

119TH CONGRESS
2D SESSION

H. R. 8653

To direct the Secretary of Transportation to establish a grant program for demonstration projects that make critical transportation infrastructure resilient to natural hazards, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 4, 2026

Mr. GARAMENDI (for himself and Mr. THOMPSON of California) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To direct the Secretary of Transportation to establish a grant program for demonstration projects that make critical transportation infrastructure resilient to natural hazards, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Accelerating Dem-
5 onstration Approaches for Protecting Transportation As-
6 sets Act” or the “ADAPT Assets Act”.

1 **SEC. 2. ACCELERATING DEMONSTRATION APPROACHES**
2 **FOR PROTECTING TRANSPORTATION ASSETS**
3 **PROGRAM.**

4 (a) IN GENERAL.—The Secretary of Transportation
5 shall establish and carry out a competitive grant program,
6 to be known as the “Accelerating Demonstration Ap-
7 proaches for Protecting Transportation Assets Program”
8 (in this section referred to as the “Program”), to provide
9 up to 10 grants to eligible applicants for demonstration
10 projects that make critical transportation infrastructure
11 resilient to natural hazards.

12 (b) ELIGIBLE APPLICANTS.—An eligible applicant
13 under the Program is—

14 (1) a metropolitan planning organization (as
15 defined in section 134 of title 23, United States
16 Code);

17 (2) a State;

18 (3) a unit of local government;

19 (4) a public transportation agency or authority;

20 (5) a port or public toll authority that owns or
21 operates eligible transportation assets;

22 (6) a Tribal government; or

23 (7) a consortium of 2 or more entities described
24 in paragraphs (1) through (5), including a consor-
25 tium led by a metropolitan planning organization, so
26 long as the applicants demonstrate a regional part-

1 nership and governance structure for project deliv-
2 ery.

3 (c) APPLICATION REQUIREMENTS.—To be eligible for
4 a grant under the Program, an eligible applicant shall sub-
5 mit to the Secretary an application at such time and con-
6 taining such information as the Secretary may require.

7 (d) PROJECT SELECTION CRITERIA.—In selecting
8 projects under the Program, the Secretary shall consider,
9 at a minimum, the extent to which the project—

10 (1) addresses existing or predicted recurring
11 damage or asset failure of a high-risk transportation
12 asset or corridor based on documented exposure to
13 hazard risk;

14 (2) provides transportation system benefits, in-
15 cluding preserving or enhancing regional or state-
16 wide mobility, economy, goods movement, safety,
17 and emergency response access;

18 (3) provides additional benefits, including en-
19 hancing resilience of adjacent communities, the envi-
20 ronment, and other critical infrastructure;

21 (4) is consistent with a resilience improvement
22 plan authorized under this Act;

23 (5) demonstrates readiness to proceed, includ-
24 ing through—

1 (A) demonstrating that it is supported by
2 a regional partnership and governance plan that
3 identifies roles, responsibilities, and decision-
4 making processes across affected facility own-
5 ers, land owners, funders, jurisdictions; and
6 modes; and

7 (B) completion of planning activities car-
8 ried out in a manner consistent with section
9 168 of title 23, United States Code, or other
10 key predevelopment milestones, or a credible
11 schedule to complete such milestones; and

12 (6) advances innovation and replicability, in-
13 cluding approaches that can be scaled by other re-
14 gions.

15 (e) ELIGIBLE USES.—

16 (1) IN GENERAL.—Grants under the Program
17 may be used for a project or suite of projects within
18 a region that, taken together, constitute a large-
19 scale resilience investment to protect, elevate, adapt,
20 relocate, or otherwise improve the resilience of trans-
21 portation assets eligible for assistance under title 23,
22 United States Code.

