices that threaten mass  
19 deforestation, harm biodiversity, or otherwise  
20 promote environmentally unsustainable proc-  
21 esses; and

22 (3) the recipient of grant funding has ade-  
23 quately considered the environmental justice and eq-  
24 uity impacts of any project on underserved commu-  
25 nities.

1 (f) DEVELOPMENT PROJECTS.—Section 47112(a) of  
2 title 49, United States Code, is amended by inserting “or  
3 labor for a project funded under section 110011 of the  
4 Act entitled ‘An Act to provide for reconciliation pursuant  
5 to title II of S. Con. Res. 14’” after “this subchapter”.

6 (g) ADMINISTRATIVE EXPENSES.—The Secretary  
7 may retain up to 1 percent of the funds provided under  
8 this section to fund the award of, and oversight by the  
9 Secretary of, grants made under this section.

10 (h) DEFINITIONS.—In this section:

11 (1) ELIGIBLE ENTITY.—The term “eligible enti-  
12 ty” means—

13 (A) a State or local government other than  
14 an airport sponsor;

15 (B) an air carrier;

16 (C) an airport sponsor;

17 (D) an accredited institution of higher edu-  
18 cation;

19 (E) a person or entity engaged in the pro-  
20 duction, transportation, blending or storage of  
21 sustainable aviation fuel or feedstocks that  
22 could be used to produce sustainable aviation  
23 fuel;

1 (F) a person or entity engaged in the de-  
2 velopment, demonstration, or application of low-  
3 emission aviation technologies; or

4 (G) nonprofit entities or nonprofit con-  
5 sortia with experience in sustainable aviation  
6 fuel, low-emission technology, or other clean  
7 transportation research programs.

8 (2) LOW-EMISSION AVIATION TECHNOLOGY.—  
9 The term “low-emission aviation technology” means  
10 technologies that significantly—

11 (A) improve aircraft fuel efficiency;

12 (B) increase utilization of sustainable avia-  
13 tion fuels; or

14 (C) reduce greenhouse gas emissions pro-  
15 duced during operation of civil aircraft.

16 (3) SUSTAINABLE AVIATION FUEL.—The term  
17 “sustainable aviation fuel” means liquid fuel that—

18 (A) consists of synthesized hydrocarbons;

19 (B) meets the requirements of—

20 (i) ASTM International Standard  
21 D7566; or

22 (ii) the co-processing provisions of  
23 ASTM International Standard D1655,  
24 Annex A1 (or such successor standard);



1 (C) is derived from biomass (as such term  
2 is defined in section 45K(e)(3) of the Internal  
3 Revenue Code of 1986), waste streams, renew-  
4 able energy sources or gaseous carbon oxides;

5 (D) is not derived from palm fatty acid  
6 distillates; and

7 (E) achieves at least a 50 percent lifecycle  
8 greenhouse gas emissions reduction in compari-  
9 son with petroleum-based jet fuel, as deter-  
10 mined by a test that shows—

11 (i) the fuel production pathway  
12 achieves at least a 50 percent reduction of  
13 the aggregate attributional core lifecycle  
14 greenhouse gas emissions and the induced  
15 land use change values under the lifecycle  
16 methodology for sustainable aviation fuel  
17 adopted by the International Civil Aviation  
18 Organization for the Carbon Offsetting  
19 and Reduction Scheme for International  
20 Aviation with the agreement of the United  
21 States; or

22 (ii) the fuel production pathway  
23 achieves at least a 50 percent reduction of  
24 the aggregate attributional core lifecycle  
25 greenhouse gas emissions values under an-

1 other methodology that the Secretary, in  
2 consultation with the Administrator of the  
3 Environmental Protection Agency, deter-  
4 mines is—

5 (I) reflective of the latest sci-  
6 entific understanding of lifecycle  
7 greenhouse gas emissions; and

8 (II) as stringent as the require-  
9 ment under clause (i).

10 (i) **TIME LIMIT FOR ADOPTION OF NEW SUSTAIN-**  
11 **ABLE AVIATION FUEL EMISSIONS REDUCTION TEST.—**

12 For purposes of clause (ii) of subsection (h)(3)(E), the  
13 Secretary, in consultation with the Administrator of the  
14 Environmental Protection Agency, shall, not later than 2  
15 years after the date of the enactment of this section, adopt  
16 at least 1 methodology for testing lifecycle greenhouse gas  
17 emissions that meets the requirements of such clause.

18 **SEC. 110012. IMPLEMENTATION OF THE CARBON OFFSET-**  
19 **TING AND REDUCTION SCHEME FOR INTER-**  
20 **NATIONAL AVIATION.**

21 (a) **IN GENERAL.—**In addition to amounts otherwise  
22 made available, there is appropriated for fiscal year 2022,  
23 out of any money in the Treasury not otherwise appro-  
24 priated, \$6,000,000, to remain available until September  
25 30, 2026, for the Secretary of Transportation to ensure

1 the United States complies with its obligations with re-  
2 spect to volume IV of annex 16 to the Convention on  
3 International Civil Aviation (61 Stat. 1180) (“Carbon Off-  
4 setting and Reduction Scheme for International Aviation”,  
5 hereinafter “CORSIA”).

