

PROVIDING FOR FURTHER CONSIDERATION OF THE BILL (H.R. 3684) TO
AUTHORIZE FUNDS FOR FEDERAL-AID HIGHWAYS, HIGHWAY SAFETY
PROGRAMS, AND TRANSIT PROGRAMS, AND FOR OTHER PURPOSES; AND
FOR OTHER PURPOSES

JUNE 29, 2021.—Referred to the House Calendar and ordered to be printed

Mr. DESAULNIER, from the Committee on Rules,
submitted the following

R E P O R T

[To accompany H. Res. 508]

The Committee on Rules, having had under consideration House
Resolution 508, by a record vote of 7 to 3, report the same to the
House with the recommendation that the resolution be adopted.

SUMMARY OF PROVISIONS OF THE RESOLUTION

The resolution provides for further consideration of H.R. 3684, the INVEST in America Act, under a structured rule. The resolution provides that following debate, each further amendment printed in this report not earlier considered as part of amendments en bloc pursuant to subsection (b) shall be considered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, may be withdrawn by the proponent at any time before the question is put thereon, shall not be subject to amendment, and shall not be subject to a demand for division of the question. The resolution provides that at any time after debate the chair of the Committee on Transportation and Infrastructure or his designee may offer amendments en bloc consisting of further amendments printed in this report not earlier disposed of. Amendments en bloc shall be considered as read, shall be debatable for 20 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question. The resolution waives all points of order against the amendments printed in the Rules Committee report or amendments en bloc described in subsection (b). The resolution provides that it shall be in order without intervention of any point of order to con-

sider concurrent resolutions providing for adjournment during the month of July. The resolution provides that the provisions of section 202 of the National Emergencies Act shall not apply during the remainder of the One Hundred Seventeenth Congress to a joint resolution terminating the national emergency declared by the President on March 13, 2020. The resolution provides that House Resolution 188, agreed to March 8, 2021 (as most recently amended by House Resolution 403, agreed to May 18, 2021), is amended by striking “July 1, 2021” each place it appears and inserting (in each instance) “July 30, 2021”.

EXPLANATION OF WAIVERS

The waiver of all points of order against consideration of H.R. 3684 in H. Res. 504 included a waiver of Section 303(a) of the Congressional Budget Act, which prohibits consideration of legislation, as reported, providing new budget authority, change in revenues, change in public debt, new entitlement authority or new credit authority for a fiscal year until the budget resolution for that year has been agreed to.

Although the resolution waives all points of order against the amendments printed in this report or amendments en bloc described in subsection 1(b) of the resolution, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

The resolution waives Section 309 of the the Congressional Budget Act, which prohibits the House of Representatives from adjourning for more than three days in July unless the House has approved all appropriation bills.

COMMITTEE VOTES

The results of each record vote on an amendment or motion to report, together with the names of those voting for and against, are printed below:

Rules Committee record vote No. 104

Motion by Mr. Cole to eliminate proxy voting in the House. Defeated: 3–9

Majority Members		Vote	Minority Members		Vote
Mrs. Torres	Nay	Mr. Cole	Yea		
Mr. Perlmutter	Nay	Mr. Burgess	Yea		
Mr. Raskin	Nay	Mr. Reschenthaler	Yea		
Ms. Scanlon	Nay	Mrs. Fischbach	Yea		
Mr. Morelle	Nay				
Mr. DeSaulnier	Nay				
Ms. Ross	Nay				
Mr. Neguse	Nay				
Mr. McGovern, Chairman	Nay				

Rules Committee record vote No. 105

Motion by Mr. Cole to add language to the resolution that would eliminate the tolling of days for Section 7 of the War Powers Resolution. Defeated: 3–9

Majority Members		Vote	Minority Members		Vote
Mrs. Torres	Nay	Mr. Cole	Yea		
Mr. Perlmutter	Nay	Mr. Burgess	Yea		

Majority Members	Vote	Minority Members	Vote
Mr. Raskin	Nay	Mr. Reschenthaler .....	.....
Ms. Scanlon	Nay	Mrs. Fischbach	Yea
Mr. Morelle	Nay		
Mr. DeSaulnier	Nay		
Ms. Ross	Nay		
Mr. Neguse	Nay		
Mr. McGovern, Chairman	Nay		

Rules Committee record vote No. 106

Motion by Mr. Cole to eliminate the ability to hold purely virtual hearings. Defeated: 3–9