23 (2) ELIGIBLE USES.—Funds provided by a
24 grant under the Program may be used for—

1 (A) predevelopment activities, including
2 data collection, engineering and design, environ-
3 mental review, permitting, right-of-way activi-
4 ties, and procurement planning; and

5 (B) capital construction and implementa-
6 tion activities to harden or adapt transportation
7 assets, including—

8 (i) protective features described in
9 section 119(k) of title 23, United States
10 Code;

11 (ii) system resilience improvements
12 described in section 176(c)(3)(C) of title
13 23, United States Code;

14 (iii) levees, including engineered levees
15 and levees utilizing natural infrastructure;
16 and

17 (iv) other resilience improvements
18 that are functionally connected to making
19 an eligible transportation asset more resil-
20 ient to extreme weather, natural hazards,
21 and disaster risks.

22 (f) MULTIYEAR PROJECT REQUIREMENTS.—

23 (1) MULTIYEAR AGREEMENTS.—The Secretary
24 may enter into multiyear grant agreements to fund
25 an eligible project under the Program across mul-

1 tiple fiscal years, including agreements that provide
2 predictable funding for programmatic delivery of re-
3 lated resilience improvements.

4 (2) IN GENERAL.—To be eligible for funding
5 under a multiyear grant agreement described in
6 paragraph (1), the project or suite of projects
7 shall—

8 (A) have an estimated total cost of not less
9 than \$500,000,000, except that the Secretary
10 may reduce such threshold for Tribal appli-
11 cants, rural regions, or insular areas; and

12 (B) involve delivery challenges or institu-
13 tional, regulatory, or funding barriers that are
14 not routinely addressed through existing surface
15 transportation programs and, if successfully re-
16 solved through the demonstration, would pro-
17 vide a replicable model for other projects.

18 (3) ELIGIBLE BARRIERS.—To be considered eli-
19 gible under paragraph (2)(B), the barriers described
20 in such paragraph shall include 1 or more of the fol-
21 lowing:

22 (A) Multiowner or multioperator govern-
23 ance and delivery structures.

24 (B) Integration of natural or nature-based
25 infrastructure into transportation projects sub-

1 ject to Federal environmental review or permit-
2 ting.

3 (C) Resilience investments located outside
4 the transportation right-of-way that reduce risk
5 to an eligible transportation asset.

6 (D) Projects that protect or enhance trans-
7 portation assets while also benefitting commu-
8 nities and other critical infrastructure systems.

9 (E) Projects requiring coordinated funding
10 across two or more Federal departments.

11 (g) FEDERAL SHARE.—

12 (1) FEDERAL SHARE.—The Federal share of
13 the cost of a project carried out with a grant under
14 this section may not exceed 80 percent.

15 (2) OTHER FEDERAL FUNDS.—Other Federal
16 funds may be used to satisfy the non-Federal share
17 only to the extent specifically provided for under the
18 law authorizing the use of such Federal funds.

19 (h) ADMINISTRATION.—

20 (1) NOTICE OF FUNDING OPPORTUNITY.—Not
21 later than 180 days after the date of enactment of
22 this Act, and annually thereafter, the Secretary shall
23 publish a notice of funding opportunity for grants
24 under the Program.

1 (2) INTERAGENCY COORDINATION.—In carrying
2 out the Program, the Secretary shall coordinate with
3 other Federal departments and agencies, including
4 the Environmental Protection Agency, Federal
5 Emergency Management Agency, Department of In-
6 terior, Department of Commerce, and U.S. Army
7 Corps of Engineers, to ensure Federal activities re-
8 lated to resiliency and Federal funding are stream-
9 lined and coordinated to allow for comprehensive so-
10 lutions across Federal agencies to mitigate impacts
11 from natural hazards on infrastructure, the econ-
12 omy, and the United States population.

13 (3) RELATIONSHIP TO OTHER FEDERAL PRO-
14 GRAMS.—A grant under this section may be used in
15 combination with funds made available under other
16 provisions of law administered by the Department of
17 Transportation, including funds for formula, discre-
18 tionary, and emergency relief programs.

