



NARC

Building Regional Communities

2021 Senate Infrastructure Agreement

Details information most relevant to NARC members – Click [HERE](#) to access full bill text. Click [HERE](#) for NARC’s overview of the bill.

	Summary
Overview	The U.S. Senate passed a sweeping piece of legislation with more than \$1 trillion in spending - \$550 billion of it new spending – for a wide array of infrastructure-related provisions. The “Infrastructure Investment and Jobs Act” (nicknamed the Bipartisan Infrastructure Deal (BID)) includes the reauthorization legislation previously passed by the Senate Environment and Public Works (EPW) Committee transportation reauthorization proposal – the “Surface Transportation Reauthorization Act of 2021” – is a five-year bill with \$304B in contract authority for fiscal years 2022 to 2026. It also includes the other pieces of a standard reauthorization package (the Commerce Committee’s rail and safety provisions; and transit funding, though that part was not formally passed by the Banking Committee).
How to use this document	This is a detailed document of the transportation-related sections of the BID. You could certainly read it word for word, or feel free to scan down to find the programs you already know about that are of interest. To help catch your eye, I’ve included notes on some that indicate that something is a new formular or grant program, and I’ve also put notes next to the sections that are most relevant to metropolitan planning organizations (MPOs) and Rural Transportation Planning Organizations (RTPOs). So another way to use this is to scan down and look for those sections.
Sec. 1. Short Title	<ul style="list-style-type: none"> • “Infrastructure Investment and Jobs Act”
DIVISION A – SURFACE TRANSPORTATION	
Sec. 10001. Short Title	<ul style="list-style-type: none"> • “Surface Transportation Reauthorization Act of 2021”
Sec. 10002. Definitions	<ul style="list-style-type: none"> • Secretary refers to Secretary of Transportation and Department means Department of Transportation.
Sec. 10003. Effective Date	<ul style="list-style-type: none"> • Unless otherwise noted, effective date is October 1, 2021.
Title I – Federal-Aid Highways Subtitle A – Authorizations and Programs	
Sec. 11101. Authorization of Appropriations *MPO-related*	<ul style="list-style-type: none"> • Federal-aid Highway Program: 5-year total: \$273.15B <ul style="list-style-type: none"> ○ \$52,488,065,375 for FY 2022 ○ \$53,537,826,683 for FY 2023 ○ \$54,608,583,217 for FY 2024 ○ \$55,700,754,881 for FY 2025 ○ \$56,814,769,844 for FY 2026 • TIFIA: 5-year total: \$1.25B • Federal Lands and Tribal Transportation Programs <ul style="list-style-type: none"> ○ Tribal Transportation Program: \$3.0B over 5 years ○ Federal Lands Transportation Program: \$1.7B over 5 years ○ Federal Lands Access Program: \$1.5B over 5 years • Territorial and Puerto Rico Highway Program: \$1.14B over 5 years

- Nationally Significant Freight and Highway Projects: \$4.8B over 5 years
- Bridge Investment Program: \$3.3B over 5 years (Highway Trust Fund)
- Congestion Relief Program: \$250M over 5 years
- Charging and Fueling Infrastructure Grants: \$2.5B over 5 years
- Rural Surface Transportation Grant Program: \$2.0B over 5 years
- PROTECT Grants: \$1.4B over 5 years
 - \$250,000,000 for FYs 2022-2023
 - \$25M each year for planning grants
 - \$175M each year for resilience grants
 - \$25M each year for community resilience and evacuation route grants
 - \$25M each year for at-risk coastal infrastructure grants
 - \$300,000,000 for FYs 2024-2026
 - \$30M each year for planning grants
 - \$210M each year for resilience grants
 - \$30M each year for community resilience and evacuation route grants
 - \$30M each year for at-risk coastal infrastructure grants
- Reduction of Truck Emissions at Port Facilities: \$250M over 5 years
- Nationally Significant Federal Lands and Tribal Projects: \$275M over 5 years
- Bridge Investment Program: \$3.3B over 5 years (General Fund)
- Nationally Significant Federal Lands and Tribal Projects: \$1.5B over 5 years (General Fund)
- Healthy Streets Program: \$500M over 5 years (General Fund)
- Transportation Resilience and Adaptation Centers of Excellence: \$500M over 5 years (General Fund)
- Open Challenge and Research Proposal Pilot Program: \$75M over 5 years (General Fund)

Research, Technology, and Education Authorizations

- Highway Research and Development Program: \$735M over 5 years
- Technology and Innovation Deployment Program: \$550M over 5 years
- Training and Education: \$127.5M over 5 years
- Intelligent Transportation System Program: \$550M over 5 years
- University Transportation Centers Program: \$404.5M over 5 years
- Bureau of Transportation Statistics: \$132.5M over 5 years

Pilot Programs

- Wildlife Crossings Pilot Program: \$350M over 5 years
- Prioritization Process Pilot Program: \$50,000,000 over 5 years
- Reconnection Communities Pilot Program
 - Planning Grants
 - \$30,000,000 for FYs 2022-2026
 - Capital Construction Grants:
 - \$65,000,000 for FY2022
 - \$68,000,000 for FY2023
 - \$70,000,000 for FY2024

	<ul style="list-style-type: none"> ▪ \$72,000,000 for FY2025 ▪ \$75,000,000 for FY2026
Sec. 11102. Obligation Ceiling	<ul style="list-style-type: none"> • Obligation limitation: <ul style="list-style-type: none"> ○ \$57,473,430,072 for FY 2022 ○ \$58,764,510,674 for FY 2023 ○ \$60,095,782,888 for FY 2024 ○ \$61,314,170,545 for FY 2025 ○ \$62,657,105,821 for FY 2026
Sec. 11103. Definitions	<ul style="list-style-type: none"> • Adds definitions for “natural infrastructure” and “resilience”
Sec. 11104. Apportionment *MPO-related*	<ul style="list-style-type: none"> • Administrative expenses for FHWA: \$2.6B over 5 years • Changes how the core apportionment is divided by decreasing the portion for STP (from 29.3% to 28.7402203421251%), NHPP (from 63.7% to 59.0771195921461%), and HSIP (from 7% to 6.70605141316253%) to create a carbon reduction program (and the PROTECT Program) <ul style="list-style-type: none"> ○ National Highway Performance Program: \$148B over 5 years (approximately \$116.4B in FAST Act; +27%) ○ Surface Transportation Block Grant Program: \$72B over five years (approximately \$58.3B in FAST Act; +24%) ○ Highway Safety Improvement Program: \$15.56B over five years (approximately \$11.6B in FAST Act; +34%) • Congestion Management and Air Quality Program: \$13.2B over 5 years (\$12.0B in FAST Act; +10%) <ul style="list-style-type: none"> ○ Funds apportioned to states based on 2020 CMAQ apportionment • National Freight Program: <ul style="list-style-type: none"> ○ \$1,373,932,519 for FY 2022 ○ \$1,401,411,169 for FY 2023 ○ \$1,429,439,392 for FY 2024 ○ \$1,458,028,180 for FY 2025 ○ \$1,487,188,740 for FY 2026 • Metropolitan Planning: 5-year total: \$2.28B (compared to approximately \$1.72B in FAST Act; +32%) <ul style="list-style-type: none"> ○ Funds apportioned to states based on 2020 PL apportionment • Carbon Reduction Program: 2.56266964565637% of total core apportionment <ul style="list-style-type: none"> ○ \$6.4B total over five years • PROTECT Formula Program: 2.91393900690991% of total core apportionment <ul style="list-style-type: none"> ○ \$7.3B total over five years • Guaranteed amounts: Requires that each states’ apportionment is equal to at least 95% of estimated tax payments paid into the HTF (this language is in existing law) but adds additional language further requiring that a states’ apportionment must be at least 2% higher than the apportionment received for FY2021 and at least 1% greater than the apportionment received for the previous fiscal year. • Eliminates metropolitan planning set aside within the National Highway Freight Program. • Strikes section regarding “supplemental funds” – in ATIA this was used to pump an additional \$1 billion into NHPP.
Sec. 11105. National Highway Performance Program [23 USC §119]	<ul style="list-style-type: none"> • Makes “providing support for activities to increase the resiliency” of the National Highway System an additional program purpose. Up to 15% of NHPP funds can be expended on “protective features,” which includes raising roadway grades, relocating roadways, stabilizing slide areas and slopes, deepening channels, raising bridges, and more. • Makes eligible for funding: undergrounding public utility infrastructure; resiliency improvements on the NHS; and cybersecurity protection. • Adds extreme weather and resilience required elements of lifecycle cost and risk management analyses.

<p>Sec. 11106. Emergency Relief [23 USC §125]</p>	<ul style="list-style-type: none"> • Adds “wildfire” to types of events eligible for funding. Makes allowable spending on “protective features” and other related projects. Modifies the eligibility restriction that is in current law. Adds eligibilities regarding protective features and mitigation activities. • Restricts the use of funds from being used on repair or reconstruction of a bridge that has been permanently closed because of imminent danger of collapse.
<p>Sec. 11107. Federal Share Payable [23 USC §120]</p>	<ul style="list-style-type: none"> • Makes vehicle to infrastructure communications eligible for 100% federal share. • Makes pooled funded research projects or activities that address national or regional high priority research, development, and technology transfer in a manner that would benefit multiple states or MPOs eligible for 100% federal share. • Creates a “Federal Share Flexibility Pilot Program.” Allows for the participation of no more than ten states.
<p>Sec. 11108. Railway-Highway Grade Crossings [23 USC §130(e)]</p>	<ul style="list-style-type: none"> • Sets aside within the HSIP program at least \$245,000,000 for each of fiscal years 2022-2026, makes allowable projects to reduce pedestrian fatalities and injuries at grade crossings, and increases the federal share to 100% (previously 90%). Increases to 8% (from 2%) the amount a state can spend on compilation of data and analysis. • Requires a GAO study about the effectiveness of the railway-highway crossings program.
<p>Sec. 11109. Surface Transportation Block Grant Program [23 USC §133] *MPO-related*</p>	<ul style="list-style-type: none"> • Maintains suballocation level at 55%. • Modifies the population bands within the program, providing for urban areas with population of 50K-199,999. Requires that a state establish a consultation process with all MPOs in these areas and describe how funds allocated for these areas will be allocated equitably among the applicable urbanized areas. Further states much consult with regional transportation planning organizations for areas under 50K. • Makes eligible for funding: <ul style="list-style-type: none"> ○ Construction of wildlife crossing structures and other projects and strategies to reduce wildlife-vehicle collisions; ○ Installation of EV charging infrastructure and vehicle-to-grid infrastructure; ○ Installation and deployment of intelligent transportation technologies; ○ Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies such as magnetic levitation (Maglev) and hyperloop; ○ Projects that use “natural infrastructure” to enhance resilience; ○ Cybersecurity threat protection; ○ Rural barge landing and waterfront infrastructure projects (additionally, allows a state to use up to 5% of its STBGP apportionment for this purpose); ○ Construction of privately-owned ferry terminal facilities (when determined by the Secretary to provide substantial public transportation benefit); ○ Projects to enhance travel and tourism. • Increases required set-aside for off-system bridges to 20% (15% in current law) • Allows up to 15% of funds to be used on rural minor collectors or local roads, ice roads or seasonal roads or transferred to Appalachian Highway System Program or Denali access system program. • Provision related to STBGP Set-Aside (Transportation Alternatives Program): <ul style="list-style-type: none"> ○ Substantially increases TAP funding (TAP receives 10% of the amount that STBGP receives); ○ Increases the suballocation of TAP to 59% (currently 50%); ○ Makes provision by which a state may allocate 100% of its funding to “counties and other local transportation entities”; ○ Makes MPOs serving an urbanized population of 200,000 or fewer an “eligible entity” to receive TAP funds; ○ Allows states to use up to 7% of its TAP funds to “improve the ability of applicants to access funding for projects”; and ○ Increases flexibility in calculating federal share under TAP.
<p>Sec. 11110. Nationally Significant Freight and Highway Projects [23 USC §117]</p>	<ul style="list-style-type: none"> • Renames the section the “Nationally Significant Multimodal Freight and Highway Projects” • Allows for up to 2% of the funds to be made available to the National Surface Transportation and Innovative Finance Bureau to review applications.

	<ul style="list-style-type: none"> • Adds to the list of eligible freight projects wildlife crossings, marine highway projects, and international border projects. • Reauthorizes the program through 2026. and adds a new requirement that at least 30% of available funding must be used on projects in rural areas and increases to 15% the minimum amount that must be reserved for small projects (current law is 10%). • Adds resiliency to the list of considerations to making a project award. • Establishes a State Incentives Pilot Program which gives priority to projects that have a higher non-Federal share. Reserves \$150M each fiscal year for this purpose, with 10% set aside for small projects and 25% for rural projects. • ADDED IN FINAL SENATE BILL: Additional authorization of funds from General Funds: <ul style="list-style-type: none"> ○ \$1,000,000,000 for FY2022 ○ \$1,100,000,000 for FY2023 ○ \$1,200,000,000 for FY2024 ○ \$1,300,000,000 for FY2025 ○ \$1,400,000,000 for FY2026
<p>Sec. 11111. Highway Safety Improvement Program [23 USC §148]</p>	<ul style="list-style-type: none"> • Makes “a pedestrian security feature designed to slow or stop a motor vehicle,” a “grade separation project,” and “multimodal roundabout” eligible highway safety improvement projects and makes other changes to certain eligibility categories. • Adds definitions for “safe system approach,” “vulnerable road user,” “vulnerable road user safety assessment,” and “specified safety project”. • Makes a “vulnerable road user safety assessment” a required element of a State Strategic Highway Safety Plan and includes elements that such an assessment must contain. • Requires the differentiation of vulnerable road user safety data from data regarding other road users. • Allows up to 10% of funds to be used on specified safety projects. • Adds a special rule requiring a State spend at least 15% of their HSIP funds to improve safety for vulnerable road users if those users represent 15% or more of fatalities in the State. • Requires a report on High Risk Rural Roads.
<p>Sec. 11112. Federal Lands Transportation Program [23 USC §203(a)]</p>	<ul style="list-style-type: none"> • Increases amount that may be spent on reducing vehicle-caused mortality to \$20M/year (from \$10M) • In carrying out projects under this program, requires for consideration of use of “locally adapted native plant materials” and “designs that minimize runoff and heat generation.”
<p>Sec. 11113. Federal Lands Access Program [23 USC §201]</p>	<ul style="list-style-type: none"> • Allows federal share of up to 100%. • Allows up to 20% of funds to be used on federal lands transportation and federal lands access projects (current law is 5%). • Adds several categories of eligible project types under this program. • In carrying out projects under this program, requires for consideration of use of “locally adapted native plant materials” and “designs that minimize runoff and heat generation.”
<p>Sec. 11114. National Highway Freight Program [23 USC §167]</p>	<ul style="list-style-type: none"> • Increases mileage a state may designate as a “critical rural freight corridor” to 300 miles (from 150) • Adds new allowance for states with population per square mile of area that is less than the national average to designate up to 600 miles or 25% of primary highway freight system mileage (whichever is higher) as critical rural freight corridor • Increases mileage a state may designate as a “critical urban freight corridor” to 150 miles (from 75) • Increases amount a state may obligate to freight intermodal or freight rail projects to 30% (from 10%) of national freight program funding. Makes lock and dam modernization and marine highway corridor projects eligible under this allowance.
<p>Sec. 11115. Congestion Mitigation and Air Quality Improvement Program [23 USC §149] *MPO-related*</p>	<ul style="list-style-type: none"> • Makes eligible diesel replacement (under specific standards as outlined), shared micromobility and the purchase of medium- or heavy-duty zero emission vehicles and related charging equipment. Lock and dam modernization and marine highway corridor projects eligible under CMAQ in certain circumstances and allows for up to 10% of CMAQ funds to be obligated to these types of projects. • Adds a provision to the performance plan section that allows an MPO to request assistance in tracking progress made in minority or low-income populations.

	<ul style="list-style-type: none"> Allows for CMAQ funds to be used for operating assistance for public transportation projects. There is no time limit using these funds for operating assistance in non-urbanized areas and in urbanized areas with population of 200,000 or fewer.
Sec. 11116. Alaska Highway [23 USC §218]	<ul style="list-style-type: none"> Allows for reconstruction of Alaska Highway using funds awarded through competitive grant programs. Outlines what would be required in an agreement between U.S. and Canada to allow for funds to be used for construction of portions of these highways that are in Canada.
Sec. 11117. Toll Roads, Bridges, Tunnels, and Ferries [23 USC §129(c)]	<ul style="list-style-type: none"> Makes eligible the construction of ferry maintenance facilities and procurement of transit vehicles used exclusively for intermodal ferry trips. Increases federal share to 85% for projects that replace or retrofit a diesel fuel ferry that provides substantial emissions reductions, which sunsets on September 30, 2025.
Sec. 11118. Bridge Investment Program [23 USC §124] *New Competitive Program* MPO-related*	<ul style="list-style-type: none"> Creates a new “bridge investment program” to encourage bridge repair that will improve safety, efficiency, and reliability of people and freight movement, and leverages non-Federal contributions. Allows for bridge bundling and culvert work as well. Allows the awarding of grants. Large project (\$100M or more) grants will be \$50M or greater but not more than 50% of the project cost and may be carried out through a multiyear agreement; small project grants will be a minimum of \$2.5M, but not more than 80% of the project cost. MPOs with population over 200,000 are eligible to receive grants under this program. To be eligible, projects must begin within 18 months after funds are obligated and preliminary engineering must be complete. The bill lays out in very specific detail how projects will be evaluated and chosen. Please see the legislative text if you are interested in learning more. Eligible projects include development phase activities, construction, and bridge protection (such as seismic retrofits). Creates a Tribal Transportation Facility Bridge Set-Aside of the program’s funds: <ul style="list-style-type: none"> \$16M for FY 2022 \$18M for FY 2023 \$20M for FY 2024 \$22M for FY 2025 \$24M for FY 2026 Funding: <ul style="list-style-type: none"> Within reauthorization: \$3.265B over five years from HTF; \$3.265B over five years from General Fund (subject to appropriations) Also receives guaranteed appropriations: \$9.235B
Sec. 11119. Safe Routes to School [23 USC §208]	<ul style="list-style-type: none"> Codifies the Safe Routes to School program Makes safe routes to school projects to high schools eligible for funding. Each state receives funding in that ratio that total student enrollment in each state bears to the total enrollment in all states, but not state will receive less than \$1M in a fiscal year. Eligible entities include local and regional agencies that “demonstrate an ability to meet the requirements.” Eligible projects include infrastructure such as on- and off-street bicycling facilities, sidewalk improvements, speed reduction and traffic calming, bicycle parking facilities, and traffic diversion improvements and non-infrastructure such as public awareness campaigns. At least 10% but not more than 30% of funding to be used on non-infrastructure projects. Each state must have a SRTS coordinator. Creates a SRTS clearinghouse.
Sec. 11120. Highway Use Tax Evasion Projects [23 USC §143(b)(2)(A)]	<ul style="list-style-type: none"> Extends the existing program through 2026.
Sec. 11121. Construction of Ferry Boats and Ferry Terminal Facilities [23 USC §147]	<ul style="list-style-type: none"> Funding: <ul style="list-style-type: none"> \$570M over five years from HTF Also receives guaranteed appropriations: \$342M

Sec. 11122. Vulnerable Road User Research	<ul style="list-style-type: none"> Requires the development of a research plan relating to roadway safety improvements, impacts of traffic speeds, and tool development to evaluate the impact of projected projects on bicyclist and pedestrian safety. Requires the review of state vulnerable road user assessments to determine standard definitions and standards, the submission of the research plan to Congress, and the submission of a biannual report on progress and findings.
Sec. 11123. Wildlife Crossing Safety [23 USC §§ 171 and 172] *New Pilot Program* *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> Creates a new “wildlife crossings pilot program” to reduce wildlife-vehicle collisions and improve habitat connectivity. MPOs and RTPOs are eligible. 60% of funds each year are required to be used on projects in rural areas Also creates a new section on “wildlife-vehicle collision reduction and habitat connectivity improvement” to study current practice methods to reduce collisions between motorists and wildlife; develop a series of in-person and online workforce development and technical training courses to reduce collisions and improve habitat connectivity; and standardize wildlife collision and carcass data. Funding: \$350M over five years
Sec. 11124. Consolidation of Programs	<ul style="list-style-type: none"> Extends authorization for operation lifesaver program through 2026.
Sec. 11125. State Freight Advisory Committees *MPO-related*	<ul style="list-style-type: none"> DELETED IN FINAL SENATE BILL Modifies the list of entities that should be included on a state freight advisory committee, explicitly listing MPOs as one of those entities (MPOs are not explicitly listed in current law). Delineates qualifications that members of a freight advisory committee are required meet.
Sec. 11125. GAO Report	<ul style="list-style-type: none"> ADDED IN FINAL SENATE BILL Eliminates a requirement in the FAST Act for the GAO to prepare a “Report on Highway Trust Fund administrative expenditures.”
Sec. 11126. Territorial and Puerto Rico Highway Program [23 USC § 165]	<ul style="list-style-type: none"> Extends the authorization this program through 2026.
Sec. 11127. Nationally Significant Federal Lands and Tribal Projects Program	<ul style="list-style-type: none"> Reduces minimum project size to \$12.5M (from \$25M) Makes federal cost share for projects on Tribal lands under this program 100%. Splits funding under this program, with 50% going to projects on Federal lands transportation facilities and access facilities and 50% on Tribal transportation facilities.
Sec. 11128. Tribal High Priority Projects Program	<ul style="list-style-type: none"> Extends authorization for this program through 2026 with \$9M per year from the Tribal Transportation Program and \$30M/year from the general fund. Provides additional appropriations from General Funds for \$30M per year.
Sec. 11129. Standards [23 USC § 109]	<ul style="list-style-type: none"> Adds language regarding the MUTCD to ensure it considers safety, inclusion, and mobility of all road users. Requires that the MUTCD be updated not less than every four years. Allows local jurisdictions to use a different design guide on locally owned infrastructure than its state guide, so long as it is an FHWA-approved design guide. Adds standards for electric vehicle charging stations, including non-proprietary technology and open payment options.
Sec. 11130. Public Transportation [23 USC § 142(a)]	<ul style="list-style-type: none"> Makes eligible bus corridor projects, including BRT and dedicated bus lanes.
Sec. 11131. Rural Opportunities to Use Transportation for Economic Success Council	<ul style="list-style-type: none"> DELETED IN FINAL SENATE BILL Establishes a ROUTES Council to coordinate modal administrations and offices of USDOT and other federal agencies to ensure the unique transportation needs of rural areas are addressed, to increase coordination of programs, and to provide proactive outreach. Council will educate and provide technical assistance, carry out research and utilize innovative approaches, and gather input. Rural is defined as an area outside an urbanized area with a population of over 200,000.
Sec. 11131. Reservation of Certain Funds	<ul style="list-style-type: none"> More carefully delineates a state that is not meeting open container law requirements.
Sec. 11132. Rural Surface Transportation Grant Program [23 USC § 173]	<ul style="list-style-type: none"> Creates a new competitive grant program to “improve and expand the surface transportation infrastructure in rural areas.”