6 (b) REGULATIONS.—

7 (1) IN GENERAL.—The Secretary shall issue  
8 regulations with requirements to ensure the United  
9 States complies with the obligations referenced in  
10 subsection (a), including requirements for operators  
11 of civil aircraft of the United States with respect  
12 to—

13 (A) monitoring, reporting, and verifying  
14 quantities of carbon emissions covered under  
15 the CORSIA, cancelling eligible emissions units  
16 and reporting and verifying such cancellations,  
17 and reporting use of CORSIA eligible fuels; and

18 (B) submission of such information as the  
19 Secretary determines is necessary with respect  
20 to implementation of the CORSIA.

21 (2) STANDARDS AND RECOMMENDED PRAC-  
22 TICES.—Regulations issued under this subsection  
23 shall be consistent with applicable standards and  
24 recommended practices published in volume IV of  
25 annex 16 to the Convention on International Civil

1 Aviation (61 Stat. 1180) and associated implementa-  
2 tion elements, adopted by the International Civil  
3 Aviation Organization prior to enactment of this  
4 Act, and any amendments or updates to such stand-  
5 ards and related documents with which the United  
6 States concurs.

7 (c) REPORTS.—Not later than December 31, 2022,  
8 and every 3 years thereafter, the Secretary shall submit  
9 to the Committee on Transportation and Infrastructure  
10 of the House of Representatives and the Committee on  
11 Commerce, Science, and Technology of the Senate a report  
12 assessing the compliance of operators of civil aircraft reg-  
13 istered in the United States with regulations issued under  
14 this section as well as the standards and recommended  
15 practices referenced in subsection (b)(2), as applicable.

16 **SEC. 110013. ASSISTANCE TO UPDATE AND ENFORCE HAZ-**  
17 **ARD RESISTANT CODES AND STANDARDS.**

18 (a) IN GENERAL.—In addition to amounts otherwise  
19 available, there is appropriated for fiscal year 2022, out  
20 of any money in the Treasury not otherwise appropriated,  
21 \$291,000,000, to remain available until expended, to the  
22 Administrator of the Federal Emergency Management  
23 Agency to carry out activities described in section 203 of  
24 the Robert T. Stafford Disaster Relief and Emergency As-  
25 sistance Act (42 U.S.C. 5133), including for activities and

1 grants that provide technical assistance and capacity  
2 building for State, local, Indian Tribal, or territorial gov-  
3 ernments for establishing, implementing, and carrying out  
4 enforcement activities of the latest published editions of  
5 relevant performance-based and consensus-based codes,  
6 specifications, and standards that incorporate hazard-re-  
7 sistant designs and the latest requirements for the mainte-  
8 nance and inspection of existing buildings to address haz-  
9 ard risk.

10 (b) **COST SHARE.**—The Federal share of the assist-  
11 ance provided in this section shall be 100 percent.

12 (c) **ADMINISTRATION.**—In addition to amounts made  
13 available for administrative expenses under section  
14 205(d)(2) of the Robert T. Stafford Disaster Relief and  
15 Emergency Assistance Act (42 U.S.C. 5135(d)(2)), there  
16 is appropriated for fiscal year 2022, out of any money in  
17 the Treasury not otherwise available, \$9,000,000 to the  
18 Administrator of the Federal Emergency Management  
19 Agency, to remain available until expended, for adminis-  
20 tration of this section.

21 **SEC. 110014. HAZARD MITIGATION REVOLVING LOAN FUND.**

22 (a) **IN GENERAL.**—In addition to amounts otherwise  
23 available, there is appropriated for fiscal year 2022, out  
24 of any money in the Treasury not otherwise appropriated,  
25 \$495,000,000, to remain available until expended, to the

1 Administrator of the Federal Emergency Management  
2 Agency for the establishment and carrying out of hazard  
3 mitigation revolving loan fund grants under section 205  
4 of the Robert T. Stafford Disaster Relief and Emergency  
5 Assistance Act (42 U.S.C. 5135).

6 (b) ADMINISTRATION.—In addition to amounts made  
7 available for administrative expenses under section  
8 205(d)(2) of the Robert T. Stafford Disaster Relief and  
9 Emergency Assistance Act (42 U.S.C. 5135(d)(2)), there  
10 is appropriated for fiscal year 2022, out of any money in  
11 the Treasury not otherwise available, \$5,000,000 to the  
12 Administrator of the Federal Emergency Management  
13 Agency, to remain available until expended, for adminis-  
14 tration of this section.

15 **SEC. 110015. UPGRADING PUBLIC ALERT AND WARNING.**

16 (a) IN GENERAL.—In addition to amounts otherwise  
17 available, there is appropriated for fiscal year 2022, out  
18 of any money in the Treasury not otherwise appropriated,  
19 \$24,000,000, to remain available until September 30,  
20 2024, to the Administrator of the Federal Emergency  
21 Management Agency to upgrade the Integrated Public  
22 Alert and Warning System for implementation of the Next  
23 Generation Warning System.

24 (b) ASSISTANCE TO CERTAIN ENTITIES.—In car-  
25 rying out subsection (a), the Administrator of the Federal

1 Emergency Management Agency is authorized to issue  
2 noncompetitive, risk-informed financial assistance to pub-  
3 lic broadcasting entities, as defined in section 397 of the  
4 Communications Act of 1934 (47 U.S.C. 397).