Majority Members	Vote	Minority Members	Vote
Mrs. Torres	Nay	Mr. Cole	Yea
Mr. Perlmutter	Nay	Mr. Burgess	Yea
Mr. Raskin	Nay	Mr. Reschenthaler .....	.....
Ms. Scanlon	Nay	Mrs. Fischbach	Yea
Mr. Morelle	Nay		
Mr. DeSaulnier	Nay		
Ms. Ross	Nay		
Mr. Neguse	Nay		
Mr. McGovern, Chairman	Nay		

Rules Committee record vote No. 107

Motion by Mr. Cole to add language to the resolution that would eliminate the tolling of days for Resolutions of Inquiry. Defeated: 3–9

Majority Members	Vote	Minority Members	Vote
Mrs. Torres	Nay	Mr. Cole	Yea
Mr. Perlmutter	Nay	Mr. Burgess	Yea
Mr. Raskin	Nay	Mr. Reschenthaler .....	.....
Ms. Scanlon	Nay	Mrs. Fischbach	Yea
Mr. Morelle	Nay		
Mr. DeSaulnier	Nay		
Ms. Ross	Nay		
Mr. Neguse	Nay		
Mr. McGovern, Chairman	Nay		

Rules Committee record vote No. 108

Motion by Mr. Burgess to strike from the appropriate section language relating to H.J. Res. 52 introduced by Rep. Gosar. Defeated: 3–9

Majority Members	Vote	Minority Members	Vote
Mrs. Torres	Nay	Mr. Cole	Yea
Mr. Perlmutter	Nay	Mr. Burgess	Yea
Mr. Raskin	Nay	Mr. Reschenthaler .....	.....
Ms. Scanlon	Nay	Mrs. Fischbach	Yea
Mr. Morelle	Nay		
Mr. DeSaulnier	Nay		
Ms. Ross	Nay		
Mr. Neguse	Nay		
Mr. McGovern, Chairman	Nay		

Rules Committee record vote No. 109

Motion by Mr. Cole to amend the rule to H.R. 3684 to make in order and provide the appropriate waivers to amendment #58, of-

ferred by Rep. Graves (LA), which amends the National Environmental Policy Act (NEPA) and revises the procedures and timing for determining the level of review. Defeated: 3–8

Majority Members	Vote	Minority Members	Vote
Mrs. Torres	Nay	Mr. Cole	Yea
Mr. Perlmutter	Nay	Mr. Burgess	Yea
Mr. Raskin .....	.....	Mr. Reschenthaler .....	.....
Ms. Scanlon	Nay	Mrs. Fischbach	Yea
Mr. Morelle	Nay		
Mr. DeSaulnier	Nay		
Ms. Ross	Nay		
Mr. Neguse	Nay		
Mr. McGovern, Chairman	Nay		

Rules Committee record vote No. 110

Motion by Mr. Burgess to amend the rule to H.R. 3684 to make in order my amendments: amendment #125, which strikes Section 1403, the National Goals and Performance Management Measures; amendment #130, which requires the Transportation Secretary in consultation with the Commissioner of the United States Customs and Border Protection, the Secretary of State, and the Secretary of Energy to report to Congress on the use of forced labor practices in the mining or processing of critical minerals or to use such minerals in manufactured products in the transportation sector; amendment #140, which ensures federal funding for the Clean Corridors Program can only be used for costs not covered by electric utility ratepayers; and amendment #149, which requires the Secretary to consider the negative impacts of using ratepayer funds for EV infrastructure would have on private investment for that infrastructure. Defeated: 3–7

Majority Members	Vote	Minority Members	Vote
Mrs. Torres	Nay	Mr. Cole	Yea
Mr. Perlmutter	Nay	Mr. Burgess	Yea
Mr. Raskin .....	.....	Mr. Reschenthaler .....	.....
Ms. Scanlon	Nay	Mrs. Fischbach	Yea
Mr. Morelle	Nay		
Mr. DeSaulnier	Nay		
Ms. Ross .....	.....	
Mr. Neguse	Nay		
Mr. McGovern, Chairman	Nay		

Rules Committee record vote No. 111

Motion by Mrs. Fischbach to amend the rule to H.R. 3684 to make in order amendment #92, offered by Rep. Gimenez (FL), which prohibits civil penalties created within the bill from being used to publicly finance campaigns. Defeated: 3–7

Majority Members	Vote	Minority Members	Vote
Mrs. Torres	Nay	Mr. Cole	Yea
Mr. Perlmutter	Nay	Mr. Burgess	Yea
Mr. Raskin .....	.....	Mr. Reschenthaler .....	.....
Ms. Scanlon	Nay	Mrs. Fischbach	Yea
Mr. Morelle	Nay		
Mr. DeSaulnier	Nay		
Ms. Ross .....	.....	
Mr. Neguse	Nay		
Mr. McGovern, Chairman	Nay		