<p>*New Competitive Program* *RTPO-related*</p>	<ul style="list-style-type: none"> • Goals are to increase connectivity, improve safety and reliability of people and freight movement, and generate economic growth and improve quality of life. • Rural is defined as an area outside an urbanized area with a population of over 200,000. • RTPOs are eligible recipients. • Eligible projects include a highway, bridge, or tunnel project also eligible under NHPP, STBGP, Tribal Transportation Program, freight program; a project on a high-risk rural road; a project that increases access to a facility that supports the economy of a rural area; or a project to develop, establish, or maintain an integrated mobility management system, TDM system, or on-demand mobility services. • Allows for project bundling under certain circumstances. • Funds can be used for development phase activities, construction, reconstruction, rehabilitation, and more. • Minimum grant size is \$25M and federal share is up to 80%. Certain project categories qualify for 100% federal share. • Not more than 10% can be set aside for small projects (less than \$25M). • 25% of funds must be set-aside for use on Appalachian Development Highway System projects. • Funding: \$2B over 5 years
<p>Sec. 11133. Bicycle Transportation and Pedestrian Walkways [23 USC § 217]</p>	<ul style="list-style-type: none"> • Adds “shared micromobility” as an eligible use. • Allows funds to be used to support up to two state bicycle and pedestrian coordinators (current law is one). • Redefines the term “electric bicycles” and designates different classes of electric bicycles.
<p>Sec. 11134. Recreational Trails Program [23 USC § 206]</p>	<ul style="list-style-type: none"> • Funds apportioned to a State from core programs that are used for a recreational trail or related project shall be administered as if the funds were provided under the Recreational Trails Program.
<p>Sec. 11135. Updates to Manual on Uniform Traffic Control Devices</p>	<ul style="list-style-type: none"> • In carrying out the first MUTCD update under new requirements in this legislation, it just provide for (to the greatest extent practicable) protection of vulnerable road users, safe testing of automated vehicles, appropriate uses of variable message signs, and retroreflectivity.
<p>Title I – Federal-Aid Highways Subtitle B – Planning and Performance Management</p>	
<p>Sec. 11201. Transportation planning [23 USC §134] *MPO-related*</p>	<ul style="list-style-type: none"> • Requires MPOs, when first designating officials, to consider “the equitable and proportional representation of the population of the metropolitan planning area.” • Clarifies language regarding the designation of more than 1 MPO in an urbanized area; requires consistency in data used for planning when there is more than 1 MPO within an urbanized area; and clarifies that there is no requirement that these MPOs perform joint planning (as would have been required under the MPO rule) • Allows states and MPOs to use social media and other web-based tools to encourage public participation and solicit public feedback. • [ADDED IN FINAL SENATE BILL]: Requires MPOs to consult with officials responsible for housing, adds housing to the scope of the planning process, encourages MPOs that do scenario development to include assumed distribution of population and housing as a component, and includes affordable housing organizations as interested parties that should have an opportunity to comment on a transportation plan. • [ADDED IN FINAL SENATE BILL]: Adds a “housing coordination process” for a TMA where it may address the integration of housing, transportation, and economic development strategies. A TMA may develop a housing coordination plan that includes projects and strategies that may be considered in the MTP, including regional goals for the integration of housing, transportation and economic development, identifying the location of existing and planned housing and employment and transportation options to connect housing and employment, and a comparison of transportation plans to land use management plans.
<p>Sec. 11202. Fiscal Constraint on Long-Range Transportation Plans *MPO-related*</p>	<ul style="list-style-type: none"> • Requires USDOT, within one year, to update the Code of Federal Regulations “to ensure that the outer years of a metropolitan transportation planning are defined as ‘beyond the first 4 years.’” This would ease the requirement for fiscal constraint after the 4-year horizon but would not eliminate the requirement altogether.

Sec. 11203. State Human Capital Plans [23 USC §174]	<ul style="list-style-type: none"> Creates a State-based voluntary “human capital plan” to consider “immediate and long-term personnel and workforce needs of the State with respect to the capacity of the State to deliver transportation and public infrastructure.”
Sec. 11204. Prioritization Process Pilot Program *New Pilot Program* *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> Creates a pilot program to “support data-driven approaches to planning that, on completion, can be evaluated for planning benefit.” Participants will develop priority objectives and assess and score projects on the basis of the project’s contribution to achieving these objectives, then use the scores in development of the transportation plan and TIP. MPOs over 200K are eligible on their own; otherwise, states are eligible and must consult with MPOs under 200K in the development of priority objectives that are used to assess and score projects which then guides the development of the LRTP and TIP. In cases where lower scoring projects are chosen, explanation must be documented regarding several items listed in the legislation to help explain the reason for that decision. Maximum awards under this program are \$2M. Funding: \$10M for each of fiscal years 2022-2026
Sec. 1205. National Goals and Performance Management Measures *MPO-related*	<ul style="list-style-type: none"> DELETED IN FINAL SENATE BILL Adds resilience to the goals of the performance management process. Requires the development of a carbon dioxide emissions reduction performance measure from on-road highway sources, in consultation with several stakeholders include MPOs. States would then be required to set emissions performance targets. Allows for an exemption for certain states under specific conditions.
Sec. 11205. Travel Demand Data and Modeling *MPO-related*	<ul style="list-style-type: none"> Within 2 years and every 5 years thereafter, a study will be conducted to gather travel data and travel demand forecasts from a representative sample of states and MPOs to compare forecasts with observed data and uses the results to develop best practices or guidelines to use in forecasting travel demand for future investments, evaluate past investments, and support better forecasting overall. Contains a provision for the development of a tool to “evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets...”
Sec. 11206. Increasing Safe and Accessible Transportation Options *MPO-related*	<ul style="list-style-type: none"> Requires states to use no less than 2.5% of state planning and research funds and MPOs to use no less than 2.5% of metropolitan planning (PL) funds to carry out 1 or more activities “to increase safe and accessible options for multiple travel modes for people of all ages and abilities,” which may include development of Complete Streets standards; development of Complete Streets prioritization plan; development of active transportation plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development. Federal share is 80% unless the Secretary determines that the interests of the program are best served by reducing or eliminating the non-federal share. MPOs and states can avoid the set-aside requirement by demonstrating they have Complete Streets standards and policies in place and have developed an up-to-date Complete Streets prioritization plan.
Title I – Federal-Aid Highways	
Subtitle C – Project Delivery and Process Improvement	
Sec. 11301. Codification of One Federal Decision	<ul style="list-style-type: none"> Attempts to speed federal decision-making for major projects under the One Federal Decision initiative.
Sec. 11302. Work Zone Process Reviews	<ul style="list-style-type: none"> Changes requirement for states to conduct a review of work zone safety and mobility procedures to every five years (currently required every two years).
Sec. 11303. Transportation Management Plans	<ul style="list-style-type: none"> Requires a change to 23 CFR 630.1010(c) to modify the definition of a significant project, to exempt a state from preparing a Transportation Management Plan for highway projects not on the Interstate System if the project requires fewer than 3 consecutive days of lane closures.
Sec. 11304. Intelligent Transportation Systems	<ul style="list-style-type: none"> Requires development of guidance “for using flexibilities with respect to the systems engineering analysis described in part 940 of title 23 CFR” (titled “Intelligent Transportation System Architecture and Standards”).
Sec. 11305. Alternative Contracting Methods	<ul style="list-style-type: none"> Adds a provision that allows any contracting method available to a state to be used by a Federal land management agency and Tribal government.
Sec. 11306. Flexibility for Projects	<ul style="list-style-type: none"> Makes changes to FAST Act section 1420 (regarding flexibility for projects).

Sec. 11307. Improved Federal-State Stewardship and Oversight Agreements	<ul style="list-style-type: none"> Requires creation of a template for improving Federal-state stewardship and oversight agreements.
Sec. 11308. Geomatic Data	<ul style="list-style-type: none"> Requires the development of guidance for “acceptance and use of information obtained from a non-Federal entity through geomatic techniques, including remote sensing and land surveying, cartography, geographic information systems, global navigation satellite systems, photogrammetry, or other remote means.”
Sec. 11309. Evaluation of Projects Within an Operational Right-of-Way [23 USC §331]	<ul style="list-style-type: none"> Encourages rapid preliminary evaluation of certain types of projects that are within the existing right-of-way.
Sec. 11310. Preliminary Engineering [23 USC §102]	<ul style="list-style-type: none"> Strikes a provision that currently requires states to return preliminary engineering funds if they fail to commence on-site construction or right-of-way acquisition within 10 years after Federal funds are first made available for preliminary engineering.
Sec. 11311. Efficient Implementation of NEPA for Federal Land Management Projects [23 USC §203]	<ul style="list-style-type: none"> Allows for more efficient NEPA review of projects by allowing federal land management agencies to rely upon environmental documents prepared by FHWA and allows federal land management agencies to use CEs promulgated by FHWA.
Sec. 11312. National Environmental Policy Act of 1969 Reporting Program [23 USC §157]	<ul style="list-style-type: none"> Establishes an annual report to Congress including number of CEs issued, number of documented CEs issued, number of pending CEs, number of EAs issued, length of time USDOT took to complete each EA, number of EAs currently being drafted, number of completed EISs, length of time it took to complete the EISs, number of EISs being drafted, and for the EAs and EISs being drafted, which of those have identified funding and what other Federal, State, and local activities are required to allow the proposed action to proceed.
Sec. 11313. Surface Transportation Project Delivery Program Written Agreements [23 USC §327]	<ul style="list-style-type: none"> Makes specific changes to the surface transportation project delivery program.
Sec. 11314. State Assumption of Responsibility for Categorical Exclusions [23 USC §326(c)(3)]	<ul style="list-style-type: none"> States that have assumed CE responsibility for 10 years or more can extend their renewal term to 5 years (instead of 3).
Sec. 11315. Early Utility Relocation Prior to Transportation Project Environmental Review [23 USC §123]	<ul style="list-style-type: none"> Allows a state to proceed with utility relocation before the completion of the environmental review process and later be reimbursed for those expenses as long as specific conditions are met.
Sec. 11316. Streamlining of Section 4(f) Reviews [23 USC §138(a)]	<ul style="list-style-type: none"> Makes changes to the 4(f) review process.
Sec. 11317. Categorical Exclusion for Projects of Limited Federal Assistance	<ul style="list-style-type: none"> Modifies the terms under which a project qualifies for a CE to no more than \$6M in federal funds (was \$5M) and total project cost of no more than \$30M (was \$25M).
Sec. 11318. Certain Gathering Lines Located on Federal Land and Indian Land	<ul style="list-style-type: none"> Provides discretion to establish a CE for certain gathering lines to that would reduce vented, flared, or avoidably lost natural gas.
Sec. 11319. Annual Report	<ul style="list-style-type: none"> ADDED IN FINAL SENATE BILL Requires the compilation of an annual report detailing projects that are more than 5 years behind budget or for which the total amount spent is \$1B or more above the original cost estimate for the project, including the project purpose, location, contract or award number, year of initiation, federal share, primary contractor, subcontract, etc., an explanation of any change to the original scope, original expected date of completion, current expected date of completion, original cost estimate, current cost estimate, explanation for delay, and the amount of and rationale for any award, incentive fee or other type of bonus.
Title I – Federal-Aid Highways Subtitle D – Climate Change	
Sec. 11401. Grants for Charging and Fueling Infrastructure [23 USC §151] *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> Establishes a new grant program to “strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen fueling infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designed alternative fuel corridors or in certain other locations that will be accessible to all drivers...” Requires USDOT to periodically update alternative fueling corridors and consider present and future needs; requires corridor redesignation every 5 years. Establishes a new grant program to support acquisition and installation of electric vehicle charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors. Funds can be used as operating assistance to a private entity for the first 5 years of operation. Federal share is 80%.

	<ul style="list-style-type: none"> • MPOs are eligible recipients. • 50% of funds must be reserved for community grants for projects expected to reduce greenhouse gas emissions and to expand or fill gaps in access to alternative fueling, including development phase activities and acquisition and installation of infrastructure, with priority given to rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes. • Maximum grant amount is \$15M at 80% federal share, and up to 1% can be used to provide technical assistance to eligible entities and 5% can be used on educational and community engagement activities. • Funding: <ul style="list-style-type: none"> ○ \$2.5B over five years from HTF ○ Also receives guaranteed appropriations: \$5.0B
<p>Sec. 11402. Reduction of Truck Emissions at Port Facilities *New Competitive Program*</p>	<ul style="list-style-type: none"> • Establishes a new program to reduce idling at port facilities, under which USDOT will: study how ports and intermodal port transfer facilities would benefit from reduced emissions, including through electrification; study emerging technologies; and coordinate and fund how to test, evaluate, and deploy projects. Secretary may consult with Secretary of Energy and the Administrator of the EPA. • Federal share is 80%.
<p>Sec. 11403. Carbon Reduction Program [23 USC §175] *New Formula Program* *MPO-related**RTPO-related*</p>	<ul style="list-style-type: none"> • Creates a new formula program to reduce transportation emissions. • Formula funds are provided to each state based on their share of the overall base apportionment. Of those funds, 65% are suballocated to areas within the state by population (identical to STBGP, as modified by this legislation). Requires coordination with MPOs in areas 50-200K and consultation with RTPOs for areas less than 50K. Requires the commitment of obligation authority for all projects in areas 50K and above. • Eligible projects include establishing or operating a traffic monitoring, management, and control facility; public transportation projects; bicycle and pedestrian facilities; advance transportation and congestion management technologies; ITS capital improvements and vehicle-to-infrastructure communications equipment; efficient street lighting and traffic control devices; congestion pricing, mode shift, and TDM; projects to reduce environmental and community impacts of freight movement; alternative fuel vehicle deployment support; diesel retrofits; certain CMAQ-eligible projects; and port congestion reduction. • Funds can be used for any STBGP-eligible use if a state can demonstrate a reduction in transportation emissions. • Within 2 years, a state in consultation with any MPOs must develop a carbon reduction strategy, which will support efforts to reduce transportation emissions; identify projects and strategies to reduce transportation emissions; support the achievement of targets for reductions; at state discretion, quantify the total carbon emission from the production, transport and use of materials used in the construction of transportation facilities within the state; be appropriate to the population density and context of the state; and be updated every four years. • Requires the suballocation of 65% of funds to areas over 200K, 50K-200K, and 5K-50K. • Requires a state to consult with an RTPO when obligating funds for projects in a rural area. • Requires obligation authority be made available for the spending of these funds. • Funding: \$6.4B over five years.
<p>Sec. 11404. Congestion Relief Program [23 USC §129] *New Competitive Program* *MPO-related*</p>	<ul style="list-style-type: none"> • Establishes a congestion relief program to provide discretionary grants to “advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas...” The program’s goals are “to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize highway capacity and usage of highway and transit systems...” These goals would be accomplished through intermodal integration, shifts in travel patterns (time of day and mode), and pricing. • Eligible projects include integrated congestion management system; HOV toll lanes, cordon price, parking pricing or congestion pricing; mobility services such as commuter buses and vans; and incentive programs to encourage carpooling. • Priority given to urbanized areas experiencing a high degree of recurrent congestion. • Minimum grant award is \$10M, federal share is 80%. • Interstate tolling is allowed as part of a project funded with a grant from this program, under specific conditions and restriction.

	<ul style="list-style-type: none"> • Projects must include analysis of potential effects on low-income drivers and may include mitigation measures to deal with adverse financial effects on low-income drivers. • MPOs over 1,000,000 population are eligible; states are eligible to obligate funds in urbanized areas under 1M population. • Funding: \$50M for each of fiscal years 2021-2025.
<p>Sec. 1405. Freight Plans</p>	<ul style="list-style-type: none"> • DELETED IN FINAL SENATE BILL • The national freight strategic plan must now also include possible strategies to increase the resilience of the freight system, including anticipating, withstanding, responding to, or recovering rapidly from disruptions; strategies to promote U.S. economic growth and international competitiveness; and strategies to reduce local air pollution, water runoff, and wildlife habitat loss resulting from freight movement. • State freight plans must now contain commercial motor vehicle parking facilities assessment; strategies and goals to decrease impacts of extreme weather and natural disasters on freight mobility, impacts of freight on local air, flooding, water runoff, and wild habitat loss; and how to decrease adverse impacts of freight on communities with freight railroad lines. Each State must, as part of activities undertaken in their freight plan, enhance reliability or redundancy of freight transportation or incorporate the ability to rapidly restore access and reliability of freight transportation. • Makes development of a commercial motor vehicle parking facilities assessment mandatory under the state freight plan. • Requires studies of preparing to supply power to electric freight infrastructure and safely integrating freight into ITS.
<p>Sec. 11405. Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program *New Competitive Program* *New Formula Program* *MPO-related*</p>	<ul style="list-style-type: none"> • Adds a section establishing a new PROTECT grant program to provide grants for resilience improvements. • Funding distributed by formula and through competitive grants. • Formula funds are provided to each state based on their share of the overall base apportionment. Requires that 2% of funds each year be set aside for planning purposes. • Eligible projects may include the use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements related to highway projects, public transportation facilities, intercity rail facilities or service, or port facilities. • Federal share is 80%; other Federal funds may be used for the other 20%. States may not use more than 25% 40% [MODIFIED IN FINAL SENATE BILL] for new capacity and not more than 10% for development phase activities. • MPOs are eligible to receive resilience planning grants, which can be used for developing a resilience improvement plan; resilience planning including scenario development and vulnerability assessments; technical capacity building; or evacuation planning and preparation. Federal share is 100%. • MPOs are eligible for resilience improvement grants, which can be used for a wide variety of uses to “enable an existing surface transportation infrastructure asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters.” Federal share is 80%. • MPOs are eligible for community resilience and evacuation route grants for projects that will strengthen and protect evacuation routes. Priority given to projects with eligible activities that are cost-effective. Federal share is 80%. • MPOs in coastal states are eligible for at-risk coastal infrastructure grants for “strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure such as culverts and tide gates.” Federal share is 80%. • For all grants, 25% of funding must be used for projects located in areas outside an urbanized area with population over 200,000 and 2% must be set-aside for grants to Indian tribes. • Federal share can be increased by 7% if the recipient state or MPO has developed a resilience improvement plan and prioritized the funded project on that plan. • Federal share can be increased by 3% for MPOs that have incorporated their resilience improvement plan into the metropolitan transportation plan. • Resilience improvement plan shall be for immediate and long-range planning activities and investments; demonstrate a systematic approach to transportation system resilience; include risk-based assessment of vulnerabilities of assets;