5 (c) ADMINISTRATION.—In addition to amounts made  
6 available for administrative expenses under section  
7 205(d)(2) of the Robert T. Stafford Disaster Relief and  
8 Emergency Assistance Act (42 U.S.C. 5135(d)(2)), there  
9 is appropriated for fiscal year 2022, out of any money in  
10 the Treasury not otherwise available, \$1,000,000 to the  
11 Administrator of the Federal Emergency Management  
12 Agency, to remain available until September 30, 2026, for  
13 administration of this section.

14 **SEC. 110016. FEDERAL ASSISTANCE FOR EMERGENCY MAN-**  
15 **AGERS.**

16 (a) IN GENERAL.—In addition to amounts otherwise  
17 available, there is appropriated for fiscal year 2022, out  
18 of any money in the Treasury not otherwise appropriated,  
19 \$412,000,000, to remain available until expended, to the  
20 Administrator of the Federal Emergency Management  
21 Agency for grants for construction, retrofit, technological  
22 enhancement, and updated planning requirements of  
23 State, local, Indian Tribal, and territorial emergency oper-  
24 ations centers under section 614 of the Robert T. Stafford

1 Disaster Relief and Emergency Assistance Act (42 U.S.C.  
2 5196c).

3 (b) ADMINISTRATION.—In addition to amounts made  
4 available for administrative expenses under section  
5 205(d)(2) of the Robert T. Stafford Disaster Relief and  
6 Emergency Assistance Act (42 U.S.C. 5135(d)(2)), there  
7 is appropriated for fiscal year 2022, out of any money in  
8 the Treasury not otherwise available, \$13,000,000 to the  
9 Administrator of the Federal Emergency Management  
10 Agency, to remain available until expended, for adminis-  
11 tration of this section.

12 (c) LIMITATION.—The amount of a single grant pro-  
13 vided under this section may not exceed \$4,000,000.

14 (d) CODE COMPLIANCE.—In using funds under sub-  
15 section (a), a grant recipient shall act in compliance with  
16 the latest published editions of relevant consensus-based  
17 codes, specifications, and standards that incorporate the  
18 latest hazard resistant designs and establish minimum ac-  
19 ceptable criteria for the design, construction, and mainte-  
20 nance of structures and facilities for the purpose of pro-  
21 tecting the health, safety, and general welfare of the build-  
22 ing users against disasters.



1 **SEC. 110017. FEMA PROCUREMENT, CONSTRUCTION, AND**  
2 **IMPROVEMENTS.**

3 In addition to amounts otherwise available, there is  
4 appropriated for fiscal year 2022, out of any money in  
5 the Treasury not otherwise appropriated, \$200,000,000,  
6 to remain available until expended, to the Administrator  
7 of the Federal Emergency Management Agency for the  
8 construction, renovation, retrofit, technological enhance-  
9 ment, and updated planning requirements of Federal  
10 emergency training centers and Federal emergency oper-  
11 ations centers.

12 **SEC. 110018. ECONOMIC DEVELOPMENT ADMINISTRATION.**

13 (a) **ECONOMIC DEVELOPMENT ASSISTANCE FOR RE-**  
14 **GIONAL ECONOMIC GROWTH CLUSTERS.**—In addition to  
15 amounts otherwise available, there is appropriated for fis-  
16 cal year 2022, out of any money in the Treasury not other-  
17 wise appropriated, \$4,000,000,000, to remain available  
18 until September 30, 2027, to the Secretary of Commerce  
19 for grants under section 209 of the Public Works and Eco-  
20 nomic Development Act of 1965 (42 U.S.C. 3149) to de-  
21 velop regional economic growth clusters, subject to the  
22 condition that sections 204 and 301 of such Act (42  
23 U.S.C. 3144 and 3161) shall not apply to grants made  
24 with amounts made available under this subsection.

25 (b) **ECONOMIC ADJUSTMENT ASSISTANCE.**—In addi-  
26 tion to amounts otherwise available, there is appropriated

1 for fiscal year 2022, out of any money in the Treasury  
2 not otherwise appropriated, \$1,000,000,000, to remain  
3 available until September 30, 2027, to the Secretary of  
4 Commerce for economic adjustment assistance as author-  
5 ized by section 209 of the Public Works and Economic  
6 Development Act of 1965 (42 U.S.C. 3149), of which—

7           (1) \$500,000,000 shall be to provide assistance  
8           to energy and industrial transition communities, in-  
9           cluding coal, oil and gas, and nuclear transition  
10          communities; and

11          (2) \$50,000,000 shall be to provide grants for  
12          project predevelopment and capacity building activi-  
13          ties, including activities relating to the writing of  
14          grant applications (consistent with section 213 of  
15          such Act (42 U.S.C. 3153)) and stipends to local  
16          community organizations for planning participation,  
17          community outreach and engagement activities, sub-  
18          ject to the conditions that—

19                 (A) sections 204 and 301 of such Act (42  
20                 U.S.C. 3144 and 3161) shall not apply to  
21                 grants made with amounts made available  
22                 under this paragraph; and

23                 (B) not less than 50 percent of the  
24                 amounts made available under this paragraph

1           shall be for activities that are carried out in un-  
2           derserved communities.