Rules Committee record vote No. 112

Motion by Mrs. Fischbach to amend the rule to H.R. 3684 to make in order amendment #244, offered by Rep. Balderson (OH), which ensures the seasons under the Farm-Related CDL program restart each calendar year on Jan. 1 to prevent overlap of seasons from the previous year. Defeated: 3–7

Majority Members	Vote	Minority Members	Vote
Mrs. Torres	Nay	Mr. Cole	Yea
Mr. Perlmutter	Nay	Mr. Burgess	Yea
Mr. Raskin .....	.....	Mr. Reschenthaler .....	.....
Ms. Scanlon	Nay	Mrs. Fischbach	Yea
Mr. Morelle	Nay		
Mr. DeSaulnier	Nay		
Ms. Ross .....	.....	
Mr. Neguse	Nay		
Mr. McGovern, Chairman	Nay		

Rules Committee record vote No. 113

Motion by Mr. DeSaulnier to report the rule. Adopted: 7–3

Majority Members	Vote	Minority Members	Vote
Mrs. Torres	Yea	Mr. Cole	Nay
Mr. Perlmutter	Yea	Mr. Burgess	Nay
Mr. Raskin .....	.....	Mr. Reschenthaler .....	.....
Ms. Scanlon	Yea	Mrs. Fischbach	Nay
Mr. Morelle	Yea		
Mr. DeSaulnier	Yea		
Ms. Ross .....	.....	
Mr. Neguse	Yea		
Mr. McGovern, Chairman	Yea		

SUMMARY OF AMENDMENTS TO H.R. 3684 MADE IN ORDER

Amendments submitted to Divisions A through G

1. Ross, Deborah (NC): Establishes a working group to make recommendations on the development, adoption, and integration of light and heavy duty electric vehicles into the transportation and energy systems of the United States. (10 minutes)

2. Auchincloss (MA), Huffman (CA), Moulton (MA): Provides municipalities with the ability to create and expand new mobility options, including on-demand public transportation projects. (10 minutes)

3. Barragán (CA): Establishes the Outdoor Recreation Legacy Partnership Program to provide grants to urban communities for the creation and renovation of urban parks. (10 minutes)

4. Beyer (VA), Gallego (AZ): Adds the text of the Wildlife Corridors Conservation Act of 2021, which provides for the protection and restoration of certain native fish, wildlife, and plant species. (10 minutes)

5. Beyer (VA), Wittman (VA): Gives the Secretary of Transportation the authority to reset the interest rates on select and existing TIFIA loans. (10 minutes)

6. Brady (TX): Revises the Railroad Rehabilitation and Improvement Financing program to add new conditions of assistance for loans and loan guarantees issued through the program. (10 minutes)

7. Brownley (CA): Creates a Climate-Safe Infrastructure Working Group to examine how to integrate scientific data regarding the projected impacts and risks of climate change into infrastructure planning, design, engineering, construction, operation, and maintenance that is funded by the Federal Government. (10 minutes)

8. Budd (NC): Codifies a Trump Administration policy that does not consider DOT loans as part of the required local share for certain FTA grants. (10 minutes)

9. Calvert (CA), Takano (CA): Authorizes the Western Riverside County Wildlife Refuge. (10 minutes)

10. Cammack, Kat (FL), Spanberger (VA), Rose, John (TN), Baird (IN), Feenstra (IA), Thompson, Glenn (PA), Mann (KS), Cheney (WY), Bishop, Sanford (GA): Amends the Motor Carrier Safety Improvement Act of 1999 to exempt livestock haulers from ELD requirements within a 150 mile radius of the final destination. (10 minutes)

11. Carbajal (CA), Panetta (CA), Peters (CA): Establishes a federal grant program for state departments of transportation to carry out pollinator-friendly practices on roadsides and highway rights-of-way. (10 minutes)

12. Carbajal (CA): Amends Section 3003 to have the national center of excellence for fair and equitable traffic safety enforcement to also collect data on pedestrian and bicyclist stops. (10 minutes)

13. Carbajal (CA): Requires a GAO report to Congress, within one year of enactment, on access to non-emergency transportation for disadvantaged populations in general and includes specific information on how to make it easier for such individuals to use non-emergency medical transportation services and how to make it easier for recipients of grants to coordinate non-emergency medical transportation services for such individuals. (10 minutes)

14. Carbajal (CA): Allows states to use funds to collect and include data of people stopped bicycling and walking. (10 minutes)