	<p>designate evacuation routes; plan for response to anticipated emergencies; describe resilience improvement policies; include an investment plan with priority projects and how funds provided would be invested and matched; use science and data; include a description of how the plan will improve the ability of the MPO to respond promptly to impacts and be prepared for changing conditions; assess the resilience of other community assets; and use a long-term planning period. This document is voluntary and is not required as part of the planning process.</p> <ul style="list-style-type: none"> • Funding: <ul style="list-style-type: none"> ○ \$7.3B over five years for formula funding ○ \$1.4B over five years for competitive grants (\$250M for each of fiscal years 2022-2023 and \$300M for 2024-2026).
<p>Sec. 11406. Healthy Streets Program *New Competitive Program* *MPO-related*</p>	<ul style="list-style-type: none"> • Establishes a new discretionary grant program to expand the use of cool pavement and porous pavement and expand tree cover. Goals of the program are to mitigate urban heat islands, improve air quality, and to reduce the extent of impervious surfaces, reduce stormwater run-off and flood risks, and reduce heat impacts to infrastructure and road users. • MPOs are eligible recipients. • Federal share is 80% unless a community can prove a hardship that qualifies them for 100%. • Maximum grant award is \$15M. • Funding: \$500M over five years
<p>Title I – Federal-Aid Highways Subtitle E – Miscellaneous</p>	
<p>Sec. 11501. Additional Deposits into Highway Trust Fund [23 USC §105]</p>	<ul style="list-style-type: none"> • Repeals a provision, added to the FAST Act by House T&I Chairman Peter DeFazio, that would allow any new funds that are committed to the HTF to flow immediately out through the program.
<p>Sec. 11502. Stopping Threats on Pedestrians *New Competitive Program*</p>	<ul style="list-style-type: none"> • Competitive grant program for local government entities to install bollards for pedestrian protection. • Funding: \$25M (\$5M for each of fiscal years 2022-2026). • 100% federal share.
<p>Sec. 11503. Transfer and Sale of Toll Credits *New Pilot Program*</p>	<ul style="list-style-type: none"> • Establishes a pilot program under which up to ten states may sell toll credits to other states for use as non-Federal match, to establish the demand for purchasing such credits, the cash price of the credits, and test the feasibility of expanding such an exchange program.
<p>Sec. 11504. Study of Impacts on Roads from Self-Driving Vehicles *MPO-related* *RTPO-related*</p>	<ul style="list-style-type: none"> • ADDED IN FINAL SENATE BILL • Requires a study on the “existing and future impacts of self-driving vehicles to transportation infrastructure, mobility, the environment, and safety...” and shall include consideration of the impacts on both urban and rural areas. • Requires consultation with a panel of national experts in both rural and urban transportation, include MPOs and RTPOs.
<p>Sec. 1504. Forest Service Legacy Roads and Trails Remediation Program *New Program*</p>	<ul style="list-style-type: none"> • DELETED IN FINAL SENATE BILL • Establishes a “Forest Service Legacy Roads and Trails Remediation Program” within the <i>Forest Roads and Trails Act</i> to carry out critical maintenance and urgent repairs on National Forest System roads, trails, and bridges. Gives priority to projects that protect or restore water quality, a watershed that feeds a public drinking water system, important wildlife habitat, or historic public access for authorized multiple uses. Funding provided at \$50M for each of FYs 2022-2026.
<p>Sec. 11505. Disaster Relief Mobilization Study *MPO-related*</p>	<ul style="list-style-type: none"> • Initiates a study to do a vulnerability assessment of the infrastructure in local communities (which are defined to include MPOs) that supports active transportation, to consider the use of bicycles in disaster preparedness and disaster response plans, an evaluation of whether disaster preparedness and disaster response plans should include the use of bicycles by first responders, and a review of training programs for first responders including for bicycle use and maintenance.
<p>Sec. 11506. Appalachian Regional Development [40 USC §14102(a)(1)]</p>	<ul style="list-style-type: none"> • Makes several changes to ARC planning process, including requiring congressional notification for all grants larger than \$50,000, allowing for high-speed broadband deployment activities, and making allowance for an “Appalachian regional energy hub initiative” to study ethane storage and providing \$5M/year for this purpose. • The bill provides \$200M/year for the ARC, of which up to \$20M/year can be used for high-speed broadband deployment.
<p>Sec. 11507. Denali Commission</p>	<ul style="list-style-type: none"> • Authorizes \$20M for each of fiscal years 2022-2026.

<p>Sec. 11508. Requirements for Transportation Projects Carried Out Through Public-Private Partnerships</p>	<ul style="list-style-type: none"> • Requires public sponsors of P3 projects over \$100M to provide a report within 3 years of the date of opening that reviews the compliance of the private partner with the terms of the P3 agreement; and to certify that the private partner continues to meet the terms or notify the Secretary if they are not. • Requires projects carried out through a P3 to include a “detailed value for money analysis or similar comparative analysis for the project” and makes such an analysis eligible for STBGP funding.
<p>Sec. 11509. Reconnecting Communities Pilot Program *New Pilot Program* *MPO-related*</p>	<ul style="list-style-type: none"> • Establishes new pilot program to study the feasibility and impacts of removing an existing transportation facility (including limited access highway, viaduct, and other principal arterial facility) that “creates a barrier to community activity” including mobility, access, economic development, and design factors such as high speeds or grade separations. • Funds can be used to conduct studies, planning, and construction. • Planning grants can be awarded, up to \$2M per recipient and federal share of 80%, including to MPOs or other units of local government, to perform the necessary planning functions to establish the feasibility and impacts and conduct public engagement. • Allows for the provision of technical assistance to build organizational or community capacity for planning and innovative solution development. • Gives priority consideration to communities that are “economically disadvantaged.” • Owners of these facilities can also receive capital construction grants, up to \$5,000,000 per recipient and federal share of 50%, to remove an eligible facility or replace it in a more context sensitive manner. Funding can be used to create a community advisory board. • Authorizes a GAO report on highway removals; requires a USDOT report on the program. • Funding: \$1.0B over five years <ul style="list-style-type: none"> ○ Planning grants \$150M over five years; ○ Capital construction grants \$350M over five years; ○ Guaranteed appropriations: \$500M. • Not more than \$15M for technical assistance during the period of fiscal year 2022 through 2026.
<p>Sec. 11510. Cybersecurity Tool; Cyber Coordinator</p>	<ul style="list-style-type: none"> • Requires FHWA Administrator, within 2 years of enactment, to develop a tool “to assist transportation authorities in identifying, detecting, protecting against, responding to, and recovering from cyber incidents.” • Requires FHWA Administrator to designate an office as a “cyber coordinator” for “monitoring, alerting, and advising transportation authorities of cyber incidents.”
<p>Sec. 11511. Report on Emerging Alternative Fuel Vehicles and Infrastructure</p>	<ul style="list-style-type: none"> • Requires a report within 1 year of enactment to help guide future investments for emerging alternative fueling infrastructure. This includes evaluation of emerging alternative fuel vehicles and projects for locations of owners of these vehicles; identification of where alternative fueling infrastructure will be needed; identifies areas that may impeded deployment and adoption; a map that identifies concentrations of emerging alternative fuel vehicles; estimates for future needs; a tool to allow for evaluation of different adoption and use scenarios.
<p>Sec. 11512. Nonhighway Recreational Fuel Study</p>	<ul style="list-style-type: none"> • Requires an assessment within 1 year of enactment and every 5 years thereafter of the best estimate of total amount of nonhighway recreational fuel taxes received by the Treasury and transferred to the HTF, to help Congress determine the appropriate level of funding for the recreational trails program. Requires consultation with several relevant stakeholders.
<p>Sec. 11513. Buy America [23 USC §313]</p>	<ul style="list-style-type: none"> • Makes changes to Buy America waiver provisions and requires a report to Congress on the waivers provided as a result of this section.
<p>Sec. 11514. High Priority Corridors on the National Highway System</p>	<ul style="list-style-type: none"> • Adds segments of Interstate as High Priority Corridors and authorizes a GAO report on weight limits on specific segments.
<p>Sec. 11515. Interstate Weight Limits [23 USC §127]</p>	<ul style="list-style-type: none"> • Grandfathers weight limits on specific segments, even if those segments become part of the Interstate Highway System.
<p>Sec. 11516. Report on Air Quality Improvements *MPO-related*</p>	<ul style="list-style-type: none"> • Requires, within three years, a report from the Comptroller General that evaluates the CMAQ program, including reductions of specific emissions resulting from projects under the program; the cost-effectiveness of these reductions; how funds have been invested in minority and low-income communities; the effectiveness of performance measures at helping with

	attainment for ozone, CO, and particulate matter; whether there are projects that are not eligible under CMAQ that should be; and the extent to which CMAQ projects reduce sulfur dioxide, nitrogen dioxide, and lead.
Sec. 11517. Roadway Highway Safety Hardware	<ul style="list-style-type: none"> Requires implementation of recommendations from a GAO report about guardrails
Sec. 11518. Permeable Pavement Study	<ul style="list-style-type: none"> Requires a study of the effects of permeable pavement on flood control and fill gaps in existing information to develop models for the performance of permeable pavements and best practices to designing permeable pavement to meet flood control requirements. Includes a data survey including existing literature and models and best practices for the design of localized flood control using permeable pavement.
Sec. 11519. Emergency Relief Projects	<ul style="list-style-type: none"> Within 90 days, requires a revision of the FHWA emergency relief manual to: include the term resilience; identify procedures States may use to incorporate resilience into emergency relief projects; encourage the use of Complete Streets design principles and access for moderate- and low-income families impacted by a disaster; develop best practices for improving the use of resilience in emergency relief; communicate this information to State DOTs; and develop a process to track these efforts and the costs of emergency relief projects.
Sec. 11520. Study on Stormwater Best Management Practices	<ul style="list-style-type: none"> Requires the update and reissue of a study to estimate pollutant loads from stormwater runoff from highways and sidewalks and provide recommendations for strategies to mitigate and ongoing updates every five years. Requires they solicit input from, among others, stakeholders with experience in implementing stormwater management practices for projects.
Sec. 11521. Stormwater Best Management Practice Reports	<ul style="list-style-type: none"> Requires within 1 year and every 5 years thereafter that the FHWA Administrator update stormwater best practices reports that were previously issued.
Sec. 11522. Invasive Plant Elimination Program *New Competitive Program*	<ul style="list-style-type: none"> Provides \$50M/year for grants to states to eliminate or control invasive species. Prioritizes and incentivizes projects that utilize revegetation with native plants and wildflowers by making the federal share 75% for projects that utilizes them; other projects have a 50% federal share. Requires coordination with local and Tribal governments, local regulatory authorities, and State and Federal land management agencies. Requires an annual report from states receiving a grant.
Sec. 11523. Over-the-Road Bus Tolling Equity [23 USC §129(a)]	<ul style="list-style-type: none"> Requires a public authority that operates a toll facility to report any “rates, terms, or conditions for access to the toll facility by public transportation vehicles that differ from the rates, terms, or conditions applicable to over-the-road buses.” Further, requires them to report changes to rates that may result in such a difference within 30 days and an annual audit to ensure compliance.
Sec. 11524. Bridge Terminology	<ul style="list-style-type: none"> Changes terminology from “structurally deficient” to “bridges classified as in poor condition” or similar in several places in federal law.
Sec. 1525. Study of Impacts on Roads from Self-Driving Vehicles	<ul style="list-style-type: none"> DELETED IN FINAL SENATE BILL Requires a study on “existing and future impacts of self-driving vehicles to transportation infrastructure, mobility, the environment, and safety, including impacts on different road types, on congestion, on transportation systems optimization, and other relevant areas or issues. Study is to contain specific recommendations for urban and rural communities and shall consider the need for policy changes. Requires consultation with a panel of national experts from specified stakeholders. Requires a report to relevant Congressional committees.
Sec. 11525. Technical Corrections	<ul style="list-style-type: none"> Technical Corrections
Sec. 11526. Working Group on Covered Resources *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> ADDED IN FINAL SENATE BILL Requires the establishment of a working group to conduct a study on access to common variety materials (stone, sand, gravel) used in transportation infrastructure construction and maintenance. Working group will include representatives of state DOTs, resource protection agencies, state planning, commercial motor vehicle operators, contractors, labor, MPOs, and RTPOs, and tribes.

	<ul style="list-style-type: none"> Study will consider the use of these resources, proximity and its effect on cost and environmental impact, whether these resources are considered when developing transportation projects, and challenges to access materials.
Sec. 11527. Blood Transport Vehicles [23 USC §166(b)]	<ul style="list-style-type: none"> ADDED IN FINAL SENATE BILL Allows vehicles transporting blood from collection point to hospital or storage center to use a high-occupancy vehicle lane.
Sec. 11528. Pollinator-Friendly Practices on Road-Sides and Highway Rights-of-Way [23 USC §332] *New Competitive Program*	<ul style="list-style-type: none"> ADDED IN FINAL SENATE BILL Creates a new grant program for “activities to benefit pollinators on roadsides and highway rights-of-way, including the planting and seeding of native, locally-appropriate grasses and wildflowers, including milkweed.” Grant recipients are required to develop a pollinator-friendly practices plan, including mowing practices, integrated vegetation management, planting or seeding, nonnative species removal, and obtaining expert training or assistance. They may consult with a relevant MPOs. Grants are not to exceed \$150,000. Federal share is 100%. Requires the development of best practices for and a priority ranking of pollinator-friendly practices on the roadside. Authorizes \$2M/year for fiscal years 2022-2026.
Sec. 11529. Active Transportation Infrastructure Investment Program *New Competitive Program* *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> ADDED IN FINAL SENATE BILL For competitive grants to construct eligible projects to “provide safe and connected active transportation facilities in an active transportation network or active transportation spine.” 30% must go to projects to construct active transportation networks that connect people with public transportation, businesses, workplaces, school, etc. 30% must go to projects that construct active transportation spines.” \$3M/year shall be set aside for planning and design grants. Federal share is 80%; can be 100%, for projects in areas with poverty rate over 40% Requires the promulgation of a final rule that “encourages the use of the programmatic categorical exclusion, expedited procurement techniques, and other best practices to facilitate productive and timely expenditures for eligible projects that are small, low-impact, and constructed within an existing built environment.” Eligible entities include regional governmental organizations including MPOs and RTPOs. Eligible projects are active transportation projects (or groups of projects) that are regional in nature and that cost more than \$15M (or more than \$100K in the case of planning and design costs). Funding: \$1.0B over five years (\$200M/year) (guaranteed appropriations)
Title II – Transportation Infrastructure Finance and Innovation	
Sec. 12001. Transportation Infrastructure Finance and Innovation Act of 1998 amendments	<ul style="list-style-type: none"> Streamlines TIFIA application process and other program changes. Receives guaranteed appropriations: \$1.25B over five years
Title III – Research, Technology, and Education	
Sec. 13001. Strategic Innovation for Revenue Collection *New Pilot Program* *MPO-related*	<ul style="list-style-type: none"> Creates a new pilot program to “test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund.” Designed to utilize pilot projects at state, regional, and national levels. Provides for grants to a state or group of states, local governments or a group of local governments, or an MPO or group of MPOs to carry out pilot projects to: test design, acceptance, equity and implementation including among differing income groups and rural and urban drivers; provide recommendations; quantify administrative costs; test a variety of solutions for collection of data and fees; test solutions to ensure privacy and security of data; conduct public education; and evaluate the ease of compliance and enforcement. Federal share is 80% for first time grant recipients and 70% for entities that have received a previous grant. Creates a national research program to test an alternate roadway funding mechanism nationwide, including the use of voluntary participation by drivers. Purpose would be to: evaluate cost and feasibility of a nationwide mechanism; evaluate options for deployment; evaluate impacts on transportation revenues, personal mobility, and freight movement and costs; and evaluate options for integrating such a mechanism with state-based revenue collections, toll revenue collection platforms, and TNCs.

<p>Sec. 13002. National Motor Vehicle Per-Mile User Fee Pilot *New Pilot Program*</p>	<ul style="list-style-type: none"> • Funding: \$75M (\$15M for each of fiscal years 2022-2026) (from funds made available for 23 USC §503(b)) • Establishes a per-mile user fee pilot to test design and implementation of a per-mile user fee, address the need for additional revenue, and provide recommendations relating to adoption and implementation of a per-mile user fee. • Outlines the parameters, methods, participants and fees related to the pilots. • Establishes a Federal System Funding Alternatives Advisory Board. • Creates a public awareness campaign about a notional motor vehicle per-mile user fee. • Establishes an annual report to Congress regarding the program and its success. • Funding: \$50M (\$10M each year for 2022-2026) (from funds made available for 23 USC §503(b)).
<p>Sec. 13003. Performance Management Data Support Program</p>	<ul style="list-style-type: none"> • Extends this program through 2026.
<p>Sec. 13004. Data Integration Pilot Program *New Pilot Program*</p>	<ul style="list-style-type: none"> • A pilot program to provide research and develop models that integrate in near-real-time data regarding weather and roadway conditions, non-recurring events, information from emergency responders and to facilitate data integration between USDOT, NWS, and other data sources regarding winter weather, heavy rainfall, and tropical weather events. • Further requires USDOT to address the safety, resiliency, and vulnerability of the transportation system to disasters and develop tools for decisionmakers to improve public safety and mobility. • Funding: \$12.5M (\$2.5M/year for each of 2022-2026).
<p>Sec. 13005. Emerging Technology Research Pilot Program *New Pilot Program*</p>	<ul style="list-style-type: none"> • A pilot program to “conduct emerging technology research” including additive manufacturing and R&D including pavement testing research into the impacts of CAVs. • Funding: \$25M (\$5M/year for each of 2022-2026).
<p>Sec. 13006. Research and Technology Development and Deployment [23 USC §503] *New Pilot Program* *MPO-related*</p>	<ul style="list-style-type: none"> • In carrying out the highway research and development program, adds new requirements to engage the public and private entities “to spur advancement of emerging transformative innovations through accelerated market readiness” and consult frequently with public and private entities on new transportation technologies. • Adds new eligibilities under this program: study of safety measures to reduce wildlife-vehicle collisions and eligible expense; studies on the deployment and revenue potential of energy and broadband deployment in highway rights-of-way; research on non-market-ready technologies in consultation with public and private entities; the evaluation of information from accelerated non-market-ready technologies at Turner-Fairbank; and development by USDOT of interactive modeling tools and databases that track the condition of highway assets, assess transportation options, monitor and model network-level traffic flows, and further understanding of regional connectivity. • Updates infrastructure investment needs report prepared by USDOT to include conditions and performance of the highway network for freight movement, ITS, resilience, and backlog of current highway, bridge, and tunnel needs. • Creates a new study of high-friction surface treatment applications. • Creates a new program to “promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits” and provides \$20M/year for this effort and requires a new report to Congress on this issue. • Modifies the “advance transportation technologies deployment” program to become the “advanced transportation technologies and innovative mobility deployment,” adds new eligibilities, creates a rural set-aside of 20%, and makes MPOs of 50-200K population eligible recipients (previously only TMAs were eligible). Increases federal share to 80%. Funding: \$60M for each of fiscal years 2022-2026. • Creates a “Center of Excellence on New Mobility and Automated Vehicles,” including research on impacts on land use, urban design, transportation, real estate, equity, and municipal budgets of AVs, docked and dockless bicycles, docked and dockless electric scooters, and TNCs. • Creates an “Open Challenge and Research Initiative Pilot Program,” under which eligible entities “may propose open highway challenges and research proposals that are linked to identified or potential research needs.” MPOs are not explicitly listed as eligible, but there is a provision that allows any entity to apply that is determined by USDOT to be appropriate. Federal share is 80%. Funding: \$20M for each of fiscal years 2022-2026.