3           (c) **GRANTS FOR PUBLIC WORKS AND ECONOMIC DE-**  
4 **VELOPMENT.**—In addition to amounts otherwise available,  
5 there is appropriated for fiscal year 2022, out of any  
6 money in the Treasury not otherwise appropriated,  
7 \$500,000,000, to remain available until September 30,  
8 2027, to the Secretary of Commerce for public works  
9 projects as authorized by section 201 of the Public Works  
10 and Economic Development Act of 1965 (42 U.S.C.  
11 3141).

12          (d) **ADMINISTRATION.**—Not more than 3 percent of  
13 the amounts made available under this section shall be  
14 used for the administrative costs of carrying out this sec-  
15 tion.

16 **SEC. 110019. RECOMPETE PILOT PROGRAM.**

17          (a) **ECONOMIC DEVELOPMENT ADMINISTRATION AP-**  
18 **PROPRIATION.**—In addition to amounts otherwise avail-  
19 able, there is appropriated for fiscal year 2022, out of any  
20 money in the Treasury not otherwise appropriated,  
21 \$4,000,000,000, to remain available until September 30,  
22 2031, to the Department of Commerce for economic ad-  
23 justment assistance as authorized by section 209 of the  
24 Public Works and Economic Development Act of 1965 (42  
25 U.S.C. 3149) to establish a pilot program, to be known

1 as the “Recompete Pilot Program”, to provide grants to  
2 specified entities to carry out activities in eligible areas  
3 and Tribal lands for which a specified entity has jurisdic-  
4 tion or otherwise serves to support local labor markets,  
5 local communities, and Tribal governments to alleviate  
6 persistent economic distress and labor market dislocation,  
7 except that sections 204 and 301 of such Act shall not  
8 apply to a grant provided under this section.

9 (b) TERM.—A grant shall have a term of 10 fiscal  
10 years and be disbursed at such time and in such manner  
11 as determined by the Secretary of Commerce in accord-  
12 ance with benchmarking requirements established by the  
13 Secretary.

14 (c) USE OF FUNDS.—Of the funds provided by this  
15 section—

16 (1) not less than \$3,855,000,000 shall be used  
17 for grants to be awarded to at least 20 specified en-  
18 tities representing eligible areas to carry out activi-  
19 ties described in a recompete plan approved by the  
20 Secretary of Commerce;

21 (2) not more than \$25,000,000 may be used for  
22 planning and technical assistance grants to be  
23 awarded to not more than 50 specified entities rep-  
24 resenting eligible areas to develop a recompete plan  
25 and carry out predevelopment activities; and

1           (3) not more than 3 percent shall be used for  
2 the administrative costs of carrying out this section.

3 (d) LIMITATIONS.—

4           (1) ELIGIBLE AREAS.—An eligible area may not  
5 benefit from more than 1 grant and 1 grant de-  
6 scribed in subsection (c)(2).

7           (2) LIMITATION ON RECIPIENTS.—For purposes  
8 of the program under this section, a specified entity  
9 may not receive a grant on behalf of more than 1  
10 eligible area.

11          (e) MAXIMUM AWARD AMOUNT.—In determining the  
12 maximum amount of a grant that a specified entity may  
13 be awarded, the Secretary shall use the product obtained  
14 by multiplying—

15           (1) the prime-age employment gap of the eligi-  
16 ble area;

17           (2) the prime-age population of the eligible  
18 area; and

19           (3) either—

20                   (A) \$70,585 for local labor markets; or

21                   (B) \$53,600 for local communities.

22 (f) DEFINITIONS.—In this section:

23           (1) ELIGIBLE AREA.—The term “eligible area”  
24 means either of the following:

25                   (A) A local labor market that—

1 (i) has a prime-age employment gap  
2 equal to not less than 2.5 percent; and

3 (ii) meets additional criteria as the  
4 Secretary may establish.

5 (B) A local community that—

6 (i) has a prime-age employment gap  
7 equal to not less than 5 percent;

8 (ii) is not located within an eligible  
9 local labor market that meets the criteria  
10 described in subparagraph (A); and

11 (iii) has a median annual household  
12 income of not more than \$75,000.

13 (2) LOCAL LABOR MARKET.—The term “local  
14 labor market” means any of the following areas that  
15 contains 1 or more specified entities described in  
16 subparagraphs (A) through (D) of paragraph (5):

17 (A) A commuting zone, as defined by the  
18 Economic Research Service of the Department  
19 of Agriculture, excluding all core-based statis-  
20 tical areas within the commuting zone described  
21 in subparagraph (B).

22 (B) Subject to subparagraph (C), if 1 or  
23 more discrete metropolitan statistical areas or  
24 micropolitan statistical areas, as defined by the  
25 Office of Management and Budget (collectively

1 referred to as “core-based statistical areas”),  
2 exists within a commuting zone described in  
3 subparagraph (A), each such core-based statis-  
4 tical area.

5 (C) If the remaining area of a commuting  
6 zone described in subparagraph (A), excluding  
7 all core-based statistical areas within the com-  
8 muting zone described in subparagraph (B),  
9 contains 1 or fewer counties and has a popu-  
10 lation of 7,500 or fewer residents, that remain-  
11 ing area combined with an adjacent core-based  
12 statistical area within the commuting zone.