19 (4) DASHBOARD.—

20 (A) IN GENERAL.—In carrying out this
21 section, the Secretary shall make publicly avail-
22 able in an easily identifiable location on the
23 website of the Department of Transportation a
24 dashboard containing the following information

1 for each project in a grant agreement under
2 this section:

3 (i) Project name.

4 (ii) Project sponsor.

5 (iii) City or urbanized area and State
6 in which the project will be located.

7 (iv) Project type.

8 (v) Anticipated total project cost.

9 (vi) Anticipated share of project costs
10 to be sought under this section.

11 (vii) Date of compliance with the Na-
12 tional Environmental Policy Act of 1969
13 (42 U.S.C. 4321 et seq.).

14 (viii) Date on which the project en-
15 tered the project development phase.

16 (ix) Date on which the project entered
17 the engineering phase, if applicable.

18 (x) Status of each permit necessary
19 for the project to proceed, the Federal
20 agency with principal responsibility for re-
21 view of each necessary permit, and any
22 participating agencies involved in the re-
23 view of each necessary permit.

24 (xi) Status of the project sponsor in
25 securing non-federal matching funds.

1 (xii) Date on which a project grant
2 agreement is anticipated to be executed.

3 (xiii) Federal grant programs for
4 which the project would also be eligible, if
5 applicable.

6 (B) UPDATES.—The Secretary shall up-
7 date the information provided under subpara-
8 graph (A) not less frequently than monthly.

9 (C) PROJECT PROFILES.—The Secretary
10 shall continue to make profiles for projects that
11 are receiving assistance under this section pub-
12 licly available in an easily identifiable location
13 on the website of the Department of Transpor-
14 tation.

15 (i) REPORT.—Not later than 1 year after the date
16 of enactment of this Act, the Secretary shall establish an
17 interagency working group to develop and submit to the
18 Committee on Transportation and Infrastructure of the
19 House of Representatives and the Committee on Com-
20 merce, Science, and Transportation of the Senate a report
21 not later than 4 years after the date of enactment of this
22 Act, and every 2 years thereafter that—

23 (1) describes projects selected and funded under
24 the Program;

1 (2) evaluates the benefits of the projects' inte-
2 gration of natural and nature-based features in im-
3 proving infrastructure resiliency;

4 (3) evaluates program outcomes and best prac-
5 tices;

6 (4) provides recommendations regarding wheth-
7 er and how to scale the Program; and

8 (5) provides a benefit-cost analysis of each
9 project selected and funded under the Program that
10 uses the best available data, including—

11 (A) annual maintenance costs necessary
12 for the upkeep of the project's components;

13 (B) risk to structures and infrastructure
14 mitigated by the project;

15 (C) level of protection provided by the
16 project;

17 (D) historical damage at the project loca-
18 tion;

19 (E) information on the benefitting area of
20 the project; and

21 (F) additional data, as applicable.

22 (j) AUTHORIZATION OF APPROPRIATIONS.—There
23 are authorized to be appropriated to carry out this section
24 \$2,000,000,000 for each of fiscal years 2027 through
25 2031, to remain available until expended, of which not

1 more than 2 percent may be used for administrative ex-
2 penses and technical assistance.

3 (k) DEFINITIONS.—In this section:

4 (1) ELIGIBLE TRANSPORTATION ASSET.—The
5 term “eligible transportation asset” means—

6 (A) a highway project eligible for assist-
7 ance under title 23, United States Code;

8 (B) a public transportation facility or serv-
9 ice eligible for assistance under chapter 53 of
10 title 49, United States Code; or

11 (C) a port facility, including a facility
12 that—

13 (i) connects a port to other modes of
14 transportation;

15 (ii) improves the efficiency of evacu-
16 ations and disaster relief; or

17 (iii) aids transportation.

18 (2) REGION.—The term “region” means—

19 (A) the geographic area served by a metro-
20 politan planning organization;

21 (B) a multijurisdictional area defined by a
22 consortium of eligible applicants; or

1 (C) such other area as the Secretary deter-
2 mines appropriate to address transportation
3 system risk at a corridor or system scale.

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