Sec. 13007. Workforce Development, Training, and Education [23 USC §504(e)]	<ul style="list-style-type: none"> • Adds as eligible expenses: pre-apprenticeships, apprenticeships, and career opportunities for on-the-job training; and targeted outreach and partnerships with industry, economic development organizations, workforce development boards, and labor organizations. Expands the definition of “surface transportation workforce development training, and education” to include address workforce gaps, developing a robust surface transportation workforce, and activities to attract new sources of job-creating investment. • Expands the transportation education program to include training development, including hands-on career opportunities. Requires an annual report to Congress on this program.
Sec. 13008. Wildlife-Vehicle Collision Research [23 USC §515(h)(2)]	<ul style="list-style-type: none"> • Adds to the ITS Advisory Board a representative from a wildlife, land use or resource management agency; an academic researcher who is a biological or economic scientist with expertise in transportation issues; and a representative from a public interest group concerned with the impact of the transportation system on terrestrial and aquatic species and the habitat of those species. • Adds “animal detection systems to reduce the number of wildlife-vehicle collisions” as a priority focus area under this section.
Sec. 13009. Transportation Resilience and Adaptation Centers of Excellence [23 USC §520]	<ul style="list-style-type: none"> • Requires the designation of 10 regional and 1 national Centers of Excellence for Resilience and Adaptation to advance R&D that improves regional resilience. • Eligibility is for institution of higher education, either on their own or as a leader of a consortium of nonprofit organizations. • Each Center shall receive a grant of at least \$5M each year for 2022-2031. • Activities include climate vulnerability assessments, developing standards for transportation infrastructure, materials and technologies research and development, pilots, engagement by stakeholders, capacity building, workforce development and training, data development, education and outreach, and technology transfer. • Federal share is 50 percent.
Sec. 13010. Transportation Access Pilot Program *New Pilot Program* *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> • Establishes a pilot program to develop or procure an accessibility data set and make it available to pilot participants to allow for improved planning by measuring access by different modes to delineated destinations and disaggregating the level of access by a variety of factors. • Eligible entities include MPOs and RTPOs. • Requires the establishment of measures that states, MPOs, and RTPOs may choose to adopt to assess the level of safe and convenient access to previously listed destinations. • 8-year sunset provision. • Funding: Secretary may use some portion of administrative expenses to fund these grants.
Title IV – Indian Affairs	
Sec. 14001. Definition of Secretary	<ul style="list-style-type: none"> • Clarifies that Secretary means Secretary of the Interior for purposes of this section.
Sec. 14002. Environmental Reviews for Certain Tribal Transportation Facilities	<ul style="list-style-type: none"> • Requires Tribal transportation safety projects be reviewed under NEPA or other applicable federal law on “an expeditious basis using the shortest existing applicable process.” Within 45 days, either final action is required or a schedule for completion of the review shall be provided to the relevant tribe. A 30-day extension is allowed.
Sec. 14003. Programmatic Agreements for Tribal Categorical Exclusions	<ul style="list-style-type: none"> • Allows for programmatic agreements between tribes and federal agencies to establish efficient procedures for environmental review on any project eligible under the Tribal Transportation Program. This can include allowing a tribe to determine whether a project is categorically included and so long as the tribe maintain adequate capability to make these determinations; setting for Tribal responsibilities for making CE determinations; allow for monitoring of compliance; and have a term of not more than five years.
Sec. 14004. Use of Certain Tribal Transportation Funds [23 USC §202(d)]	<ul style="list-style-type: none"> • Clarifies eligible projects and activities under the Tribal bridge program.
Sec. 14005. Bureau of Indian Affairs Road Maintenance Program	<ul style="list-style-type: none"> • Authorizes funding for a new maintenance program: \$270M over 5 years
Sec. 14006. Study of Road Maintenance on Indian Land	<ul style="list-style-type: none"> • Requires a study by USDOT, within 2 years and every 2 years thereafter and in consultation with tribes, of long-term viability and useful life of existing roads on Indian land; steps necessary to address deferred maintenance backlog; reforms and enhancements necessary to streamline road maintenance programs; and recommendations for implementation.

Sec. 14007. Maintenance of Certain Indian Reservation Roads	<ul style="list-style-type: none"> Allows transfers of funds under specific conditions for Tribal roads.
Sec. 14008. Tribal Transportation Safety Needs	<ul style="list-style-type: none"> Requires a report by DOT including best practices and standardized form for compiling, analyzing, and sharing crash data on Indian reservations and in Alaska Native communities. Requires law enforcement officers of BIA to upload crash data to the Incident Management Analysis and Reporting System (IMARS) of the Department of the Interior. Increases the set-aside under the Tribal Transportation Program for safety projects to 4% (currently 2%).
Sec. 14009. Office of Tribal Government Affairs [49 USC §102]	<ul style="list-style-type: none"> Creates an “Assistant Secretary for Tribal Government Affairs” and an “Office of Tribal Government Affairs.” Establishes an “Office of Tribal Government Affairs”
DIVISION B – SURFACE TRANSPORTATION INVESTMENT ACT OF 2021	
Sec. 20001. Short Title	<ul style="list-style-type: none"> Names this division the “Surface Transportation Investment Act of 2021”
Sec. 20002. Definitions	<ul style="list-style-type: none"> Defines “Department” and “Secretary”
Title I – Multimodal and Freight Transportation	
Sec. 21101. Office of Multimodal Freight Infrastructure and Policy [49 USC §118]	<ul style="list-style-type: none"> Creates a new Office of Multimodal Freight Infrastructure and Policy within the U.S. DOT with the purpose of carrying out new multimodal freight policy, to administer and oversee freight grant programs, to promote and facilitate the sharing of information, to conduct research on improving multimodal freight mobility, to assist cities and states in developing freight mobility and supply chain expertise, and to liaise with other federal departments and agencies. Creates a new Assistant Secretary for Multimodal Freight.
Sec. 21102. Updates to National Freight Plan [49 USC §70102(b)]	<ul style="list-style-type: none"> Adds several new elements to be considered under the national freight plan, including environmental impact, resilience, economic growth, impacts on rural and other underserved and historically disadvantaged communities, decarbonization strategies, and e-commerce.
Sec. 21103. State Collaboration with National Multimodal Freight Network [49 USC §70103]	<ul style="list-style-type: none"> Increases the portion of a state’s roads that can be designated part of the national freight network to 30% (was 20%).
Sec. 21104. Improving State Freight Plans [49 USC §70202]	<ul style="list-style-type: none"> Adds several elements that must be considered in a state freight plan including cargo flows, commercial ports, the impact of e-commerce, and more. Requires an assessment of commercial motor vehicle parking facilities. Requires that freight plans consider an 8-year forecast period (currently 5-year) and now requires the plan be updated every four years (currently five years).
Sec. 21105. Implementation of National Multimodal Freight Network	<ul style="list-style-type: none"> Requires a report to Congress about the status of the designation of the final National Multimodal Freight Network.
Sec. 21106. Multi-State Freight Corridor Planning [49 USC §§70204 and 70205]	<ul style="list-style-type: none"> Allows for the creation of multi-state freight compacts and the creation of an advisory committee to inform the compacts. Creates new grants that can be provided to multi-state freight compacts or states seeking to form a compact. Grants may provide not more than \$2M (existing compacts can receive up to \$1M) for operations to a state compact or states seeking to form a multi-state compact. Funding may be provided during the first two years of the compact. Funding: \$25M over five years (\$5M for each fiscal year).
Sec. 21107. State Freight Advisory Committees [49 USC §70201] *MPO-related*	<ul style="list-style-type: none"> Clarifies and expands the list of officials that should serve on state freight advisory committees and the expertise they should have to serve. MPOs one of the represented groups on the state freight advisory committee.
Subtitle B – Multimodal Investment	
Sec. 21201. National Infrastructure Project Assistance [49 USC §6701] *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> Adds a new "Multimodal Infrastructure Investments" section to title 49. Creates a new competitive grant program to support freight-related projects, including roads and bridges, intermodal facilities, grade separation or elimination, intercity passenger rail, public transportation, or a combination of these. MPOs are eligible recipients. 50% of the funding is for projects between \$100M and \$500M; the other 50% is for projects over \$500M. Secretary is required to consider geographical diversity and balance between rural and urban communities.

	<ul style="list-style-type: none"> • Eligible projects must meet the following criteria: <ul style="list-style-type: none"> ○ It is likely to generate national or regional economic, mobility, or safety benefits; ○ Project is in need of significant federal funding; ○ Project will be cost-effective; ○ Project has one or more stable sources of non-federal funding and financing to construct operate and maintain the project and cover any cost increases. ○ The applicant has sufficient legal, financial and technical capacity • Evaluation criteria includes: <ul style="list-style-type: none"> ○ Extent to which the project supports achieving a state of good repair; ○ Level of benefits a project is expected to generate include avoided costs due to closure or reduction of asset use, reductions in maintenance costs, safety benefits, improved person or freight throughput, and environmental and health benefits; ○ Benefit-cost ratio; ○ Number of persons or volume of freight supported by the project; and ○ National and regional economic benefits of the project. • Other considerations include: <ul style="list-style-type: none"> ○ How the projects contributes to geographical diversity and balance between rural and urban communities; ○ Multi-state benefit; ○ The extent to which a project uses materials or approaches that reduce greenhouse gases or reduce the need for maintenance of other projects and technologies that will allow for future connectivity and automation; ○ Whether the project would benefit a historically disadvantaged community or population or area of persistent poverty; ○ Whether the project benefits users of multiple modes of transportation; and ○ Whether the project improves connectivity between modes of transportation. • Has specific criteria for how the Secretary is to rate the project applications. • Makes provision to provide technical assistance to unsuccessful applicants. • Requires submission of a plan regarding the collection and analysis of data related to project impacts and forecast accuracy. • Funds can be used for development-phase activities (including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and preparation of the data collection plan) and for construction, reconstruction, rehabilitation, property acquisition, environmental mitigation, and more. <ul style="list-style-type: none"> ○ Financing costs are also eligible expenses under certain circumstances. • Federal share is 60%; other grants can be awarded to eligible projects through other programs, but total federal support cannot exceed 80%. <ul style="list-style-type: none"> ○ Loans or finance repaid with local funds or revenues are part of the local share. • Outlines the parameters for multi-year grant agreements. Single-year grants are only allowed when all NEPA review for a project has been completed before receipt of program funds. • Congress can pass a joint resolution disapproving a project selected by the Secretary. • Funding: \$10B (\$2B per year for 2022-2026).
<p>Sec. 21202. Local and Regional Project Assistance [49 USC §6702] *New Competitive Program*</p>	<ul style="list-style-type: none"> • Under the new Chapter on “Multimodal Infrastructure Investments,” creates a new competitive program to provide for capital investments in surface transportation infrastructure. • Goal is to fund projects that will have significant local or regional impact. • MPOs and RTPOs are NOT explicitly listed as eligible recipients. • Eligible projects include: <ul style="list-style-type: none"> ○ Highway or bridge project eligible under title 23; ○ Public transportation project eligible under chapter 53;

	<ul style="list-style-type: none"> ○ Passenger rail or freight rail transportation project eligible for assistance under chapter 67; ○ Port infrastructure investment; ○ Surface transportation components of an airport project eligible under part B of subtitle VII; ○ Project for investment in a surface transportation facility located on Tribal land, the title or maintenance responsibility of which is vested in the Federal Government; ○ Project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species; and ○ Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goal of the program. <ul style="list-style-type: none"> ● Grants are \$5M or more for an urbanized area; \$1M for a rural area; and up to \$25M for any specific project. ● Not more than 15% of a state's funds can go to a single grant recipient. ● Not less than 1% for projects in historically disadvantaged communities. ● Not less than 5% shall be for planning. ● Federal share is 80%, except in rural areas, historically disadvantaged areas, or areas of persistent poverty. ● Funding: \$7.5B over five years (\$1.5B per year for 2022-2026).
Sec. 21203. National Culvert Removal, Replacement, and Restoration Grant Program [49 USC §6703] *New Competitive Program*	<ul style="list-style-type: none"> ● Establishes a new competitive grant program for the replacement, removal, and repair of culverts or weirs to improve fish habitats. ● Federal share is 80%. ● Funding: \$4.0B over five years (\$800M per year for fiscal years 2022-2026).
Sec. 21204. National Multimodal Cooperative Freight Research Program [49 USC §70205] *New Competitive Program*	<ul style="list-style-type: none"> ● For a national cooperative freight transportation research program administered by the National Academy of Sciences. ● Funding: \$14.0M over five years (\$3.75M per year for fiscal years 2022-2026), with a 5-year sunset.
Sec. 21205. Rural and Tribal Infrastructure Advancement	<ul style="list-style-type: none"> ● A program within the Build America Bureau to provide assistance and information to eligible entities. Grants can be used for financial, technical, and legal assistance or assistance with development-phase activities. ● Funding: Secretary may use any amount made available to the secretary to provide credit assistance. <ul style="list-style-type: none"> ▪ Up to \$1.6M for FY22 ▪ Up to \$1.8M for FY23 ▪ Up to \$2.0M for FY24 ▪ Up to \$2.2M for FY25 ▪ Up to \$2.4M for FY26
Subtitle C – Railroad Rehabilitation and Improvement Financing Reforms	
Sec. 21301. RRIF Codification and Reforms	<ul style="list-style-type: none"> ● Codifies the RRIF grant program. ● Makes many changes to the program. A few of the more notable in this context: ● Makes eligible for funding: <ul style="list-style-type: none"> ○ (1) the development or establishment of new intermodal or railroad facilities; and ○ (2) the development of landside port infrastructure for seaports serviced by rail; modifies economic development eligibilities to ensure projects meet certain requirements. ● Includes a robust new section to create a streamlined application review process. ● Allows the use of RRIF funds to be used as the non-Federal share of projects costs for any grant program so long as the loan is repayable from non-Federal sources.
Sec. 21302. Substantive criteria and Standards	<ul style="list-style-type: none"> ● Requirement to update the publicly available credit program guide.
Sec. 21303. Semiannual Report on Transit-Oriented Development Eligibility	<ul style="list-style-type: none"> ● Requires a report to Congress regarding the number of applications submitted for RRIF funding under provisions that make eligible "planning, permitting, and design expenses" for RRIF-eligible projects; the number of loans or loan guarantees that were provided to the applicants; and for each application, the reason for providing or declining to provide the requested loan or loan guarantee.

Title II - Rail

Sec. 22001. Short title	<ul style="list-style-type: none"> “Passenger Rail Expansion and Rail Safety Act of 2021”
Subtitle A—Authorization of Appropriations	
Sec. 22101. Grants to Amtrak	<ul style="list-style-type: none"> For grants to the Northeast Corridor: \$6.6B over 5 years. For grants for the national network: \$12.7B over 5 years. \$50M withheld each fiscal year for grants to assist with financing capital projects to upgrade accessibility Up to 10% of national network grants may be withheld each year to support Amtrak-operated corridors for planning and capital costs and operating assistance.
Sec. 22102. Federal Railroad Administration	<ul style="list-style-type: none"> Railroad safety funding: \$1.3B over 5 years. Railroad R&D funding: \$225M over 5 years.
Sec. 22103. Consolidated Rail Infrastructure and Safety Improvements Grants [49 USC § 22907]	<ul style="list-style-type: none"> \$5B over 5 years for Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants.
Sec. 22104. Railroad Crossing Elimination Program [49 USC § 22909]	<ul style="list-style-type: none"> \$2.5B over 5 years for railroad crossing elimination; not less than 3% for planning grants; 0.25% for a highway-rail grade crossing safety information and education program.
Sec. 22105. Restoration and Enhancement Grants [49 USC § 22908]	<ul style="list-style-type: none"> \$250M over 5 years for restoration and enhancement grants
Sec. 22106. Federal-State Partnership for Intercity Passenger Rail Grants [49 USC § 24911]	<ul style="list-style-type: none"> \$7.5B over five years for grants.
Sec. 22107. Amtrak Office of Inspector General	<ul style="list-style-type: none"> Amtrak IG funding: \$137.5M over 5 years.
Subtitle B—Amtrak Reforms	
Sec. 22201. Amtrak Findings, Mission, and Goals [49 USC § 24101(a)]	<ul style="list-style-type: none"> Make several changes in these sections, including adding language about the value of long-distance train routes for connection urban and rural areas; and changes language from “minimizing government subsidies” to “increasing revenues.”
Sec. 22202. Composition of Amtrak’s Board of Directors [49 USC § 24302(a)]	<ul style="list-style-type: none"> Requires that at least one member of the Amtrak board must be an individual with a disability with knowledge of accessibility, mobility, and inclusive transportation. Adds very specific requirements about the composition of the Board to ensure they are individuals that reside near a place with regular service, both along the Northeast Corridor and outside of it. Requires the board to meet at least once each year with representatives of Amtrak employees, of persons with disabilities, and with the general public.
Sec. 22203. Station Agents [49 USC § 24312]	<ul style="list-style-type: none"> Requires that at least 1 Amtrak ticket agent is employed at each station building that Amtrak owns or operates service through; where at least 1 agent was employed on or after October 1, 2017; and per day during 2017 for which an average of 40 passengers boarded or deboarded. Does not apply to stations in which a commuter rail ticket agent has authority to sell Amtrak tickets.
Sec. 22204. Increasing Oversight of Changes to Amtrak Long-Distance Routes and Other Intercity Services	<ul style="list-style-type: none"> Requires that changes to a route’s or service’s frequency or station stops be included in the Amtrak Annual Operations Report an in the 5-Year Business Line Plans.
Sec. 22205. Improved Oversight of Amtrak Accounting [49 USC § 24317]	<ul style="list-style-type: none"> Specific changes to Amtrak’s accounting requirements.
Sec. 22206. Improved Oversight of Amtrak Spending [49 USC § 24319]	<ul style="list-style-type: none"> Adds language to accommodate the distribution of grant program funds.
Sec. 22207. Increasing Service Line and Asset Line Plan transparency [49 USC § 24320]	<ul style="list-style-type: none"> Makes changes to Amtrak reporting requirements.
Sec. 22208. Passenger Experience Enhancement [49 USC § 24305(c)(4)]	<ul style="list-style-type: none"> Takes out the restriction on providing food service unless it was profitable. Creates a food and beverage service working group.
Sec. 22209. Amtrak Smoking Policy [49 USC § 24323]	<ul style="list-style-type: none"> Creates a new policy that prohibits smoking, including e-cigs, aboard all Amtrak trains.
Sec. 22210. Protecting Amtrak Routes Through Rural Communities [49 USC § 24706]	<ul style="list-style-type: none"> Prohibits Amtrak from discontinuing, reducing the frequency of, suspending or substantially altering the route of rail service on any segment of a long-distance route in any fiscal year in which Amtrak receives adequate Federal funding for such route.

	<ul style="list-style-type: none"> Requires Amtrak to notify Congress before discontinuing service on a route. Makes governance and other changes to the committee.
Sec. 22211. State-Supported Route Committee [49 USC § 24712(a)]	
Sec. 22212. Enhancing Cross Border Service	<ul style="list-style-type: none"> Requires a report regarding enhancing service between U.S. and Canada.
Sec. 22213. Creating Quality Jobs	<ul style="list-style-type: none"> Language regarding furloughed work.
Sec. 22214. Amtrak Daily Long-Distance Service Study *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> Requires a study to evaluate the restoration of daily intercity rail passenger service along long-distance routes that were discontinued or that occur on a nondaily basis, including exploring options for restoring such service. Requires consultation with MPOs and RTPOs when conducting this study. Funding: \$15M (\$7.5M for each of fiscal year 2022 and 2023).
Subtitle C—Intercity Passenger Rail Policy	
Sec. 22301. Northeast Corridor Planning [49 USC § 24904]	<ul style="list-style-type: none"> Rewrites the requirements for the Northeast Corridor Service Development Plan and Northeast Corridor Capital Investment Plan.
Sec. 22302. Northeast Corridor Commission [49 USC § 24905]	<ul style="list-style-type: none"> Makes several changes to the Northeast Corridor Commission.
Sec. 22303. Consolidated Rail Infrastructure and Safety improvements [49 USC § 22907]	<ul style="list-style-type: none"> Adds eligible recipients and eligible projects under the program.
Sec. 22304. Restoration and Enhancement Grants [49 USC § 22908]	<ul style="list-style-type: none"> Makes several changes, including extending the period over which operating support can be applied to a project.
Sec. 22305. Railroad Crossing Elimination Program [49 USC § 22909] *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> Creates a new competitive grant program for “highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.” Goals are to eliminate highway-rail grade crossings frequently blocked by trains; improve the health and safety of communities; reduce the impacts that freight movement have on underserved communities; and improve the mobility of people and goods. MPOs are eligible recipients. Eligible projects include grade separation, track relocation, improvement or installation of protective features, other safety projects, a group of any of the above projects, and planning and design of eligible projects. 20% of funds must be reserved for rural areas or Tribal lands; 5% must be reserved for projects in counties with 20 or fewer residents per square mile; 25% of planning grants must be for projects located in rural areas or Tribal areas. Minimum grant size is \$1M except for planning grants. Federal share is 80%. Funding: \$1.23B over five years.
Sec. 22306. Interstate Rail Compacts [49 USC § 22910] *New Competitive Program*	<ul style="list-style-type: none"> New competitive grant program to “provide financial assistance to entities implementing interstate rail compacts...” Maximum grant amount is \$1M; no more than 10 rail grants can receive a grant in any fiscal year. Federal share is 50%.
Sec. 22307. Federal-State Partnership for Intercity Passenger Rail Grants [49 USC § 24911] *RTPO-related*	<ul style="list-style-type: none"> Changes program from “Federal-State partnership for state of good repair” to “Federal-State partnership for intercity rail.” Makes Tribes eligible. Changes the list of eligible projects and project selection criteria. Up to 5% can be reserved for Regional Planning Guidance Corridor Planning to “carry out planning and development activities...” including development of service development plans, providing guidance for passenger rail systems planning, and providing funding for the development refinement of passenger rail systems planning analytical tools and models.
Sec. 22308. Corridor Identification and Development Program [49 USC § 25101] *RTPO-related*	<ul style="list-style-type: none"> Creates a new program to “facilitate the development of intercity passenger rail corridors.” Regional transportation planning organizations are eligible recipients. Corridors chosen under the program shall have assistance to prepare a service development plan (or update an existing plan).
Sec. 22309. Surface Transportation Board passenger Rail Program	<ul style="list-style-type: none"> Requires the Surface Transportation Board to establish a passenger rail program.
Subtitle D—Rail Safety	