13 (D) The Tribal land with a Tribal prime-  
14 age population represented by a Tribal govern-  
15 ment.

16 (3) LOCAL COMMUNITY.—The term “local com-  
17 munity” means the area served by a specified entity  
18 described in subparagraphs (A) through (C) of para-  
19 graph (5) that—

20 (A)(i) is located within a local labor mar-  
21 ket or partial local labor market that is not eli-  
22 gible; or

23 (ii) is not coexistent with, or encompassing  
24 the entirety of, a local labor market; and

1 (B) meets such additional criteria, includ-  
2 ing a minimum population requirement, as the  
3 Secretary may establish.

4 (4) PRIME-AGE EMPLOYMENT GAP.—

5 (A) IN GENERAL.—The term “prime-age  
6 employment gap” means the difference (ex-  
7 pressed as a percentage) between—

8 (i) the national 5-year average prime-  
9 age employment rate; and

10 (ii) the 5-year average prime-age em-  
11 ployment rate of the eligible area.

12 (B) CALCULATION.—For the purposes of  
13 subparagraph (A), an individual is prime-age if  
14 such individual between the ages of 25 years  
15 and 54 years.

16 (5) RECOMPETE PLAN.—The term “recompete  
17 plan” means a comprehensive 10-year economic de-  
18 velopment plan that—

19 (A) includes—

20 (i) proposed programs and activities  
21 to be carried out with a grant awarded  
22 under this section to address the economic  
23 challenges of the eligible area in a manner  
24 that promotes long-term, sustained eco-



1            nomic growth and reduction in the prime-  
2            age employment gap of the eligible area;

3            (ii) projected costs and annual ex-  
4            penditures and proposed disbursement  
5            schedule; and

6            (iii) other information as the Sec-  
7            retary determines appropriate;

8            (B) is developed by a specified entity that  
9            is the recipient of a planning and technical as-  
10           sistance grant described in subsection (c)(2);  
11           and

12           (C) is submitted to the Secretary for ap-  
13           proval for a specified entity to be considered for  
14           a grant under this section.

15           (6) SPECIFIED ENTITY.—The term “specified  
16           entity” means—

17           (A) a unit of local government;

18           (B) the District of Columbia;

19           (C) a territory or possession of the United  
20           States;

21           (D) a Tribal government;

22           (E) a State-authorized political subdivision  
23           or other entity, including a special-purpose enti-  
24           ty engaged in economic development activities;

1 (F) a public entity or nonprofit organiza-  
2 tion, acting in cooperation with the officials of  
3 a political subdivision or entity described in  
4 subparagraph (E);

5 (G) an economic development district (as  
6 defined in section 3 of the Public Works and  
7 Economic Development Act of 1965 (42 U.S.C.  
8 3122); and

9 (H) a consortium of any of the specified  
10 entities described in this paragraph which serve  
11 or are contained within the same eligible area.

12 (7) TRIBAL GOVERNMENT.—The term “Tribal  
13 government” means the recognized governing body  
14 of any Indian or Alaska Native tribe, band, nation,  
15 pueblo, village, community, component band, or com-  
16 ponent reservation, individually identified (including  
17 parenthetically) in the list published by the Bureau  
18 of Indian Affairs on January 29, 2021, pursuant to  
19 section 104 of the Federally Recognized Indian  
20 Tribe List Act of 1994 (25 U.S.C. 5131).

21 (8) TRIBAL LAND.—The term “Tribal land”  
22 means any land—

23 (A) any land located within the boundaries  
24 of an Indian reservation, pueblo, or rancheria;  
25 or

1 (B) any land not located within the bound-  
2 aries of an Indian reservation, pueblo, or  
3 rancharia, the title to which is held—

4 (i) in trust by the United States for  
5 the benefit of an Indian Tribe or an indi-  
6 vidual Indian;

7 (ii) by an Indian Tribe or an indi-  
8 vidual Indian, subject to restriction against  
9 alienation under laws of the United States;  
10 or

11 (iii) by a dependent Indian commu-  
12 nity.

13 (9) TRIBAL PRIME-AGE POPULATION.—

14 (A) IN GENERAL.—The term “Tribal  
15 prime-age population” shall be equal to the sum  
16 obtained by adding—

17 (i) the product obtained by multi-  
18 plying—

19 (I) the total number of individ-  
20 uals ages 25 through 54 residing on  
21 the Tribal land of the Tribal govern-  
22 ment; and

23 (II) 0.65; and

24 (ii) the product obtained by multi-  
25 plying—

1 (I) the total number of individ-  
2 uals ages 25 through 54 included on  
3 the membership roll of the Tribal gov-  
4 ernment; and

5 (II) 0.35.

6 (B) USE OF DATE.—A calculation under  
7 subparagraph (A) shall be determined based on  
8 data provided by the applicable Tribal govern-  
9 ment to the Department of the Treasury under  
10 the Coronavirus State and Local Fiscal Recov-  
11 ery Fund programs under title VI of the Social  
12 Security Act (42 U.S.C. 801 et seq.).