15. Carter, Troy (LA), Fitzpatrick (PA), Cohen (TN), Titus (NV), Katko (NY), Buchanan (FL), Carter, Buddy (GA), Barr (KY), Tonko (NY), Payne, Jr. (NJ), Schakowsky (IL), Nadler (NY), Reschenthaler (PA): Bans the transportation of equines for the purposes of slaughter for human consumption. (10 minutes)

16. Castor (FL): Expands the Congestion Mitigation and Air Quality Improvement (CMAQ) program to allow funding to be used to offset the incremental cost of zero-emission medium- and heavy-duty vehicles, related zero-emission operations equipment, battery electric charging or fuel cell electric refueling infrastructure, and related infrastructure investments. (10 minutes)

17. Castor (FL): Integrates hyperlocal air quality monitoring into the Congestion Mitigation and Air Quality Improvement (CMAQ) program to enhance and improve data gathering on air pollution, especially in environmental justice communities. (10 minutes)

18. Castro (TX): Requires the Secretary of Transportation to submit to Congress a report on the disadvantaged business enterprises program carried out by the Department of Transportation. (10 minutes)

19. Cicilline (RI): Increases annual funding for the National Scenic Byways Program by authorizing \$39 million from the General Fund for each of fiscal years 2023 through 2026. (10 minutes)

20. Costa (CA): Adds “advance mitigation” to the consideration of environmental impacts that qualify as a capital project under Sec. 9102. (10 minutes)

21. Crawford (AR), Cheney (WY), Graves, Garret (LA), Rouzer (NC): Strikes Section 1201’s requirements that states prioritize state of good repair needs over constructing new highway capacity. (10 minutes)

22. Crow (CO), Torres, Ritchie (NY), Moore (WI): Ensures underserved communities are considered in the expansion of electric vehicle charging infrastructure deployment. (10 minutes)

23. Dingell (MI): Establishes an independent non-profit fund, known as the Clean Energy and Sustainably Accelerator (Accelerator), and is authorized with federal funds as necessary spread over a six-year period. The Accelerator would bolster and expand a robust clean energy workforce, invest in infrastructure projects, and help establish green banks nationwide. (10 minutes)

24. Dingell (MI): Expresses the sense of the House of Representatives that Congress, in broad consultation with labor, safety groups, industry, and other stakeholders, should begin establishing a federal regulatory framework for the safe deployment of autonomous vehicles nationwide that will support existing jobs and grow the United States workforce of the future, including good union jobs, keep the United States on the forefront of this technology, and keep the United States competitive around the globe. (10 minutes)

25. Doggett (TX), Lowenthal (CA): Ensures the representation of the Metropolitan Planning Organization’s board is equitable and proportional to the population. (10 minutes)

26. Escobar (TX): Establishes a set aside within the Community Transportation Investment Grant program to invest in colonia surface transportation infrastructure. (10 minutes)

27. Escobar (TX): Directs GAO to conduct a study on the infrastructure needs of colonias. (10 minutes)

28. Escobar (TX), Higgins, Brian (NY), DelBene (WA), Cuellar (TX), Vela (TX), Grijalva (AZ), Gonzalez, Vicente (TX), Vargas (CA): Increases the percentage of Surface Transportation Block Grant funds, those that can be used for any area of a state, border states can use for border infrastructure from 5 percent to 7 percent. Keeps the set aside as an option for border states and does not make it mandatory. (10 minutes)

29. Eshoo (CA): Adds meeting current or anticipated market demands for charging infrastructure, including power levels and speed, and minimizing charging time to the factors the Secretary of Transportation must consider when developing guidelines for the deployment of charging stations under the Clean Corridors Program in section 1303. (10 minutes)

30. Espaillat (NY), Nadler (NY), DeSaulmer (CA): Allows local transportation agencies to be direct aid recipients of the Metropolitan Performance Program where appropriate. (10 minutes)

31. Fitzpatrick (PA): Requires a GAO Study on the apportionment of liability among Amtrak and the various Northeast Corridor commuter rail agencies. The Study will provide recommendations to the Northeast Corridor Commission, the Transportation and Infrastructure Committee and the Senate Commerce Committee. (10 minutes)

32. Fletcher (TX): Creates a local match credit for interrelated projects. (10 minutes)

33. Garamendi (CA): Requires the Secretary of Transportation, in consultation with the Federal Energy Regulatory Commission to enter into an agreement with National Academy of Sciences to study and report on the threats to pipeline safety due to seismicity (i.e. earthquakes and seismic-induced landslides or land subsidence, etc.) (10 minutes)

34. Garamendi (CA), Burchett (TN): Makes safety trainings for trailers on passenger vehicles eligible for grants under NHTSA's Highway Safety Programs. (10 minutes)