Sec. 22401. Railway-Highway Crossings Program Evaluation [23 USC § 130]	<ul style="list-style-type: none"> Requires an evaluation of the railway-highway crossings program.
Sec. 22402. Grade Crossing Accident Prediction Model	<ul style="list-style-type: none"> Requires an update of the grade crossing accident prediction and severity model and providing training on the use of the update grade crossing accident prediction and severity model.
Sec. 22403. Periodic Updates to Highway-Rail Crossing Reports and Plans [49 USC § 20167]	<ul style="list-style-type: none"> Requires a report to Congress regarding highway-rail crossing reports and plans.
Sec. 22404. Blocked Crossing Portal	<ul style="list-style-type: none"> Requires the establishment of a 3-year blocked crossing portal, including the collection of complaints from the general public about blocked highway-rail grade crossings.
Sec. 22405. Data Accessibility	<ul style="list-style-type: none"> Requires the Chief Information Officer to review FRA's Office of Safety Analysis website and provide recommendations for improving public usability and accessibility.
Sec. 22406. Emergency Lighting	<ul style="list-style-type: none"> Requires a rulemaking to "require that all rail carriers providing intercity passenger rail transportation or commuter rail passenger transportation develop and implement periodic inspection plans..."
Sec. 22407. Comprehensive Rail Safety Review of Amtrak	<ul style="list-style-type: none"> Requires a focused review of Amtrak's safety related processes and procedures, compliance with safety regulations, and overall safety culture.
Sec. 22408. Completion of Hours of Service and Fatigue Studies	<ul style="list-style-type: none"> Requires the re-starting and completion of two pilot programs.
Sec. 22409. Positive Train Control Study	<ul style="list-style-type: none"> Requires a study to determine the annual positive train control system operation and maintenance costs for public commuter railroads.
Sec. 22410. Operating cCrew member Training, Qualification, and Certification	<ul style="list-style-type: none"> Requires audits of the training, qualification, and certification programs of locomotive engineers and conductors of railroad carriers.
Sec. 22411. Transparency and Safety [49 U.S.C. 20103(d)]	<ul style="list-style-type: none"> Regarding compliance waivers, expands the disclosure the Secretary must perform when granting a waiver. Sets rulemaking requirements after a waiver has been in place for 6 years.
Sec. 22412. Research and Development [49 U.S.C. 20108]	<ul style="list-style-type: none"> Allows for building, alteration, or repair of facilities to carry out necessary railroad research, safety, and training activities at the Transportation Technology Center in Pueblo, CO. Makes other provisions to all for the collection of funds to carry out such activities.
Sec. 22413. Rail Research and Development Center of Excellence	<ul style="list-style-type: none"> Establishes a Rail Research and Development Center of Excellence.
Sec. 22414. Quarterly Report on Positive Train Control System Performance	<ul style="list-style-type: none"> Requires the submission of a quarterly report from relevant railroads on positive train control system performance.
Sec. 22415. Speed Limit Action Plans [49 U.S.C. 20169]	<ul style="list-style-type: none"> Codifies this requirement, which was first passed under the FAST Act. It requires the analysis of and action plan to implement safety measures on sections of track where there is a significant speed reduction, the appropriate actions to enable warning and enforcement of maximum speed limit, milestones and target dates to achieve these solutions. Current legislation adds requirements that these plans be reviewed and updated annually and that the action plan be revised in advance of major changes or additions to service. Applies these requirements to carriers that may not have existed when FAST Act was passed.
Sec. 22416. New Passenger Service Pre-Revenue Safety Validation Plan [49 U.S.C. 20170]	<ul style="list-style-type: none"> For any new, regularly scheduled intercity or commuter rail passenger service, extension of existing service, or renewal of service must submit a comprehensive pre-revenue service safety validation plan
Sec. 22417. Federal Railroad Administration Accident and Incident Investigations [49 U.S.C. 20902]	<ul style="list-style-type: none"> Requires the creation of a standard process for investigators to use during accident and incident investigations for determining when it is appropriate and the appropriate method for gathering information about an accident or incident under investigation from railroad carriers, contractors or employees of railroad carriers or representatives of employees of railroad carriers and consulting with railroad carriers, contractors or employees of railroad carriers or representatives of employees of railroad carriers for technical expertise on the facts of the accident or incident under investigation.
Sec. 22418. Civil Penalty Enforcement Authority [49 U.S.C. 21301(a)]	<ul style="list-style-type: none"> Makes changes to the civil penalty section.

Sec. 22419. Advancing Safety and Innovative Technology [49 U.S.C. 26103]	<ul style="list-style-type: none"> Revises the requirement that safety regulations be promulgated for high-speed rail service.
Sec. 22420. Passenger Rail Vehicle Occupant Protection systems	<ul style="list-style-type: none"> Requires a study of potential installation and use in new passenger rail rolling stock of passenger rail vehicle occupant protection systems that could materially improve passenger safety
Sec. 22421. Federal Railroad Administration Reporting Requirements	<ul style="list-style-type: none"> The FRA Administrator, in consultation with the FTA Administrator, shall conduct a review of existing reporting and paperwork requirements to determine if any such requirements are duplicative or unnecessary. If any paperwork requirement that is not statutorily required is duplicative or unnecessary, the requirement shall be terminated. For four years, for any accident that requires a report to the FRA the Secretary shall collect the number of cars and length of the involved trains and the number of crew members who were aboard a controlling locomotive involved in an accident at the time of such accident.
Sec. 22422. National Academies Study on Trains Longer Than 7,500 Feet	<ul style="list-style-type: none"> Requires the Secretary to seek to enter into an agreement with the National Academies to conduct a study on the operation of freight trains longer than 7,500 feet.
Sec. 22423. High-Speed Train Noise Emissions	<ul style="list-style-type: none"> Requires new regulations regarding railroad-related noise emissions standards for trains operating on the general railroad system at speeds exceeding 160 mph.
Sec. 22424. Critical Incident Stress Plans	<ul style="list-style-type: none"> Requires updates to critical incident stress plans to include employees of commuter railroads and intercity passenger railroads; and an assault against an employee requiring medical attention.
Sec. 22425. Requirements for Railroad Freight Cars Placed into Service in the United States	<ul style="list-style-type: none"> Adds a new section with requirements for freight rail cars in the U.S. Requires that no more than 20 percent and then no more than 15 percent of freight rail trains be sourced from a country of concern or from a state-owned enterprise.
Sec. 22426. Railroad Point of Contact for Public Safety Issues	<ul style="list-style-type: none"> Requires railroads to provide railroad contact info for public safety issues.
Sec. 22427. Controlled Substances Testing for Mechanical Employees	<ul style="list-style-type: none"> Requires an update to the Code of Federal Regulations "to require all mechanical employees of railroads to be subject to all of the breath or body fluid testing set forth in other parts of this section.
Title III – Motor Carrier Safety	
Sec. 23001. Authorization of appropriations	<ul style="list-style-type: none"> For administrative expenses of FMCSA: \$1.9B over 5 years Motor carrier safety assistance program: \$2.0B over 5 years High priority program: \$300M over 5 years Commercial motor vehicle enforcement training and support grant program: \$25M over 5 years Commercial motor vehicle operators grant program: \$6.5M over 5 years Financial assistance program for commercial driver's license implementation: \$217.5M over 5 years
Sec. 23002. Motor Carrier Safety Advisory Committee	<ul style="list-style-type: none"> Continues the Motor Carrier Safety Advisory Committee through September 30, 2025.
Sec. 23003. Combating Human Trafficking	<ul style="list-style-type: none"> Adds combating human trafficking to the list of "high priority" activities under the motor carrier safety assistance program.
Sec. 23004. Immobilization Grant Program *New Competitive Program*	<ul style="list-style-type: none"> Creates a new discretionary grant program for the immobilization or impoundment of passenger-carrying commercial vehicles that are determined to be unsafe or fail inspection.
Sec. 23005. Commercial Motor Vehicle Enforcement Training and Support *New Competitive Program*	<ul style="list-style-type: none"> Creates a new discretionary grant program to train non-federal employees who conduct commercial motor vehicle enforcement activities and develop related training materials.
Sec. 23006. Study of Commercial Motor Vehicle Crash Causation	<ul style="list-style-type: none"> Requires a study to determine the causes of crashes that involve a commercial motor vehicle and identify data requirements to improve the ability of states to evaluate future crashes, monitor crash trend, and develop effective safety improvement policies and programs.
Sec. 23007. Promoting Women in the Trucking Workforce	<ul style="list-style-type: none"> Establishes a Women in Trucking Advisory Board.
Sec. 23008. State Inspection of Passenger-Carrying Commercial Motor Vehicles	<ul style="list-style-type: none"> Secretary is required to solicit additional comment on rulemaking entitled "State Inspection Programs for Passenger-Carrier Vehicles" and after reviewing all comments make a determination whether to issue a final rule. In making this determination, Secretary must consider "the impact of continuing to allow self-inspection as a means to satisfy periodic inspection requirements on the safety of passenger carrier operations."

Sec. 23009. Truck Leasing Task Force	<ul style="list-style-type: none"> Establishes a Truck Leasing Task Force.
Sec. 23010. Automatic Emergency Braking	<ul style="list-style-type: none"> Requires the development of a safety standard that requires trucks to be equipped with automatic truck braking systems.
Sec. 23011. Underride Protection	<ul style="list-style-type: none"> Requires the development of a safety standard that requires trailers and semitrailers to be equipped with rear impact guards designed to prevent passenger compartment intrusion from a trailer or semitrailer. Establishes an Advisory Committee on Underride Protection
Sec. 23012. Providers of Recreational Activities	<ul style="list-style-type: none"> Provides an exemption from oversight for "transportation by a motor vehicle designed or used to transport not fewer than 9, and not more than 15, passengers (including the driver), whether operated alone or with a trailer attached for the transport of recreational equipment, under specific circumstances.
Sec. 23013. Amendments to Regulations Relating to Transportation of Household Goods in Interstate Commerce	<ul style="list-style-type: none"> Requires an update to the regulations relating to the transportation of household goods.
Sec. 23014. Improving Federal-State Motor Carrier Safety Enforcement Coordination	<ul style="list-style-type: none"> Requires the review of state imminent hazard determinations.
Sec. 23015. Limousine Research	<ul style="list-style-type: none"> Requires research into the development of motor vehicle safety standards for side impact protection, roof crush resistance, and air bag systems for limos with alternative seating arrangements.
Sec. 23016. National Consumer Complaint Database	<ul style="list-style-type: none"> Requires a report on the National Consumer Complaint Database of the FMCSA.
Sec. 23017. Electronic Logging Device Oversight	<ul style="list-style-type: none"> Requires a report analyzing the cost and effectiveness of electronic logging devices.
Sec. 23018. Transportation of Agricultural Commodities and Farm Supplies	<ul style="list-style-type: none"> Provides an exemption for drivers transporting livestock within 150 miles radius from final destination of the livestock.
Sec. 23019. Modification of Restrictions on Certain Commercial Driver's Licenses	<ul style="list-style-type: none"> Requires a revision of the Code of Federal Regulations to provide that a restricted commercial driver's license issued to an employee in a farm-related serve be limited to applicable seasonal periods and not exceed 210 days per year.
Sec. 23020. Report on Human Trafficking Violations Involving Commercial Motor Vehicles	<ul style="list-style-type: none"> Requires the development of a report on human trafficking involving commercial motor vehicles, including recommendations for countering human trafficking.
Sec. 23021. Broker Guidance Relating to Federal Motor Carrier Safety Regulations	<ul style="list-style-type: none"> Requires the Secretary to issue guidance to clarify the definition for the terms "broker" and "bona fide agents."
Sec. 23022. Apprenticeship Pilot Program	<ul style="list-style-type: none"> New pilot grant program to establish apprenticeship programs.
Title IV – Highway and Motor Vehicle Safety	
Subtitle A – Highway Traffic Safety	
Sec. 24101. Authorization of Appropriations	<ul style="list-style-type: none"> Highway Safety Programs [23 U.S.C. 402]: 5-year total: \$1.9B Highway Safety Research and Development [23 U.S.C. 403]: 5-year total: \$970M High-Visibility Enforcement Program [23 U.S.C. 404]: 5-year total: \$202M National Priority Safety Programs [23 U.S.C. 405]: 5-year total: \$1.8B Administrative expenses, including National Highway Traffic Safety Administration [23 U.S.C. 4]: 5-year total: \$206M National Driver Register [23 U.S.C. 303]: 5-year total: \$36M Adds a new section concerning "general requirements for Federal assistance," which applies to projects funded in whole or in part by funds from 23 U.S.C. 402 or 405. Allows for all safety spending to be applied as matching funds, even if the spending was not on the specific project being matched. Establishes grant requirements and funds distribution process.
Sec. 24102. Highway Safety Programs [23 U.S.C. 402]	<ul style="list-style-type: none"> Replaces the phrase "accidents" with "crashes." Requires a state highway safety program to include an approved, current, triennial highway safety plan. Must also include efforts to encourage more widespread and proper use of child restraints, with an emphasis on underserved populations. Includes other new areas of focus including driver misuse or misunderstanding of new vehicle technology; vehicle recall awareness; risks of child heatstroke death when left unattended in a motor vehicle; failure by drivers of motor vehicles to move to another traffic lane or reduce the speed for first responders; and unsecured vehicle loads.

	<ul style="list-style-type: none"> • Requires states with legalized medicinal or recreational marijuana to take into consideration programs to educate drivers about and mitigate effects of driving while high. • Prohibits the Secretary from approving a state safety plan that doesn't meet the listed requirements (previously said "may not approve"). Puts in new language regarding public participation in the development of the plan. • Restructures but does not dramatically change the requirements for how funds will be used. • Allows funds to be used to carry out a program to purchase, operate, or maintain an automated traffic enforcement system in a work zone or school zone. • Makes changes to the state highway safety plan, including making it a triennial plan
Sec. 24103. Highway Safety Research and Development [23 U.S.C. 403]	<ul style="list-style-type: none"> • Replaces the phrase "accidents" with "crashes." • Creates a child safety campaign, an education campaign to reduce the incidence of vehicular heatstroke of children left in passenger motor vehicles. Requires states to coordinate with interested local governments and others. • Creates a requirement that states develop a process for informing consumers of recalls. Creates a new grant program to assist states in this effort.
Sec. 24104. High-Visibility Enforcement Programs [23 U.S.C. 404]	<ul style="list-style-type: none"> • Reauthorizes this program.
Sec. 24105. National Priority Safety Programs [23 U.S.C. 405]	<ul style="list-style-type: none"> • Eliminates graduated license incentive and maintenance of efforts provisions. • Increases to 53% (from 52.5%) the percentage of funds that are required to go to states that meet requirements for impaired driving countermeasures. • Increases to 7% (from 5%) the amount allocated to states that meet requirements with respect to nonmotorized safety. • Creates a new allocation of 1% of funds to states that meet requirements with respect to preventing roadside deaths. • Creates a new allocation of 1.5% to states that meet requirements with respect to driver and officer safety education. • Occupant protection program assessments required every 5 years (3 years in current law). • In low seatbelt use states, expands the provision that allows for purchase and distribution of child restraints to low-income families to also include training certified child passenger safety technicians and education programs. <ul style="list-style-type: none"> ○ Replaces a 5% cap with a 10% minimum to be spent on these activities. • In high seatbelt use states, requires that at least 10% of funds be used for purchase and distribution of child restraints to low-income families, training certified child passenger safety technicians, and education programs. • Within the State Traffic Safety Information System Improvements section, eliminates the requirement that states certify that their highway safety data and traffic records system was assessed or updated during the preceding 5 years and makes changes to how these funds can be used. • Makes changes to how Impaired Driving Countermeasures funding can be used and adds eligibilities including the detection of impairing drugs and others. • Makes changes to alcohol-ignition interlock grants. • Under distracted driving provisions, makes a change to the definition of "personal wireless communications device" to be more expansive and adds a definition for "text" and "text message". Makes changes state must meet to receive grants under this section. • Eliminates State Graduated Driver Licensing Incentive Grant • In Nonmotorized Safety section, adds a definition of "nonmotorized road user" and uses this term throughout the section. Adds specificity to the uses for funds under this program, including data collection. • Adds a new grant category titled "Preventing Roadside Deaths." Funds can be used for digital alert technology, education, law enforcement costs and data programs, and pilot programs.
Sec. 24106. Multiple Substance-Impaired Driving Prevention	<ul style="list-style-type: none"> • Allows funds required to be used in states with no open-container laws to be used on impairment countermeasures generally, not only alcohol impairment.

	<ul style="list-style-type: none"> Requires a GAO study of the "reporting of impaired driving arrest and citation data into Federal databases and the interstate sharing of information relating to impaired driving-related convictions and license suspensions to facilitate the widespread identification of repeat impaired driving offenders."
Sec. 24107. Minimum Penalties for Repeat Offenders for Driving while Intoxicated or Driving Under the Influence	<ul style="list-style-type: none"> Allows funds required to be used in states with no repeat offender laws to be used on driving impairment countermeasures generally, not only alcohol impairment.
Sec. 24108. Crash Data *New Competitive Program*	<ul style="list-style-type: none"> Within three years of enactment, crash data collection system must include "the collection of crash report data elements that distinguish individual personal conveyance vehicles, such as electric scooters and bicycles, from other vehicles involved in a crash." Information on vulnerable road users should also be included in the collection system if the vulnerable road user safety assessments to justify this action. Creates a grant program to assist states in the modernization of state data collection systems to enable full electronic data transfer and update the National Highway Traffic Safety Administration system to manage and support State electronic data transfers. Authorizes \$150M for this purpose.
Sec. 24109. Review of Move Over or Slow Down Law Public Awareness	<ul style="list-style-type: none"> Requires a GAO study of the "efficacy of Move Over or Slow Down Laws and related public awareness campaigns."
Sec. 24110. Review of Laws, Safety Measures, and Technologies Relating to School Buses	<ul style="list-style-type: none"> Requires a report by Secretary of Transportation that reviews the illegal passing laws in each state and the implementation of a public safety messaging campaign addressing the illegal passing of school buses and educating students regarding the safety loading and unloading of school buses. Requires a review of driver manuals and other materials in all states to determine how illegal passing of school buses is addressed.
Sec. 24111. Motorcyclist Advisory Council	<ul style="list-style-type: none"> Establishes a Motorcyclist Advisory Council.
Sec. 24112. Safe Streets and Roads for All Grant Program *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> Creates a new competitive grant program for "Vision Zero" grants. Defines a Comprehensive Safety Action Plan as "a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a "Vision Zero" or "Toward Zero Deaths" plan." <ul style="list-style-type: none"> Elements of the plan include goals and timeline for eliminating fatalities and serious injuries; analyses of crash location and community input; data driven approach to identify projects or strategies; and mechanisms for evaluating outcomes and effectiveness. MPOs are eligible entities. Eligible projects include development of the plan itself; planning, design, and development activities to execute on projects and strategies; or to carry out the projects or strategies themselves. Not more than 15 percent may go to a single state in a given fiscal year Not less than 40 must go to planning grants. Projects will be chosen based on whether the proposed project: <ol style="list-style-type: none"> Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators, within the timeframe proposed by the eligible entity; Demonstrates engagement with a variety of public and private stakeholders; Seeks to adopt innovative technologies or strategies to promote safety; Employs low-cost, high-impact strategies that can improve safety over a wider geographical area; Ensures, or will ensure, equitable investment in the safety needs of underserved communities in preventing transportation-related fatalities and injuries; Includes evidence-based projects or strategies; and Achieves such other conditions as the Secretary considers to be necessary. Federal share is 80%. Funding: \$1B over five years. Requires reporting to the Secretary and final report that outlines elements of the project carried out by the receiving entity.