13 **SEC. 110020. ASSISTANCE FOR FEDERAL BUILDINGS.**

14 In addition to amounts otherwise available, there is  
15 appropriated for fiscal year 2022, out of any funds in the  
16 Treasury not otherwise appropriated, \$1,000,000,000, to  
17 remain available until September 30, 2031, to be depos-  
18 ited in the Federal Buildings Fund established under sec-  
19 tion 592 of title 40, United States Code, for measures nec-  
20 essary to convert facilities of the Administrator of General  
21 Services to high-performance green buildings (as defined  
22 in section 401 of the Energy Independence and Security  
23 Act of 2007 (42 U.S.C. 17061)).

1 **SEC. 110021. TECHNOLOGY INNOVATION AND CLIMATE RE-**  
2 **SILIENCE IN MARITIME SECTOR.**

3 In addition to amounts otherwise available, there is  
4 appropriated for fiscal year 2022, out of any money in  
5 the Treasury not otherwise appropriated, \$100,000,000,  
6 to remain available until September 30, 2027, to the Mari-  
7 time Administration, for the maritime environmental and  
8 technical assistance program under section 50307 of title  
9 46, United States Code, to reduce carbon emissions, re-  
10 duce vessel noise pollution, and improve the climate resil-  
11 iency of the marine shipping and the maritime industry.

12 **SEC. 110022. CLIMATE RESILIENT COAST GUARD INFRA-**  
13 **STRUCTURE.**

14 In addition to amounts otherwise available, there is  
15 appropriated for fiscal year 2022, out of any money in  
16 the Treasury not otherwise appropriated, \$1,000,000,000,  
17 to remain available until September 30, 2029, to the ac-  
18 count under the heading “Coast Guard Procurement, Con-  
19 struction, and Improvements”, for the acquisition, design,  
20 and construction of new, or replacement of existing, cli-  
21 mate resilient facilities, including family support services  
22 facilities, that are threatened by or have been impacted  
23 by climate change, as authorized under sections 504(e)  
24 and 1101(b)(1) of title 14, United States Code.

1 **SEC. 110023. GREAT LAKES ICEBREAKER ACQUISITION.**

2 In addition to amounts otherwise available, there is  
3 appropriated for fiscal year 2022, out of funds in the  
4 Treasury not otherwise appropriated, \$350,000,000, to re-  
5 main available until September, 30, 2029, to the Coast  
6 Guard, for acquisition, design, and construction of a Great  
7 Lakes heavy icebreaker, as authorized under section 8107  
8 of the William M. (Mac) Thornberry National Defense Au-  
9 thorization Act for Fiscal Year 2021 (Public Law 116-  
10 283).

11 **SEC. 110024. POLAR SECURITY CUTTERS AND CLIMATE**  
12 **SCIENCE.**

13 In addition to amounts otherwise available, there is  
14 appropriated for fiscal year 2022, out of any money in  
15 the Treasury not otherwise appropriated, \$788,000,000,  
16 to remain available until September 30, 2027, to the Coast  
17 Guard, for the acquisition of the fourth heavy Polar Secu-  
18 rity Cutter, including scientific laboratory and berthing fa-  
19 cilities, to expand access for scientists to the polar regions,  
20 to improve climate and weather research, for other polar  
21 missions, and for other purposes, as authorized under sec-  
22 tion 561 of title 14, United States Code.

23 **SEC. 110025. SMALL SHIPYARD GRANTS.**

24 In addition to amounts otherwise available, there is  
25 appropriated for fiscal year 2022, out of any money in  
26 the Treasury not otherwise appropriated, \$300,000,000,

1 to remain available until September 30, 2027, to the Mari-  
2 time Administration for the purposes of making grants  
3 under the assistance for small shipyards program, as au-  
4 thorized by section 54101 of title 46, United States Code,  
5 to improve the climate resiliency and environmental sus-  
6 tainability of the maritime industry and maritime trans-  
7 portation system, including workforce training and equip-  
8 ment acquisition projects that improve the efficiency of  
9 shipyard operations, vessel construction and vessel repair.  
10 The deadlines established in paragraphs (2) and (3) of  
11 subsection (b) and paragraph (1) of subsection (f) of sec-  
12 tion 54101 of such title shall not apply to amounts made  
13 available in this section.

14 **SEC. 110026. PORT INFRASTRUCTURE AND SUPPLY CHAIN**  
15 **RESILIENCE.**

16 In addition to amounts otherwise available, there is  
17 appropriated for fiscal year 2022, out of any money in  
18 the Treasury not otherwise appropriated, \$2,500,000,000,  
19 to remain available until September 30, 2027, to the Mari-  
20 time Administration for the purposes of making grants for  
21 projects to support supply chain resilience, reduction in  
22 port congestion, the development of offshore wind support  
23 infrastructure, and environmental remediation, projects to  
24 reduce the impact of ports on the environment, and for  
25 other purposes. Such grants shall be administered in ac-

1 cordance with the requirements applicable to grants under  
2 section 50302 of title 46, United States Code.