	<ul style="list-style-type: none"> Secretary is required to publish best practices.
Sec. 24113. Implementation of GAO Recommendations	<ul style="list-style-type: none"> Regarding "Next Generation 911: National 911 Program Could Strengthen Efforts to Assist States" (GAO–18–252), requires the Administrator of the National Highway Traffic Safety Administration, in collaboration with the appropriate Federal agencies, shall "determine the roles and responsibilities of the Federal agencies participating in the initiative entitled 'National NG911 Roadmap initiative' to carry out the national-level tasks with respect which each agency has jurisdiction"; and develop an implementation plan to support the completion of these tasks. Regarding "Pedestrian and Cyclists: Better Information to States and Enhanced Performance Management Could Help DOT Improve Safety" (GAO–21–405), requires the Secretary of Transportation to "improve information relating to the range of countermeasures implemented by States"; "analyze that information to help advance knowledge regarding the effectiveness of those countermeasures"; and sharing the results. <ul style="list-style-type: none"> Also requires NHTSA to "use performance management practices to guide pedestrian and cyclist safety activities."
Subtitle B – Vehicle Safety	
Sec. 24201. Authorization of Appropriations	<ul style="list-style-type: none"> Vehicle Safety: 5-yr total: \$1.04B
Sec. 24202. Recall Completion	<ul style="list-style-type: none"> Requires a report to NHTSA from any manufacturer conducting a recall campaign a quarterly report "describing the campaign for each of 8 consecutive quarters, beginning with the quarter in which the campaign was initiated; and an annual report for each of the 3 years after the date of completion of the campaign. Requires NHTSA to publish an annual list of recall completion rates for each recall campaign for which 8 quarterly reports have been filed.
Sec. 24203. Recall Engagement	<ul style="list-style-type: none"> Requires a GAO study to determine why vehicle owners do not have recall repairs done and whether engagement by third parties could increase that rate. Requires a GAO study to determine the number of passenger vehicles in each state that are used in ridesharing activities and are subject to 1 or more recalls. Requires a SHTSA study to determine how to increase the effectiveness and understandability of recall notices and how to incentivize owners to complete recall repairs.
Sec. 24204. Motor Vehicle Seat Back Safety Standards	<ul style="list-style-type: none"> Requires an update of the Code of Federal Regulations section on "seating systems."
Sec. 24205. Automatic Shutoff	<ul style="list-style-type: none"> Requires the promulgation of a rule to "require manufacturers to install in each motor vehicle that is equipped with a keyless ignition device and an internal combustion engine a device or system to automatically shutoff the motor vehicle after the motor vehicle has idled" for a period long enough to allow for carbon monoxide poisoning. Requires a study of "the potential consequences and benefits of the installation by manufacturers of technology to prevent movement of motor vehicles equipped with keyless ignition devices and automatic transmissions" under different circumstances.
Sec. 24206. Petitions by Interested Persons for Standards and Enforcement	<ul style="list-style-type: none"> Adds clarifying language to the section.
Sec. 24207. Child Safety Seat Accessibility Study	<ul style="list-style-type: none"> Requires a study by the Secretary of Transportation in coordination with Agriculture, Education, and HHS, "to review the status of motor vehicle child safety seat accessibility for low-income families and underserved populations."
Sec. 24208. Crash Avoidance Technology	<ul style="list-style-type: none"> Requires promulgation of a rule to establish minimum performance standards regarding crash avoidance technology and to require that new passenger vehicles be equipped with a forward collision warning and automatic emergency braking system and a lane departure warning and lane keeping assist system.
Sec. 24209. Reduction of Driver Distraction	<ul style="list-style-type: none"> Requires a study by USDOT regarding the installation and use of driver monitoring systems to eliminate driver distraction, driver disengagement, and automation complacency, and foreseeable misuse of advanced driver-assist systems. If the research justifies it, requires a rulemaking to ensure safety in this regard.
Sec. 24210. Rulemaking Report	<ul style="list-style-type: none"> Requires an annual report to Congress regarding outstanding regulations that have a statutory deadline as to why the deadline was not met and expected completion date; and for regulations with a statutory deadline, expected completion date of the rulemaking.

Sec. 24211. Global Harmonization	<ul style="list-style-type: none"> Requires the Secretary of Transportation to cooperate with outside groups, including foreign governments, with respect to global harmonization of vehicle regulations.
Sec. 24212. Headlamps	<ul style="list-style-type: none"> Requires a rulemaking to modify the standard on "lamps, reflective devices, and associated equipment" to include performance-based standards for vehicle headlamp systems and to allow for the use of "adaptive driving beam headlamp systems."
Sec. 24213. New Car Assessment Program	<ul style="list-style-type: none"> Requires publication of a notice for public comment "to establish, distinct from crashworthiness information, a means for providing to consumers information relating to advanced crash avoidance technologies..." Requires publication of a notice for public comment "to establish a means for providing to consumers information relating to pedestrian, bicyclist, or other vulnerable road user safety technologies..." Requires the establishment of a "New Car Assessment Program roadmap" for implementation of the New Car Assessment Program under NHTSA.
Sec. 24214. Hood and Bumper Standards	<ul style="list-style-type: none"> Requires publication of a notice for public comment regarding potential updates to hood and bumper standards for motor vehicles.
Sec. 24215. Emergency Medical Services and 9-1-1	<ul style="list-style-type: none"> Eliminates the requirement that a annual report be provided to Congress on the "activities of the [9-1-1 Implementation Coordination Office] to improve coordination and communication with respect to the implementation of 9-1-1 services, E9-1-1 services, and Next Generation 9-1-1 services."
Sec. 24216. Early Warning Reporting	<ul style="list-style-type: none"> Requires manufacturers to comply with this section unless civil legal action prevents them from disclosing certain information and initiates a study of the early warning reporting data and how it could be improved.
Sec. 24217. Improved Vehicle Safety Databases	<ul style="list-style-type: none"> Requires consultation with frequent users of publicly available safety databases, and the Secretary to improve "public accessibility to information relating to the publicly accessible vehicle safety databases of the National Highway Traffic Safety Administration by revising the publicly accessible vehicle safety databases" <ul style="list-style-type: none"> This includes improved organization and functionality; to allow better searchability and aggregation of data; provides greater consistency in presentation; improves searchability regarding specific vehicles and issues; and ensure nonconfidential documents from the NHTSA are publicly available in a timely and searchable manner.
Sec. 24218. National Driver Register Advisory Committee Repeal	<ul style="list-style-type: none"> Repeals the National Driver Register Advisory Committee.
Sec. 24219. Research on Connected Vehicle Technology	<ul style="list-style-type: none"> Requires NHTSA, in collaboration with the ITS JPO and FHWA to "expand vehicle-to-pedestrian research efforts focused on incorporating bicyclists and other vulnerable road users into the safe deployment of connected vehicle systems and submit a report to Congress.
Sec. 24220. Advanced Impaired Driving Technology	<ul style="list-style-type: none"> Requires that within 3 years after enactment of this law, NHTSA will issue a final rule "prescribing a Federal motor vehicle safety standard...that requires passenger motor vehicles manufactured after the effective date of that standard to be equipped with advanced drunk and impaired driving prevention technology." <ul style="list-style-type: none"> Such technology is a system that can "passively monitor the performance of a driver of a motor vehicle to accurately identify whether that driver may be impaired or have a blood alcohol content above the legal federal limit; and prevent or limit motor vehicle operation if an impairment and a bac above the legal limit is detected; or some combination of these systems. Secretary can grant an extension of the required date, but not more than an additional 3 years; requires a report to Congress every year. Manufacturers would have a minimum of 2 but maximum of 3 years to implement this system after the rule is finalized. If, after 10 years, there is no standard established, a further report is required to Congress explaining the reasons and barriers and making recommendations to Congress regarding how to achieve the standard.
Sec. 24221. GAO Report on Crash Dummies	<ul style="list-style-type: none"> Requires a study by the Comptroller General of the testing and deploying of crash test dummies, the types of dummies used, and about biofidelic dummies that are used in other countries; that evaluates potential improvements to the process NHTSA uses; that analyzes the potential use of computer simulation techniques; and makes assessments or recommendations related to crash test dummies.

Sec. 24222. Child Safety	<ul style="list-style-type: none"> Requires a rulemaking to require all new passenger vehicles weighing less than 10,000 pounds "be equipped with a system to alert the operator to check rear-designated seating positions [car seats] after the vehicle engine or motor is deactivated by the operator." Requires states to use a portion of safety funds to "carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator."
Title V – Research and Innovation	
Sec. 25001. Intelligent Transportation Systems Program Advisory Committee	<ul style="list-style-type: none"> Increases size of the committee. Adds panel members to include a representative of a national transit association; of a national, state, or local transportation agency or association; a private sector developer of intelligent transportation system technologies, which may include emerging vehicle technologies; a representative of a labor organization; a representative of a mobility-providing entity; an expert in traffic management; an expert in cybersecurity; and an automobile manufacturer. Adds a term length and a requirement that the committee meet at least twice each year.
Sec. 25002. Smart Community Resource Center	<ul style="list-style-type: none"> Creates a "Smart Community Resource Center," an online resource that "includes a compilation of resources or links to resources for States and local communities to use in developing and implementing ITS programs or smart community transportation programs.
Sec. 25003. Federal Support for Local Decisionmaking *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> Requires the Bureau of Transportation Statistics (BTS) to perform outreach to planning and infrastructure decision-making officials in units of local government and other units of government, including MPOs and RTPOs. BTS must develop a work plan for "reviewing and updating existing data analysis tools and developing any additional data analysis tools needed to assist local communities with making infrastructure investment decisions. <ul style="list-style-type: none"> To include a description of tools and data that local areas need to make transportation decisions. Tools created under this program are intended to help address one or more of: improving maintenance of existing assets, achieving state of good repair, creating economic development through infrastructure development, establishing freight plans, increasing options for communities that lack affordable transportation, reducing congestion, and increasing resilience.
Sec. 25004. Bureau of Transportation Statistics	<ul style="list-style-type: none"> Provides an additional \$50M over five years to BTS for data collection and analysis activities.
Sec. 25005. Strengthening Mobility and Revolutionizing Transportation Grant Program *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> Creates a new competitive SMART grant program "to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety." MPOs are eligible recipients. Also allows for "regional partnerships" composed of two or more eligible entities located in jurisdictions with a combined population of 50K-400K. Secretary must consider geographical diversity and the balance between large, midsize, and rural communities. Selection criteria include the extent to which the applicant community has a public transportation system or other transit options; population density; continuity of committed leadership and functional capacity; open data commitment; the likelihood of success, including through technical and financial commitments from the public and private sectors; and the extent to which the project will use advanced data, technology, and applications to provide significant benefits including congestion reduction; safety of bikes and pedestrians; access to opportunities, especially for underserved or disadvantaged populations; economic competitiveness; system reliability; connectivity between modes; private sector investments; pollution reduction; resilience, and emergency response. Priority will be given to projects that would be scalable, encourage data sharing and best practices, encourage innovation, promote a skilled workforce, allow for measurement and validation of cost savings and performance improvements, encourage adoption of smart technologies by other communities, promote industry practices regarding cybersecurity, and safeguarding individual privacy. Unsuccessful applicants may request technical assistance and briefings related to the project. Projects should demonstrate at least one of: coordinated automation, connected vehicles, intelligent, sensor-based infrastructure, systems integration, commerce delivery and logistics, leveraging use of innovative aviation technology, smart grid, and smart technology traffic signals. Eligible uses include development phase and construction phase activities. Extensive reporting requirements.

	<ul style="list-style-type: none"> • Up to 40% in large communities (400K+), 30% in rural areas (<50K), and 30% in medium sized communities (50K-400K). • Funding: \$500M over five years.
Sec. 25006. Electric Vehicle Working Group *RTPO-related*	<ul style="list-style-type: none"> • Establishes an electric vehicle working group to "make recommendations regarding the development, adoption, and integration of light-, medium-, and heavy-duty electric vehicles into the transportation and energy systems..." • Membership includes Secretaries of Energy and Transportation as co-chairs, and not more than 25 members appointed by the Secretaries, including not more than six Federal stakeholders and not more than 19 nonfederal stakeholders. <ul style="list-style-type: none"> ○ Federal stakeholders include USDOT, USDOE, EPA, CEQ, GSA and representatives of other federal agencies as appropriate. ○ Nonfederal stakeholders must include "an organization representing regional transportation or planning agencies" in addition to manufacturers, public utilities, other non-federal governments, labor, Tribes, and more. • Group must meet at least once every 120 days; remote participation is expressly allowed. • Group must produce a report on the status of electric vehicle adoption. • Based on this report, Secretaries shall develop, maintain, and update a strategy for setting targets of adoption, overcoming barriers, identifying opportunities in R&D, enhance agency coordination, and much more.
Sec. 25007. Risk and System Resilience	<ul style="list-style-type: none"> • Requires development of a process to quantify annual risk to increase system resilience, taking into account resilience to threat probabilities by type of hazard and geographical location; resilience to asset vulnerabilities; and anticipated consequences. • This process is to be provided to state, regional, Tribal, and local entities, along with guidance and technical assistance on the use of this process.
Sec. 25008. Coordination on Emerging Transportation Technology	<ul style="list-style-type: none"> • Establishes a "Nontraditional and Emerging Transportation Technology Council" to address coordination on emerging technology issues across all modes of transportation. • Membership consists of federal representatives from across USDOT. • The duties of the council will be to "identify and resolve jurisdictional and regulatory gaps or inconsistencies associated with nontraditional and emerging transportation technologies, modes, or projects...to reduce, to the maximum extent practicable, impediments to the prompt and safe deployment of new and innovative transportation technology"; coordinate the response of USDOT to projects involving nontraditional and emerging transportation technology projects; stakeholder engagement; and management strategies." • Will publish best practices. • Council will meet no less than 4 times per year.
Sec. 25009. Interagency Infrastructure Permitting Improvement Center	<ul style="list-style-type: none"> • Establishes a center within the Office of the Secretary known as the "Interagency Infrastructure Permitting Improvement Center" to reform interagency coordination and expedite projects identify methods for assessing environmental impacts, reduce uncertainty and delays, and reduce costs and risks for taxpayers. • Executive Director reports to the Under Secretary of Transportation for Policy. • Duties include activities to: Coordinate and support implementation of priority reform actions; support modernization efforts; provide technical assistance and training; identify, develop, and track metrics; and report to the Secretary. • Center will work to develop and promote best practices for innovation in project delivery; support modal administration in conducting environmental reviews and permitting; and provide technical assistance relating to compliance with the applicable requirements of NEPA. • Bureau can also provide technical assistance for projects where it is administering the application process.
Sec. 25010. Rural Opportunities to use Transportation for Economic Success Initiative	<ul style="list-style-type: none"> • Creates a "Rural Opportunities to Use Transportation for Economic Success (ROUTES)" Office with the intention "to improve analysis of projects from rural areas, Indian Tribes, and historically disadvantaged communities in rural areas applying for Department discretionary grants, including ensuring that project costs, local resources, and the larger benefits to the people and the economy of the United States are appropriately considered"; and "to provide rural communities, Indian Tribes, and historically disadvantaged communities in rural areas with technical assistance for meeting the transportation infrastructure investment needs of the United States in a financially sustainable manner."

	<ul style="list-style-type: none"> Supported by a ROUTES Council to help lead the office and provide coordination. Primary membership is federal agency representation, but the Secretary may appoint others as necessary.
Sec. 25011. Safety Data Initiative *MPO-related*	<ul style="list-style-type: none"> Establishes an initiative, to be known as the "Safety Data Initiative" to "promote the use of data integration, data visualization, and advanced analytics for surface transportation safety through the development of innovative practices and products for use by Federal, State, and local entities." MPOs are eligible participants. Activities include applied research and the secretary may carry out demonstration programs, award grants, and enter into partnerships. Calls for the development of safety analysis tools for State and local governments and for data sharing among Federal, State, and local transportation agencies.
Sec. 25012. Advanced Transportation Research	<ul style="list-style-type: none"> Establishes within USDOT an agency known as "Advanced Research Projects Agency–Infrastructure" (ARPA-I) to "support the development of science and technology solutions." Goals of ARPA-I are to "advance the transportation infrastructure of the United States by developing innovative science and technology solutions"; and "ensure that the United States is a global leader in developing and deploying advanced transportation infrastructure technologies and materials."
Sec. 25013. Open Research Initiative	<ul style="list-style-type: none"> Establishes a new "Advanced transportation research initiative", including a new "advanced transportation research pilot program." Broad parameters regarding the research that this can support, and pilot program allows for unsolicited applications for research support. Funding: \$250M over five years.
Sec. 25014. Transportation Research and Development 5-year Strategic Plan	<ul style="list-style-type: none"> Makes "reducing transportation cybersecurity risks" an element of this plan. Eliminates the interim reporting requirement.
Sec. 25015. Research Planning Modifications	<ul style="list-style-type: none"> Makes changes to the plans the modal administrations are required to submit each year.
Sec. 25016. Incorporation of Department of Transportation Research	<ul style="list-style-type: none"> Requires a review of all agency-conducted research and incorporation of the results into laws, regulations, and guidance to the maximum extent practicable.
Sec. 25017. University Transportation Centers Program	<ul style="list-style-type: none"> Makes changes to the UTC program.
Sec. 25018. National Travel and Tourism Infrastructure Strategic Plan	<ul style="list-style-type: none"> Makes changes to the "National travel and tourism infrastructure strategic plan" that is prepared by the National Advisory Committee on Travel and Tourism Infrastructure.
Sec. 25019. Local Hiring Preference for Construction Jobs	<ul style="list-style-type: none"> Allows recipients of funding under title 23 or title 49 to implement "a local or other geographical or economic hiring preference relating to the use of labor for construction of a project funded by the grant, including prehire agreements".
Sec. 25020. Transportation Workforce Development	<ul style="list-style-type: none"> Establishes a workforce needs assessment in arrangement with the National Academy of Sciences, a workforce working group, and a transportation workforce outreach program.
Sec. 25021. Intermodal Transportation Advisory Board Repeal	<ul style="list-style-type: none"> Eliminates this advisory board.
Sec. 25022. GAO Cybersecurity Recommendations	<ul style="list-style-type: none"> Requires implementation of recommendations in GAO report (GAO–19–384) titled "Cybersecurity: Agencies Need to Fully Establish Risk Management Programs and Address Challenges" Requires implementation of recommendations in GAO report (GAO–19–144) titled "Cybersecurity Workforce: Agencies Need to Accurately Categorize Positions to Effectively Identify Critical Staffing Needs" Requires an additional GAO review of how the Agency is managing and handling cybersecurity.
Sec. 25023. Volpe Oversight	<ul style="list-style-type: none"> Requires implementation of recommendations in IG report titled "DOT Needs to Strengthen Its Oversight of IAAs With Volpe". Requires a GAO review of surface transportation activities at the Volpe Center.
Sec. 25024. Modifications to Grant Program	<ul style="list-style-type: none"> Modifies a section from SAFETEA-LU "Grant Program to Prohibit Racial Profiling." Adds as eligible expenses doing public outreach and training to reduce the impact of certain traffic stops. Increases the set-aside of highway safety R&D funds for this program to \$57.5M.

Sec. 25025. Drug-Impaired Driving Data Collection	<ul style="list-style-type: none"> Requires the Secretary to report to Congress on barriers that States encounter in submitting alcohol and drug toxicology results to the Fatality Analysis Reporting System; recommendations for improvements; and steps that will be taken to improve the process.
Sec. 25026. Report on Marijuana Research	<ul style="list-style-type: none"> Requires a report from the Secretary containing methods for and recommendations regarding improving research into driving while under the influence of marijuana and establishing a clearinghouse to collect and distribute different marijuana strains and products for research.
Sec. 25027. GAO Study on Improving the Efficiency of Traffic Systems	<ul style="list-style-type: none"> Requires a GAO report "describing the results of a study on the potential societal benefits of improving the efficiency of traffic systems."
Title VI – Hazardous Materials	
Sec. 26001. Authorization of Appropriations	<ul style="list-style-type: none"> Authorizes \$345M over 5 years. Allows spending from the Hazardous Materials Preparedness Fund, including \$39M for planning and training grants and \$25M for Haz Mat Training Grants.
Sec. 26002. Assistance for Local Emergency Response Training Grant Program	<ul style="list-style-type: none"> Creates a new local emergency response "Alert Grant Program" to "develop a hazardous materials response training curriculum for emergency responders, including response activities for the transportation of crude oil, ethanol, and other flammable liquids by rail, consistent with the standards of the National Fire Protection Association; and make it available electronically." Exempts this spending from the obligation limitation.
Sec. 26003. Real-Time Emergency Response Information	<ul style="list-style-type: none"> Eliminates the use of fusion centers for the distribution of "train consist" information, instead providing directly to "authorized state and local first responders, emergency response officials, and law enforcement personnel to be involved in the response to, or investigation of, and accident, incident, or public health or safety emergency involving the rail transportation of hazardous materials."
Title VII – General Provisions	
Sec. 27001. Performance Measurement, Transparency, and Accountability	<ul style="list-style-type: none"> For any grant awarded under this Act, Secretary may develop metrics to assess the effectiveness of activities under the grant; establish standards for the performance of the activities funded by the grant; and conduct regular assessments of the activity funded by the grant to confirm whether the performance is meeting the standards for performance.
Sec. 27002. Coordination Regarding Forced Labor	<ul style="list-style-type: none"> "The Secretary shall coordinate with the Commissioner of U.S. Customs and Border Protection to ensure that no illegal products or materials produced with forced labor are procured with funding made available under this Act."
Sec. 27003. Department of Transportation Spectrum Audit	<ul style="list-style-type: none"> Requires an audit of "the electromagnetic spectrum that is assigned or otherwise allocated to the Department as of the date of the audit."
Sec. 27004. Study and Reports on the Travel and Tourism Activities of the Department	<ul style="list-style-type: none"> Requires a study by USDOT on "the travel and tourism activities within the Department," including an evaluation of "how the Department evaluates travel and tourism needs or criteria in considering applications for grants under the grant programs of the Department." Requires a GAO study of how the Department is handling these issues.
Title VIII – Sport Fish Restoration and Recreational Boating Safety	
Sec. 28001. Sport Fish Restoration and Recreational Boating Safety	<ul style="list-style-type: none"> Amends the Dingell-Johnson Sport Fish Restoration Act.
DIVISION C – TRANSIT	
Sec. 30001. Definitions [49 U.S.C. 5302]	<ul style="list-style-type: none"> Adds a definition for "assault on a transit worker" and adds language to the definition of capital projects regarding equipment to refuel privately owned zero-emission passenger vehicles
Sec. 30002. Metropolitan Transportation Planning 49 U.S.C. 5303 *MPO-related*	<ul style="list-style-type: none"> Adds language that it is in the national interest to "better connect housing and employment." Includes housing officials on the list of those MPOs are encouraged to consult with. Adds housing to the scope of the planning process. Adds "assumed distribution of population and housing" as a recommended component of scenario development. Adds affordable housing organizations as an interested party in the development of the transportation plan.

	<ul style="list-style-type: none"> • Adds a required "housing coordination process" for TMAs which "may address" the "integration of housing, transportation, and economic development strategies" that provides for "effective integration, based on a cooperatively developed and implemented strategy, of new and existing transportation facilities eligible for funding..." In carrying this out, an MPO may consult with state and local entities responsible for land use, economic development, housing, road network management, or public transportation and coordinate with these entities to align the goals of the process with the goals of any comprehensive housing affordability strategies. These MPOs may develop a housing coordination plan. • Requires MPOs, when designating officials for the first time, to consider "the equitable and proportional representation of the population of the metropolitan planning area." • Clarifies language regarding the designation of more than 1 MPO in an urbanized area; requires consistency in data used for planning when there is more than 1 MPO within an urbanized area; and clarifies that there is no requirement that these MPOs perform joint planning (as would have been required under the MPO rule) • Allows states and MPOs to use social media and other web-based tools to encourage public participation and solicit public feedback.
Sec. 30003. Statewide and Nonmetropolitan Transportation Planning [49 U.S.C. 5304]	<ul style="list-style-type: none"> • Allows states to use social media and other web-based tools to encourage public participation and solicit public feedback.
Sec. 30004. Planning Programs [49 U.S.C. 5305] *MPO-related*	<ul style="list-style-type: none"> • Allows federal share on projects to be higher than 80% if the Secretary determines that doing so in the interest of the government. Increases federal share to 90% for activities that assist part of an urbanized area or rural area with lower population density or lower average income levels compared to the urbanized area as a whole, rural area as a whole, adjoining urbanized area, or adjoining rural area. • A state or MPO that carries out a project with higher federal share must report to the Secretary how the increased share benefits community and other essential travel in parts of the applicable urbanized or rural area.
Sec. 30005. Fixed Guideway Capital Investment Grants [49 U.S.C. 5309]	<ul style="list-style-type: none"> • Strikes section on "program of interrelated projects" • Increases federal contribution for a small starts project to \$150M (from \$100M) and increases project size under small starts to \$400M (from \$300M). • Under core capacity improvements, allows for project engineering in a corridor expected to be at or over capacity in the next 10 years (currently 5 years) • Adds to the grant requirements that "the applicant has made progress toward meeting the performance targets" • Adds a provision to allow for consideration of a project seeking an updated rating after a period of inactivity. • Strikes and replaces the section on "programs of interrelated projects" with a section regarding "future bundling." Future bundling is a letter to the Secretary requesting entry of a project into project development, in which an applicant may include a description of other projects for consideration for future funding. • Requires the creation of a "Capital Investment Grant Dashboard" with a long list of required information that must be disclosed regarding each project supported by federal funds.
Sec. 30006. Formula Grants for Rural Areas [49 U.S.C. 5311]	<ul style="list-style-type: none"> • Provides 5% of funding of rural assistance funds for public transportation on Indian reservations and 2% for Appalachian development public transportation assistance program. Of funds for Indian reservations, 20% is to be distributed on a competitive basis and 89% by formula.
Sec. 30007. Public Transportation Innovation [49 U.S.C. 5312]	<ul style="list-style-type: none"> • Adds to the annual report on research a requirement for a strategic research roadmap proposal, including anticipated work areas, proposed demonstrations and strategic partnership opportunities. Encourages development of long-term research plans. • Expands research areas under the low or no emission testing center and modifies the requirements the institute of higher education that hosts this facility must meet. This facility may use funds for acquisition of equipment and capital projects related to test low or no emission vehicle components or research related to advanced vehicle technologies that provides advancements to the entire public transportation industry. • Funds cannot be used for testing a new bus model. • Requires a new program to promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits.

Sec. 30008. Bus Testing Facilities [49 U.S.C. 5318]	<ul style="list-style-type: none"> Allows funds provided to a facility to test new bus equipment to also use those funds for the acquisition of equipment and capital projects related to testing new bus models.
Sec. 30009. Transit-Oriented Development.	<ul style="list-style-type: none"> Funds under TOD pilot program can be used to support site-specific plans (in addition to comprehensive plans).
Sec. 30010. General Provisions [49 U.S.C. 5323(u)]	<ul style="list-style-type: none"> Modifies the exemption to the limitation on rolling stock procurements.
Sec. 30011. Public Transportation Emergency Relief Program [49 U.S.C. 5324]	<ul style="list-style-type: none"> Requires a recipient to show proof of insurance before receiving any emergency funds.
Sec. 30012. Public Transportation Safety Program [49 U.S.C. 5329]	<ul style="list-style-type: none"> Requires the inclusion of safety performance measures for all modes of public transportation to the required elements under the national public transportation safety plan. Also requires the inclusion of minimum safety performance standards that take into account to the greatest extent possible "innovations in driver assistance technologies and driver protection infrastructure, where appropriate, and a reduction in visibility impairments that contribute to pedestrian fatalities"; minimum safety standards that take into account "precautionary and reactive actions required to ensure public and personal safety and health during an emergency"; and consideration of performance-based and risk-based methodologies. Requires an update to the national public transportation safety plan with respect to recipients receiving assistance under section 5307 that serve an urbanized area with a population of 200,000 or more. Makes additional provisions for recipients under 5307 in areas under 200K, including that the agency safety plan be developed in cooperation with frontline employee representatives. Adds requirement to make provisions consistent with CDC and state health guidelines to minimize exposure to infectious diseases. Requires the establishment of risk reduction performance targets based on a 3-year rolling average. Applies only to recipients in urbanized areas with a population above 200,000. Requires them to allocate no less than 0.75% of their 5307 funds to safety-related projects. Failure to meet the performance targets establishes a requirement that this set-aside be used on projects "reasonably likely to assist the recipient in meeting the performance targets..." Provides requirements for establishing a safety committee.
Sec. 30013. Administrative Provisions [49 U.S.C. 5334(h)(4)]	<ul style="list-style-type: none"> Provides an exemption from reimbursing the federal government for the disposal or sale of equipment or other assets worth less than \$5,000.
Sec. 30014. National Transit Database [49 U.S.C. 5335]	<ul style="list-style-type: none"> Adds "geographic service area coverage" to areas the national transit database is to collect information about. Makes changes to the information collected from grant recipients, to include asset inventory or condition assessment, data on assaults on transit workers, and data on facilities that result from an impact with a bus.
Sec. 30015. Apportionment of Appropriations for Formula Grants [49 U.S.C. 5336(h)(3)]	<ul style="list-style-type: none"> At least 3% must go to urbanized areas with populations less than 200,000. For safety oversight program grants, states must set aside .75% of the apportioned funds (.50% currently).
Sec. 30016. State of Good Repair Grants [49 U.S.C. 5337]	<ul style="list-style-type: none"> Adds a new section on competitive grants for rail vehicle replacement. Maximum share of a project a grant can support is 50%, but federal funds in total can fund up to 80%.
Sec. 30017. Authorizations [49 U.S.C. 5338]	<ul style="list-style-type: none"> Provides authorizations for FTA programs: \$69.9B over 5 years Provides specific breakdowns for each program; too numerous to list here.
Sec. 30018. Grants for Buses and Bus Facilities [49 U.S.C. 5339]	<ul style="list-style-type: none"> Increases funding for "buses and bus facilities" grants to \$206M per year, with each state receiving at least \$4M and each territory at least \$1M. Encourages the use of cooperative purchase agreements and requires justification for why those procedures were not used for standalone purchases of five buses for fewer. Requires that no less than 15% of funds for bus and bus facility competitive grants be reserved for projects in rural areas, unless there are not sufficient applications submitted to meet the 15% threshold. Outlines elements of the competitive process to be used, allows applications to be submitted by entities in partnership, and are encouraged to use cooperative purchase agreements and requires justification for why those procedures were not used for standalone purchases of five buses for fewer. Under low or no emission grants, makes provision for rural awards; for projects related to zero emission vehicles, recipients must submit a zero emission transition plan. Makes changes to the requirements that projects must meet to qualify for these

	grants. allows Applications to be submitted by entities in partnership. Requires that 5% of grants related to zero emissions vehicles be used to fund workforce development training.
Sec. 30019. Washington Metropolitan Area Transit Authority Safety, Accountability, and Investment	<ul style="list-style-type: none"> • Authorizes \$1.5B (\$150M/year) to WMATA over a ten-year period. • Requires that \$5M of federal funds and \$5M of matching funds be used to fund an Inspector General of the Washington Metropolitan Area Transit. • Requires that federal funds not be spent until WMATA provides specific information as outlined in the legislation. Also requires WMATA to prepare an annual report to Congress.
DIVISION J - APPROPRIATIONS	
Title I - Agriculture, Rural Development, Food and Drug Administration	
Farm Production and Conservation Programs	<ul style="list-style-type: none"> • \$500M for watershed and flood prevention operations • \$118M for watershed rehabilitation program • \$300M for emergency watershed protection program
Rural Development Programs	<ul style="list-style-type: none"> • \$2.0B for rural utilities service distance learning, telemedicine, and broadband program <ul style="list-style-type: none"> ○ \$74M for broadband loans ○ \$1.9B for broadband loan and grant pilot program
Title II - Commerce, Justice, Science	
Department of Commerce	<ul style="list-style-type: none"> • \$42.5B for broadband equity, access, and deployment program grants • \$2.0B for broadband connectivity fund for the Tribal Broadband Connective Program • \$2.8B for digital equity (divided up to include funding for state digital equity plan planning grants, state capacity grants, and digital equity competitive grant program • \$1.0B for middle mile deployment • \$2.6B for NOAA operations, research, and facilities • \$180M for NOAA procurement, acquisition, and construction • \$172M for NOAA for pacific coast salmon recovery
Title III - Energy and Water Development	
Department of the Army	<ul style="list-style-type: none"> • \$150M for investigations under Corps of Engineers • \$11.6B for construction under Corps of Engineers • \$808M for Mississippi River and Tributaries under Corps of Engineers • \$4B for O&M under Corps of Engineers • \$160M for regulatory program under Corps of Engineers • \$40M for expenses under Corps of Engineers • \$75M for water infrastructure finance and innovation
Department of the Interior	<ul style="list-style-type: none"> • \$50M for the Central Utah project completion account • \$8.3B for Bureau of Reclamation water and related resources
Department of Energy	<ul style="list-style-type: none"> • \$16.3B for energy efficiency and renewable energy <ul style="list-style-type: none"> ○ \$250M for energy efficiency revolving loan fund capitalization grant program ○ \$40M for grants for the energy auditor training grant program ○ \$225M for grants for implementing of updated building energy code ○ \$10M for building, training, and assessment centers ○ \$10M for career skills training ○ \$150M for industrial research and assessment centers ○ \$400M for implementation grants for industrial research and assessment centers ○ \$50M for manufacturing leadership ○ \$500M for energy efficiency improvements and renewable energy improvements at public school facilities

	<ul style="list-style-type: none"> ○ \$50M for energy efficiency materials pilot program ○ \$3.5B for activities under the weatherization assistance program ○ \$250M for grants for the assisting federal facilities with energy conservation technologies grant program ○ \$10M for extended product system rebates ○ \$10M for energy efficient transformer rebates ○ \$3B for battery material processing grants ○ \$3B for battery manufacturing and recycling grants ○ \$125M for battery and critical mineral recycling ○ \$10M for lithium-ion battery recycling prize competition ○ \$200M for electric drive vehicle battery recycling and second-life applications program ○ \$750M for advanced energy manufacturing and recycling grant program ○ \$500M for clean hydrogen manufacturing recycling research, development, and demonstration program ○ \$1B for clean hydrogen electrolysis program ○ \$500M for the state energy program ○ \$125M for activities under section 242 of Energy Policy Act of 2005 ○ \$75M for activities under section 243 of Energy Policy Act of 2005 ○ \$553.6M for hydroelectric incentives ○ \$10M for pumped storage hydropower wind and solar integration and system reliability initiative ○ \$36M for activities under section 634 of Energy Independence and Security Act of 2007 ○ \$70.4M for activities under section 635 of Energy Independence and Security Act of 2007 ○ \$40M for National Marine Energy Centers ○ \$84M for activities under section 615(d) of Energy Independence and Security Act of 2007 ○ \$60M for wind energy technology program ○ \$40M for wind energy technology recycling research, development, and demonstration program ○ \$40M for activities under section 3004(b)(2) of Energy Act of 2020 ○ \$20M for activities under section 3004(b)(3) of Energy Act of 2020 ○ \$20M for activities under section 3004(b)(4) of Energy Act of 2020
Department of Energy	<ul style="list-style-type: none"> ● \$550M for cybersecurity, energy security, and emergency response <ul style="list-style-type: none"> ○ \$250M for activities under Cybersecurity for the Energy Sector Research, Development, and Demonstration Program ○ \$50M for energy sector operational support for cyberresilience program ○ \$250M for activities under rural and municipal utility advanced cybersecurity grant and technical assistance program
Department of Energy	<ul style="list-style-type: none"> ● \$8.1B for electricity <ul style="list-style-type: none"> ○ \$5B for grants under 40101 division D ○ \$50M for transmission facilitation program ○ \$3B for activities under the smart grid investment matching grant program ○ \$50M for advanced energy security program to secure energy networks ● \$6B for nuclear energy ● \$7.5B for fossil energy and carbon management <ul style="list-style-type: none"> ○ \$310M for carbon utilization program ○ \$100M for engineering and design activities under carbon capture technology program ○ \$2.5B for carbon storage validation and testing ○ \$3.5B for development of four regional clean direct air capture hubs ○ \$15M for precommercial direct air capture technology prize competitions ○ \$100M for commercial direct air capture technology prize competitions ○ \$140M for rare earth elements demonstration facility ○ \$127M for rare earth mineral security activities

	<ul style="list-style-type: none"> ○ \$600M for critical material innovation, efficiency, and alternatives activities ○ \$75M for critical material supply chain research facility ○ \$30M for activities authorized in section 349(b)(2) of the Energy Policy Act of 2005 ● \$2.1B for the Carbon Dioxide Transportation Infrastructure Finance and Innovation Program
Department of Energy	<ul style="list-style-type: none"> ● \$21.5B for Office of Clean Energy Demonstrations <ul style="list-style-type: none"> ○ \$355M for energy storage demonstration pilot grant program ○ \$150M for the long-duration demonstration initiative and joint program ○ \$2.5B for advanced reactor demonstration program ○ \$937M for carbon capture large-scale pilot projects ○ \$2.5B for the carbon capture demonstration projects program ○ \$500M for industrial emission demonstration projects ○ \$500M for clean energy demonstration program on current and former mine land ○ \$8.0B for regional clean hydrogen hubs ○ \$5.0B for grants for the program upgrading our electric grid and ensuring reliability and resiliency ○ \$1.0B for activities for energy improvement in rural and remote areas
Power Marketing Administrations	<ul style="list-style-type: none"> ● \$500M for construction, rehabilitation, operation and maintenance, Western Area Power Administration
Independent Agencies	<ul style="list-style-type: none"> ● \$1.0B for Appalachian Regional Commission ● \$150M for Delta Regional Authority ● \$75M for Denali Commission ● \$150M for Northern Border Regional Commission ● \$5M for Southeast Crescent Regional Commission ● \$1.3M for Southwest Border Regional Commission
Title IV - Financial Services and General Government	
	<ul style="list-style-type: none"> ● \$21M for Office of the National Cyber Director ● \$14.2B for Federal Communications Commission affordable connectivity program ● \$3M for Federal Permitting Improvement Steering Council environmental review improvement fund ● \$3.4B for General Services Administration federal buildings fund <ul style="list-style-type: none"> ○ \$2.5B for projects on the U.S. Customs and Border Protection five-year plan ○ \$430M for projects with completed U.S. Customs and Border Protection/General Services Administration feasibility studies ○ \$210M for land ports of entry (LPOE) infrastructure paving; acquisition of leased LPOEs; and additional Federal Motor Carrier Safety Administration requirements at the Southern Border
Title V – Department of Homeland Security	
Security Enforcement, and Investigations	<ul style="list-style-type: none"> ● \$330M for U.S. Customs and Border Protection Operations and Support, for furniture, fixtures, and equipment for the land ports of entry modernized with funding provided to the General Services Administration in this Act ● \$100M for U.S. Customs and Border Protection for Procurement, Construction, and Improvements for land port of entry construction, modernization, and sustainment ● \$5M for Coast Guard Operations and Support for personnel and administrative expenses ● \$429M for Coast Guard for Procurement, Construction, and Improvements <ul style="list-style-type: none"> ○ \$131.5M for housing, family support, safety, and training facilities ○ \$158M for shore construction addressing facility deficiencies ○ \$19.5M shall be for shore construction supporting operational assets and maritime commerce ○ \$120M shall be for construction and improvement of childcare development centers
Protection, Preparedness, Response, and Recovery	<ul style="list-style-type: none"> ● \$35M for Cybersecurity and Infrastructure Security Agency for Operations and Support for risk management operations and stakeholder engagement and requirements

	<ul style="list-style-type: none"> • \$100M for Cybersecurity and Infrastructure Security Agency Cybersecurity Response and Recovery Fund for cyber response and recovery • \$67M for Federal Emergency Management Agency for Operations and Support for Federal agency dam safety activities and assistance to States • \$2.2B for Federal Emergency Management Agency for Operations and Support for Federal Assistance <ul style="list-style-type: none"> ○ \$500M for grants pursuant to section 205 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act ○ \$148M for grants to States pursuant to section 8(e) of the National Dam Safety Program Act ○ \$585M for grants to States pursuant to section 8A of the National Dam Safety Program Act ○ \$1.0B for grants to states, local, Tribal, and territorial governments for improvement to cybersecurity and critical infrastructure • \$1B for Federal Emergency Management Agency for Disaster Relief Fund for additional grants under section 203(i) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act • \$3.5B for Federal Emergency Management Agency for National Flood Insurance Fund for flood mitigation actions and for flood mitigation assistance • \$157.5M for Science and Technology Directorate for Research and Development for critical infrastructure security and resilience research, development, test, and evaluation
Title VI - Department of the Interior, Environment	
Department of the Interior	<ul style="list-style-type: none"> • \$455M for U.S. Fish and Wildlife Service Resource Management <ul style="list-style-type: none"> ○ \$255M for the regional ecosystem restoration purposes <ul style="list-style-type: none"> ▪ \$26M for Delaware River Basin Conservation Act ▪ \$162M for Klamath Basin restoration activities, including habitat restoration, planning, design, engineering, environmental compliance, fee acquisition, infrastructure development, construction, operations and maintenance, improvements, and expansion, as necessary, on lands currently leased by the U.S. Fish and Wildlife Service for conservation and recovery of endangered species ▪ \$17M for implementing section 5(d)(2) of the Lake Tahoe Restoration Act ▪ \$50M for sagebrush steppe ecosystem ○ \$200M for restoring fish and wildlife passage by removing in-stream barriers and providing technical assistance under the National Fish Passage Program • \$510.7M for U.S. Geological Survey for Surveys Investigations, and Research for the Secretary of the Interior to carry out activities authorized in sections 40201, 40204, and 41003(a) of division D of this Act <ul style="list-style-type: none"> ○ \$320M to carry out section 40201 of division D of this Act ○ \$167M to carry out section 40204 of division D of this Act ○ \$23.7M to carry out section 41003(a) of division D of this Act • \$11.3B for Office of Surface Mining Reclamation and Enforcement Abandoned Mine Reclamation Fund to carry out section 40701 of division D of this Act <ul style="list-style-type: none"> ○ \$25M to carry out activities as authorized in section 40701(g) of division D of this Act
Indian Affairs	<ul style="list-style-type: none"> • \$216M for Bureau of Indian Affairs Operation of Indian Programs for Tribal climate resilience, adaptation, and community relocation planning, design, and implementation of projects which address the varying climate challenges facing Tribal communities across the country <ul style="list-style-type: none"> ○ \$130M for community relocation ○ \$86M for Tribal climate resilience and adaptation projects • \$250M for Bureau of Indian Affairs Construction for construction, repair, improvement, and maintenance of irrigation and power systems, safety of dams, water sanitation, and other facilities <ul style="list-style-type: none"> ○ \$50M for addressing irrigation and power systems ○ \$200M for safety of dams, water sanitation, and other facilities