3 **SEC. 110027. GRANTS FOR RURAL, SMALL, TRIBAL, AND**  
4 **ECONOMICALLY DISADVANTAGED MUNICI-**  
5 **PALITY TECHNICAL ASSISTANCE AND CIR-**  
6 **CUIT RIDER PROGRAMS AND WORKFORCE**  
7 **DEVELOPMENT.**

8 (a) APPROPRIATION.—In addition to amounts other-  
9 wise available, there is appropriated to the Environmental  
10 Protection Agency for fiscal year 2022, out of any money  
11 in the Treasury not otherwise appropriated,  
12 \$495,000,000, to remain available until expended, for the  
13 Administrator of the Environmental Protection Agency—

14 (1) to provide technical assistance to rural,  
15 small, Tribal, and economically disadvantaged mu-  
16 nicipalities for the purposes identified in subsection  
17 (b)(8) of section 104 of the Federal Water Pollution  
18 Control Act (33 U.S.C. 1252); and

19 (2) for grants for manpower development and  
20 training and retraining of workforce employees of  
21 publicly owned treatment works in accordance with  
22 subsection (g) of such section.

23 (b) DETERMINATION OF ECONOMIC DISADVAN-  
24 TAGE.—In determining whether a municipality is economi-  
25 cally disadvantaged for the purposes of this section, the



1 Administrator shall, to the maximum extent practicable,  
2 take into consideration—

3 (1) the criteria under paragraph (1) or (2) of  
4 section 301(a) of the Public Works and Economic  
5 Development Act of 1965 (42 U.S.C. 3161); and

6 (2) any affordability criteria established by the  
7 State in which the municipality is located pursuant  
8 to section 603(i)(2) or 221(e) of the Federal Water  
9 Pollution Control Act (33 U.S.C. 1383(i)(2);  
10 1301(e)).

11 **SEC. 110028. ALTERNATIVE WATER SOURCE PROJECT**  
12 **GRANTS.**

13 (a) APPROPRIATION.—In addition to amounts other-  
14 wise available, there is appropriated to the Environmental  
15 Protection Agency for fiscal year 2022, out of any money  
16 in the Treasury not otherwise appropriated,  
17 \$125,000,000, to remain available until expended, for car-  
18 rying out section 220 of the Federal Water Pollution Con-  
19 trol Act (33 U.S.C. 1300), in accordance with subsection  
20 (b), which funds may be used to make a grant under such  
21 section on the condition that—

22 (1) a project carried out using such funds shall,  
23 to the maximum extent practicable, maximize the  
24 avoidance, minimization, or mitigation of climate  
25 change impacts on, and of, any constructed part of

1 the project (including through the implementation of  
2 technologies to recover and reuse energy produced in  
3 the treatment of wastewater); and

4 (2) all of the iron and steel used in the project  
5 are produced in the United States in accordance  
6 with section 608 of such Act (33 U.S.C. 1388).

7 (b) LIMITATIONS.—For purposes of subsection (a)—

8 (1) the limitation in section 220(d)(1) of the  
9 Federal Water Pollution Control Act (as in effect on  
10 September 1, 2021), as it applies to the receipt of  
11 planning or design funds, shall not apply with re-  
12 spect to eligibility for a grant under this section; and

13 (2) the requirements of sections 220(d)(2) and  
14 (e) of such Act (as in effect on September 1, 2021)  
15 shall not apply to the making of a grant under this  
16 section.

17 **SEC. 110029. SEWER OVERFLOW AND STORMWATER REUSE**  
18 **MUNICIPAL GRANTS.**

19 (a) GENERAL ASSISTANCE.—In addition to amounts  
20 otherwise available, there is appropriated to the Environ-  
21 mental Protection Agency for fiscal year 2022, out of any  
22 money in the Treasury not otherwise appropriated,  
23 \$1,000,000,000, to remain available until expended, for  
24 carrying out section 221 of the Federal Water Pollution  
25 Control Act (33 U.S.C. 1301), which funds may be used

1 to make a grant under such section on the condition that  
2 any activity carried out using such funds shall, to the max-  
3 imum extent practicable, maximize the avoidance, mini-  
4 mization, or mitigation of climate change impacts on, and  
5 of, any constructed part of the activity (including through  
6 the implementation of technologies to recover and reuse  
7 energy produced in the treatment of wastewater).

8 (b) FINANCIALLY DISTRESSED COMMUNITIES.—

9 (1) APPROPRIATION.—In addition to amounts  
10 otherwise available, there is appropriated to the En-  
11 vironmental Protection Agency for fiscal year 2022,  
12 out of any money in the Treasury not otherwise ap-  
13 propriated, \$1,000,000,000, to remain available  
14 until expended, for carrying out section 221 of the  
15 Federal Water Pollution Control Act (33 U.S.C.  
16 1301), which funds may be used to make grants  
17 under such section to financially distressed commu-  
18 nities (as defined in such section), including rural fi-  
19 nancially distressed communities, on the condition  
20 that any activity carried out using such funds shall,  
21 to the maximum extent practicable, maximize the  
22 avoidance, minimization, or mitigation of climate  
23 change impacts on, and of, any constructed part of  
24 the activity (including through the implementation

1 of technologies to recover and reuse energy produced  
2 in the treatment of wastewater).

3 (2) LIMITATION.—In carrying out paragraph  
4 (1), the Administrator of the Environmental Protec-  
5 tion Agency may not require a financially distressed  
6 community receiving a grant pursuant to this sub-  
7 section to provide, as a condition of eligibility to re-  
8 ceive such grant, a share of the cost of the activity  
9 for which the grant was made.