Departmental Offices	<ul style="list-style-type: none"> • \$905M for Office of the Secretary of the Interior for Departmental Operations for the Secretary of the Interior to carry out activities as authorized in section 40804 of division D of this Act
Department-Wide Programs	<ul style="list-style-type: none"> • \$1.5B for Wildland Fire Management <ul style="list-style-type: none"> ○ \$1.1B for the Secretary of the Interior to carry out activities for the Department of the Interior, as authorized in section 40803 of division D of this Act, including fuels management activities ○ \$178M for fuels management activities ○ \$225M for burned area rehabilitation • \$4.7B for an Energy Community Revitalization program to carry out orphaned well site plugging, remediation, and restoration activities authorized in section 349 of the Energy Policy Act of 2005 <ul style="list-style-type: none"> ○ \$250M to carry out activities authorized in section 349(b) of the Energy Policy Act of 2005, as amended by section 40601 of division D of this Act ○ \$775M to carry out activities authorized in section 349(c)(3) of the Energy Policy Act of 2005 (42 U.S.C. 15907(c)(3)), as amended by section 40601 of division D of this Act ○ \$2B to carry out activities authorized in section 349(c)(4) of the Energy Policy Act of 2005 (42 U.S.C. 15907(c)(4)), as amended by section 40601 of division D of this Act ○ \$1.5B to carry out activities authorized in section 349(c)(5) of the Energy Policy Act of 2005 (42 U.S.C. 15907(c)(5)), as amended by section 40601 of division D of this Act ○ \$150M to carry out activities authorized in section 349(d) of the Energy Policy Act of 2005 (42 U.S.C. 15907(d)), as amended by section 40601 of division D of this Act ○ \$2M provided by the Secretary through a cooperative agreement with the Interstate Oil and Gas Compact Commission to carry out the consultations authorized in section 349 of the Energy Policy Act of 2005 (42 U.S.C. 15907), as amended by section 40601 of division D of this Act
Environmental Protection Agency	<ul style="list-style-type: none"> • \$2.0B for Environmental Programs and Management <ul style="list-style-type: none"> ○ \$1.7B for Geographic Programs <ul style="list-style-type: none"> ▪ \$1B for Great Lakes Restoration Initiative ▪ \$238M for Chesapeake Bay ▪ \$24M for San Francisco Bay ▪ \$89M for Puget Sound; ▪ \$106M for Long Island Sound ▪ \$53M for Gulf of Mexico ▪ \$16M for South Florida ▪ \$40M for Lake Champlain ▪ \$53M for Lake Pontchartrain ▪ \$15M for Southern New England Estuaries ▪ \$79M for Columbia River Basin ▪ \$4M for other geographic activities which includes Pacific Northwest ○ \$132M for the National Estuary Program grants ○ \$60M for actions under the Gulf Hypoxia Action Plan ○ \$25M to support permitting of Class VI wells as authorized under section 40306 of division D of this Act, to be carried out by Drinking Water Programs ○ \$10M for developing battery recycling best practices, as authorized under section 70401(b) of division G of this Act, to be carried out by the Resource Conservation and Recovery Act program ○ \$15M for developing voluntary battery labeling guidelines, as authorized under section 70401(c) of division G of this Act, to be carried out by the Resource Conservation and Recovery Act program • \$3.5B for Hazardous Substance Superfund from Trust Fund and \$3.5B for Hazardous Substance Superfund from General Funds for all costs associated with Superfund Remedial activities • \$55.4B for State and Tribal Assistance Grants

	<ul style="list-style-type: none"> ○ \$11.7B for capitalization grants for the Clean Water State Revolving Funds ○ \$11.7B for capitalization grants for the Drinking Water State Revolving Funds ○ \$15.0B for capitalization grants for the Drinking Water State Revolving Funds ○ \$1.0B for capitalization grants for the Clean Water State Revolving Funds ○ \$4.0B for capitalization grants for the Drinking Water State Revolving Funds ○ \$5.0B for grants for addressing emerging contaminants ○ \$50M to award Underground Injection Control grants and for activities to support states' efforts to develop programs leading to primacy ○ \$1.5B for brownfields activities <ul style="list-style-type: none"> ▪ \$1.2B to carry out Brownfields projects authorized by section 104(k) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), including grants, interagency agreements and associated program support costs <ul style="list-style-type: none"> • Up to \$600M for grants to remediate brownfields sites under various grant programs ▪ \$300M to carry out section 128 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 ○ \$100M for all costs for carrying out section 6605 of the Pollution Prevention Act ○ \$275M for grants under section 302(a) of the Save Our Seas 2.0 Act ○ \$75M to award grants focused on improving material recycling, recovery, management, and reduction ○ \$5.0B for the Clean School Bus Program <ul style="list-style-type: none"> ▪ \$2.5B for zero emission school buses ▪ \$2.5B for clean school buses and zero emission school buses
Drinking and Clean Water	<ul style="list-style-type: none"> • \$5.6B additional dollars to carry out the purposes of section 1452 of the Safe Drinking Water Act • \$8.2B to carry out the purposes of title VI of the Federal Water Pollution Control Act (grants to capitalize State Water Pollution Control Revolving Funds)
Department of Agriculture Forest Service	<ul style="list-style-type: none"> • \$10M for Forest and Rangeland Research for the Secretary of Agriculture, acting through the Chief of the Forest Service, to carry out activities of the Joint Fire Science Program • \$1.5B for State and Private Forestry <ul style="list-style-type: none"> ○ \$718M to carry out activities for the Department of Agriculture, as authorized in sections 40803 and 40804 of division D of this Act ○ Not less than \$500M for grants to at-risk communities for wildfire mitigation activities ○ Not less than \$88M for State Fire Assistance ○ Not less than \$20M for Volunteer Fire Assistance • \$2.9B for National Forest System <ul style="list-style-type: none"> ○ \$2.1B to carry out activities for the Department of Agriculture as authorized in sections 40803 and 40804 of division D of this Act ○ \$102.8M for hazardous fuels management activities <ul style="list-style-type: none"> ▪ Up to \$60M for creating incentives for increased use of biomass from National Forest System lands, including the Community Wood Energy Program and the Wood Innovation Grants Program ▪ Up to \$40M for implementation of the Tribal Forestry Protection Act ○ \$45M for burned area recovery • \$360M for Capital Improvement and Maintenance <ul style="list-style-type: none"> ○ \$250M to carry out activities of the Legacy Road and Trail Remediation Program ○ \$100M for construction of temporary roads or reconstruction and maintenance of roads to facilitate forest restoration and management projects that reduce wildfire risk ○ \$10M for the removal of non-hydropower Federal dams and for providing dam removal technical assistance • \$696.2M for Wildland Fire Management to carry out activities for the Department of Agriculture as authorized in section 40803 of division D of this Act

Department of Health and Human Services	<ul style="list-style-type: none"> • \$3.5B for Indian Health Service Indian Health Facilities for the provision of domestic and community sanitation facilities for Indians <ul style="list-style-type: none"> ○ Up to \$2.2B for projects that exceed the economical unit cost
Title VII - Labor, Health and Human Services, and Education	
Department of Health and Human Services	<ul style="list-style-type: none"> • \$500M for Administration for Children and Families Low Income Home Energy Assistance
Title VIII - Transportation, Housing and Urban Development	
Department of Transportation - Office of the Secretary	<ul style="list-style-type: none"> • \$12.5B for National Infrastructure Investments for necessary expenses to carry out chapter 67 of title 49 (provided as emergency funding) <ul style="list-style-type: none"> ○ \$5.0B to carry out section 6701 (National infrastructure project assistance, as established by this legislation) (\$1B per year, available until expended) ○ \$7.5B to carry out section 6702 (Local and regional project assistance, as established by this legislation) (\$1.5B per year, each year's appropriation available for 5 years) • \$5.0B for Safe Streets and Roads for All Grants for competitive grants, as authorized under section 24112 of division B of this Act (\$1.0B per year, available until expended, provided as emergency funding) <ul style="list-style-type: none"> ○ Secretary shall issue a notice of funding opportunity not later than 180 days after each date upon which funds are made available ○ Secretary shall make awards not later than 270 days after issuing the notices of funding opportunity • \$1.0B for National Culvert Removal, Replacement, and Restoration Grants as authorized by section 6203 of title 49 (\$200M per year, available until expended, provided as emergency funding) • \$500M for Strengthening Mobility and Revolutionizing Transportation Grant Program as authorized by section 25005 of division B of this Act (\$100M per year, available until expended, provided as emergency funding)
Administrative Provisions - Office of the Secretary of Transportation	<ul style="list-style-type: none"> • Places newly formed Office of Multimodal Infrastructure and Freight in charge of: <ol style="list-style-type: none"> 1. the national infrastructure projects program under section 6701 of title 49, United States Code; 2. the local and regional projects program under section 6702 of title 49; 3. the strengthening mobility and revolutionizing transportation grant program under section 25005 of division B of this Act; 4. the nationally significant freight and highways projects under section 117 of title 23; 5. the national culvert removal, replacement, and restoration grant program under section 6203 of title 49; and 6. other discretionary financial assistance programs that the Secretary determines should be administered by the Office of Multimodal Infrastructure and Freight, subject to the approval of the House and Senate Committees on Appropriations
Federal Aviation Administration	<ul style="list-style-type: none"> • \$5.0B for Facilities and Equipment (\$1.0B per year, available until expended, provided from general fund, provided as emergency funding) for: <ol style="list-style-type: none"> (1) Replacing terminal and en route air traffic control facilities (2) Improving air route traffic control center and combined control facility buildings (3) Improving air traffic control en route radar facilities (4) Improving air traffic control tower and terminal radar approach control facilities (5) National airspace system facilities OSHA and environmental standards compliance (6) Landing and navigational aids (7) Fuel storage tank replacement and management (8) Unstaffed infrastructure sustainment (9) Real property disposition (10) Electrical power system sustain and support (11) Energy maintenance and compliance (12) Hazardous materials management and environmental cleanup (13) Facility security risk management (14) Mobile asset management program (15) Administrative expenses, including salaries and expenses, administration, and oversight

	<ul style="list-style-type: none"> • Requires Secretary of Transportation to provide House and Senate Appropriations Committees annually a detailed spend plan, including a list of project locations of air traffic control towers and contract towers to be funded for fiscal year 2022 • \$15B for Airport Infrastructure Grants (\$3B per year, each year's appropriation available for 4 years, provided from general fund) • \$5B for Airport Terminal Program (\$1B per year, each year's appropriation available for 4 years, provided from general fund) for the Secretary of Transportation to provide competitive grants for airport terminal development projects that address the aging infrastructure of the nation's airports
Federal Highway Administration	<ul style="list-style-type: none"> • \$47.3B for Highway Infrastructure Program (\$9.5B for each fiscal year, available until expended in most cases, provided from general fund, not subject to obligation limitation) <ul style="list-style-type: none"> ○ \$27.5B for bridge replacement, rehabilitation, preservation, protection, and construction program (administered as if apportioned under chapter 1 of title 23, treated as a project on a federal-aid highway) <ul style="list-style-type: none"> ▪ Funds made available under this paragraph in this Act that are distributed to States shall be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads ▪ Funds distribution: <ul style="list-style-type: none"> • 75 percent by the proportion that the total cost of replacing all bridges classified in poor condition in such State bears to the sum of the total cost to replace all bridges classified in poor condition in all States; and • 25 percent by the proportion that the total cost of rehabilitating all bridges classified in fair condition in such State bears to the sum of the total cost to rehabilitate all bridges classified in fair condition in all States • Each state must receive at least \$45M each fiscal year ▪ 3% for Tribal Transportation at 100% federal share ▪ 15% for off-system bridges at 100% federal share ○ \$5.0B for National Electric Vehicle Formula Program (\$5B per year, available until expended, apportioned to states in the same ratio as core programs) to provide funding to States to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability: <ol style="list-style-type: none"> 1. Acquisition and installation of electric vehicle charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability; 2. Proper operation and maintenance of electric vehicle charging infrastructure; and 3. Data sharing about electric vehicle charging infrastructure to ensure the long-term success of investments. <ul style="list-style-type: none"> ▪ Distributed in same proportion as a state's apportionment total for the overall transportation program ▪ Federal share is 80% ▪ Requires states to submit plans regarding how they intend to use these funds ▪ Funds may be used to contract with a private entity for acquisition and installation of publicly accessible electric vehicle charging infrastructure and the private entity may pay the non-Federal share of the cost of project ▪ Projects must be open to the public or to authorized commercial motor vehicle operators from more than one company ▪ Projects must be located along a designated alternative fuel corridor, unless those corridors are built out and then eligible facilities expands ▪ 10% each fiscal year must be set aside for grants to States or localities that require additional assistance to strategically deploy electric vehicle charging infrastructure, and a grant program established to distribute these funds

	<ul style="list-style-type: none"> ▪ Establishes a Joint Office of Energy and Transportation in the Department of Transportation and the Department of Energy to study, plan, coordinate, and implement issues of joint concern between the two agencies ○ \$3.2B for Nationally Significant Freight and Highway Projects (117 title 23) ○ \$9.2B for Bridge Investment Program (124 title 23) <ul style="list-style-type: none"> ▪ \$20M per year to provide grants for planning, feasibility analysis, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under this paragraph ○ \$150M for Reduction of Truck Emissions at Port Facilities Program (section 11402 of division A, administered as under Chapter 1 of title 23) ○ \$95M for University Transportation Centers Program (available until expended) ○ \$500M for Reconnecting Communities Pilot Program (sec. 11509 of division A) (available until expended) <ul style="list-style-type: none"> ▪ \$100M for planning grants under 11509(c) <ul style="list-style-type: none"> • Not more than \$15M each fiscal year to provide technical assistance ▪ \$400M for capital construction grants ○ \$342M for Construction of Ferry Boats and Ferry Terminal Facilities (147 title 23) (available until expended) ○ \$1.25B for Appalachian Development Highway System (1069(y) of PL 102-240)
Federal Motor Carrier Safety Administration	<ul style="list-style-type: none"> • \$50M for motor carrier safety operations and programs to carry out motor carrier safety operations and programs (31110 title 49) (from general funds; emergency funds; available for three years after appropriated) • \$622.5M for Motor Carrier Safety Grants (from general funds; emergency funds; available for three years after appropriated) <ul style="list-style-type: none"> ○ Up to \$400M for carrier safety assistance program ○ Up to \$80M for commercial driver's license program implementation program ○ Up to \$132.5M for the high priority activities program ○ Up to \$10M for commercial motor vehicle operators grants
National Highway Traffic Safety Administration	<ul style="list-style-type: none"> • \$750M for Crash Data (section 24108 of division B) (available for three years after appropriated; emergency funds) • \$548.5B for Vehicle Safety and Behavioral Research Programs for activities to include behavioral research on Automated Systems and Advanced Driver Assistance Systems and improving consumer responses to safety recalls (403 title 23 and 303 title 49) (from general funds; emergency funds; available for three years after appropriated) <ul style="list-style-type: none"> ○ Up to \$350M may be transferred to Operations and Research to carry out traffic and highway safety • \$310M for Supplemental Traffic Safety Programs (402 and 405 title 23 and 24101(a)(5) of division B) (from general funds; emergency funds; available for three years after appropriated) <ul style="list-style-type: none"> ○ \$100M for highway safety programs under section 402 of title 23 ○ \$110M for national priority safety programs under section 405 of title 23 ○ \$100M for administrative expenses under section 24101(a)(5) of division B
Federal Railroad Administration	<ul style="list-style-type: none"> • \$5B for Consolidated Rail Infrastructure and Safety Improvements for competitive grants, as authorized under section 22907 of title 49 (22907 title 49) (emergency funds; available until expended) • \$6B for Northeast Corridor Grants to the National Railroad Passenger Corporation for capital projects for the purpose of eliminating the backlog of obsolete assets and Amtrak's deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure (22101(a) of division B) (emergency funds; available until expended). Eligibilities include: <ol style="list-style-type: none"> 1. Acquiring new passenger rolling stock for the replacement of single-level passenger cars used in Amtrak's Northeast Corridor services, and associated rehabilitation, upgrade, and expansion of facilities used to maintain and store such equipment 2. Bringing Amtrak-served stations to full compliance with the Americans with Disabilities Act 3. Eliminating the backlog of deferred capital work on sole-benefit Amtrak-owned assets located on the Northeast Corridor 4. Carrying out Northeast Corridor capital renewal backlog projects <ul style="list-style-type: none"> ○ Can be used a non-federal match for funds under Federal-State Partnership grants

	<ul style="list-style-type: none"> • \$16B for National Network activities for activities associated with the National Network (22101(b) of division B) (emergency funds; available until expended) <ul style="list-style-type: none"> ○ For capital projects for the purpose of eliminating Amtrak’s deferred maintenance backlog of rolling stock, facilities, stations and infrastructure, including— <ol style="list-style-type: none"> 1. acquiring new passenger rolling stock to replace obsolete passenger equipment used in Amtrak’s long-distance and state-supported services, and associated rehabilitation, upgrade, or expansion of facilities used to maintain and store such equipment 2. bringing Amtrak-served stations to full compliance with the Americans with Disabilities Act 3. eliminating the backlog of deferred capital work on Amtrak-owned railroad assets not located on the Northeast Corridor 4. projects to eliminate the backlog of obsolete assets associated with Amtrak’s national rail passenger transportation system, such as systems for reservations, security, training centers, and technology • \$3B for Railroad Crossing Elimination Program for competitive grants (22909 title 49) (emergency funds; available until expended) • \$36B for Federal-State Partnership for Intercity Passenger Rail Grants (24911 title 49) (emergency funds; available until expended) <ul style="list-style-type: none"> ○ \$24B for projects in the Northeast Corridor
Federal Transit Administration	<ul style="list-style-type: none"> • \$10.3B for Transit Infrastructure Grants (general funds; emergency funds; available until expended) <ul style="list-style-type: none"> ○ \$4.8B for state of good repair grants (5337(c) and (d) title 49) ○ \$5.3B for low or no emission grants (5339(c) title 49) ○ \$250M for formula grants for the enhanced mobility of seniors and individuals with disabilities (5310 title 49) • \$8B for Capital Investment Grants (emergency funds; available until expended) <ul style="list-style-type: none"> ○ Not more than 55% for New Fixed Guideway Grants (5309(d) title 49) ○ Not more than 20% for Core Capacity Improvement Projects (5309(e) title 49) ○ Not more than 15% for New Starts (5309(h) title 49) ○ Not more than 10% for projects under FAST Act section 3005(b) • \$1.8B for All Stations Accessibility Program for competitive grants to assist eligible entities in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities, including those who use wheelchairs, by increasing the number of existing (as of the date of enactment of this Act) stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990 (general funds; available until expended; emergency funds) <ul style="list-style-type: none"> ○ States and local government authorities are eligible recipients ○ Funds must be used to upgrade stations and may not use funds to upgrade a station that is already accessible ○ 80% federal cost share • \$250M for Electric or Low-Emitting Ferry Program for competitive grants for electric or low-emitting ferry pilot program grants (71102 of division G) (from general funds; emergency funds; available until expended) • \$1B for Ferry Service for Rural Communities for competitive grants to states for eligible ferry service (71103 of division G) (general funds; emergency funds; available until expended)
Maritime Administration	<ul style="list-style-type: none"> • \$25M for Operation’s and Training for America’s Marine Highway Program for grants (55601(b)(1) and (3) title 46) (emergency funds; available until September 30, 2032) • \$2.3B for Port Infrastructure Development Program (emergency funds; available for 10 years after funds are appropriated) (50302(c)(3) title 46) <ul style="list-style-type: none"> ○ Additional eligibilities: Projects that improve the resiliency of ports to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundation, as well as projects that reduce or eliminate port-related criteria pollutant or greenhouse gas emissions, including projects for: <ol style="list-style-type: none"> (1) Port electrification or electrification master planning

	<ul style="list-style-type: none"> (2) Harbor craft or equipment replacements/retrofits (3) Development of port or terminal microgrids (4) Providing idling reduction infrastructure (5) Purchase of cargo handling equipment and related infrastructure (6) Worker training to support electrification technology (7) Installation of port bunkering facilities from ocean-going vessels for fuels (8) Electric vehicle charge or hydrogen refueling infrastructure for drayage, and medium or heavy duty trucks and locomotives that service the port and related grid upgrades (9) Other related to port activities including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies
<p>Pipeline and Hazardous Materials Safety Administration</p>	<ul style="list-style-type: none"> • \$1B for Natural Gas Distribution Infrastructure Safety and Modernization Grant Program for competitive grants for the modernization of natural gas distribution pipelines (emergency funds; available for 10 years after appropriated) <ul style="list-style-type: none"> ○ Funds shall be available to a municipality or community owned utility (not including for-profit entities) to repair, rehabilitate, or replace its natural gas distribution pipeline system or portions thereof or to acquire equipment to (1) reduce incidents and fatalities and (2) avoid economic losses