10 **SEC. 110030. INDIVIDUAL HOUSEHOLD DECENTRALIZED**  
11 **WASTEWATER TREATMENT SYSTEM GRANTS.**

12 (a) APPROPRIATION.—In addition to amounts other-  
13 wise available, there is appropriated to the Environmental  
14 Protection Agency for fiscal year 2022, out of any money  
15 in the Treasury not otherwise appropriated,  
16 \$450,000,000, to remain available until expended, to make  
17 grants, in accordance with subsection (b), to States, mu-  
18 nicipalities, and nonprofit entities under the Federal  
19 Water Pollution Control Act for the construction, repair,  
20 or replacement of individual household decentralized  
21 wastewater treatment systems of eligible individuals (as  
22 such term is defined in section 603(j) of the Federal  
23 Water Pollution Control Act (33 U.S.C. 1383(j)).

24 (b) PRIORITY.—In carrying out subsection (a), the  
25 Administrator of the Environmental Protection Agency

1 shall prioritize the issuance of grants to assist eligible indi-  
2 viduals (as such term is defined in section 603(j) of the  
3 Federal Water Pollution Control Act (33 U.S.C. 1383(j))  
4 residing in households that are not connected to a system  
5 or technology designed to treat domestic sewage, including  
6 eligible individuals using household cesspools.

7 **SEC. 110031. TRIBAL CLEAN WATER GRANTS.**

8 (a) APPROPRIATION.—In addition to amounts other-  
9 wise available, there is appropriated to the Environmental  
10 Protection Agency for fiscal year 2022, out of any money  
11 in the Treasury not otherwise appropriated,  
12 \$500,000,000, to remain available until expended, to make  
13 grants, in accordance with subsection (b), to Indian tribes  
14 and other entities described in section 518(c)(3) of the  
15 Federal Water Pollution Control Act (33 U.S.C. 1377)—

16 (1) for—

17 (A) projects and activities eligible for as-  
18 sistance under section 603(c) of such Act (33  
19 U.S.C. 1383); and

20 (B) training, technical assistance, and edu-  
21 cational programs related to the operation and  
22 management of treatment works eligible for as-  
23 sistance pursuant to such section 603(c); and

24 (2) subject to the condition that—

1 (A) any project or activity carried out  
2 using such funds shall, to the maximum extent  
3 practicable, maximize the avoidance, minimiza-  
4 tion, or mitigation of climate change impacts  
5 on, and of, any constructed part of the project  
6 or activity (including through the implementa-  
7 tion of technologies to recover and reuse energy  
8 produced in the treatment of wastewater); and

9 (B) all of the iron and steel used in any  
10 project carried out using such funds are pro-  
11 duced in the United States in accordance with  
12 section 608 of such Act (33 U.S.C. 1388).

13 (b) LIMITATION.—In carrying out subsection (a), the  
14 Administrator of the Environmental Protection Agency  
15 may not require an Indian tribe or other entity receiving  
16 a grant under this section to provide, as a condition of  
17 eligibility to receive such grant, a share of the cost of the  
18 project or activity for which the grant was made.

19 **SEC. 110032. WASTEWATER INFRASTRUCTURE ASSISTANCE**  
20 **TO COLONIAS.**

21 In addition to amounts otherwise available, there is  
22 appropriated to the Environmental Protection Agency for  
23 fiscal year 2022, out of any money in the Treasury not  
24 otherwise appropriated, \$125,000,000, to remain available  
25 until expended, for the Administrator of the Environ-

1 mental Protection Agency for carrying out section 307 of  
2 the Safe Drinking Water Act Amendments of 1996 (33  
3 U.S.C. 1281 note; 110 Stat. 1688), which funds may be  
4 used to award grants under such section to a border State  
5 or municipality with jurisdiction over an eligible commu-  
6 nity (as such terms are defined in such section), on the  
7 condition that—

8           (1) a project carried out using such funds shall,  
9           to the maximum extent practicable, maximize the  
10          avoidance, minimization, or mitigation of climate  
11          change impacts on, and of, any constructed part of  
12          the project (including through the implementation of  
13          technologies to recover and reuse energy produced in  
14          the treatment of wastewater);

15          (2) all of the iron and steel used in the project  
16          are produced in the United States in accordance  
17          with section 608 of the Federal Water Pollution  
18          Control Act (33 U.S.C. 1388); and

19          (3) an eligible community receiving assistance  
20          for such project pursuant to this section shall not be  
21          required to provide a share of the costs of carrying  
22          out the project.

23 **SEC. 110033. CLEAN WATER NEEDS SURVEY.**

24          In addition to amounts otherwise available, there is  
25          appropriated to the Environmental Protection Agency for

1 fiscal year 2022, out of any money in the Treasury not  
2 otherwise appropriated, \$5,000,000, to remain available  
3 until expended, for grants to States and municipalities to  
4 carry out a detailed estimate of the cost of construction  
5 of all needed publicly owned treatment works pursuant to  
6 section 516(b)(1)(B) of the Federal Water Pollution Con-  
7 trol Act (33 U.S.C. 1375(b)(1)(B)).