35. Garamendi (CA): Makes a technical change to Section 1116 (Corrosion prevention for bridges) to ensure full implementation. (10 minutes)

36. García, Jesús (IL), Houlahan (PA): Revises the bill's provisions on transportation demand management (TDM) to make clarifying and technical changes to further advance transportation demand management and the use of transportation demand management strategies. (10 minutes)

37. Garcia, Jesús (IL), Pressley (MA): Requires the National Highway Traffic Safety Administration (NHTSA) to issue a rule for motor vehicle bumpers and hoods to be designed to reduce the impact on vulnerable road users, including pedestrians and cyclists, in the event of a collision with a motor vehicle. (10 minutes)

38. García, Jesús (IL): Directs the Secretary of Transportation to make sure that the ongoing and future updates to the Manual on Uniform Traffic Control Devices (MUTCD) treat all users equally, including pedestrians and cyclists. Further directs the Secretary to update its guidance on how often the MUTCD is updated and to consider requiring the MUTCD be updated every four years. (10 minutes)

39. Garcia, Sylvia (TX): Creates competitive grant program for qualified 2-year or 1-year higher education institutions which provide education and training for careers in the maritime industry. Authorizes \$200 million for the program. (10 minutes)

40. Gibbs (OH): Prohibits using transit funds for art, non-functional landscaping, and sculptures—or for paying the cost of including an artist on the design team. Allows excess transit funding to be directed toward improving our highway systems. (10 minutes)

41. Gimenez (FL): Strikes the section that prohibits funds for any service considered a taxi service that operates under an exemption from testing requirements under 5331. (10 minutes)

42. Gomez (CA), Morelle (NY): Establishes a program to award grants to entities that provide transportation connectors from critically underserved urban communities and rural communities to green spaces. (10 minutes)

43. Graves, Garret (LA): Requires the Federal Highway Administration (FHWA) Administrator to issue or update guidance and best practices related to the resiliency of materials, taking into consideration the effect of dynamic changes on maintenance cycles for roadways, including as a result of weather-based factors. (10 minutes)

44. Grijalva (AZ): Authorizes funding for implementation of the National Environmental Policy Act and requires the Task Force to establish guidelines for efficient and effective environmental re-

view, including through the hiring and training of additional personnel. Ensures the transfer language is permitted only as specified in future appropriation Acts. (10 minutes)

45. Jackson, Ronny (TX): Strikes section 9101 (Authorization of Appropriations). (10 minutes)

46. Johnson, Eddie Bernice (TX): Requires the GAO to study and make public a report analyzing the Department of Transportation's performance of the key objectives of the DBE Program. (10 minutes)

47. Johnson, Hank (GA): Increases the amount of funding eligible for public transit operating expenses under the Carbon Pollution Reduction Program to 20 percent of eligible funding. (10 minutes)

48. Johnson, Hank (GA): Removes construction of maintenance facilities as an eligible expense under the Reducing Transit Deserts grant program to prioritize operating expenses. (10 minutes)

49. Johnson, Hank (GA): Makes adding service hours or days an eligible expense under the Reducing Transit Deserts grant program. (10 minutes)

50. Jones, Mondaire (NY): Requires a GAO study on the economic benefits of one-seat ride commuter rail service between urban and suburban areas. (10 minutes)

51. Kaptur (OH): Expresses the sense of congress on the importance of worker transition and developing a vision for the electric vehicle transition and the resulting worker disruptions for front line transit and transportation workers. (10 minutes)

52. Kilmer (WA), McMorris Rodgers (WA), DelBene (WA), Bonamici (OR), Huffman (CA), Jayapal (WA), Larsen, Rick (WA), Newhouse (WA), Schrader (OR), Smith, Adam (WA), Strickland (WA), Simpson (ID), Herrera Beutler (WA), Blumenauer (OR), Schrier (WA): Establishes a new grant program under the Department of Transportation for culvert restoration projects to support anadromous fish passage and recovery. (10 minutes)

53. Krishnamoorthi (IL): Adds a Sense of Congress that whenever possible federally funded materials should be environmentally friendly. (10 minutes)

54. Krishnamoorthi (IL), Porter (CA): Requires booster seat manufacturers to label products with information regarding the recommended age and weight of the user, requires car seat manufacturers to label products with information regarding the recommended weight and height at which to transition to a booster seat, creates new standards for booster seat side-impact crash testing, and studies how to maximize the safety of car seat tether systems. (10 minutes)

55. Langevin (RI), Titus (NV): Requires the Department of Justice, in addition to the Secretary, to adopt the U.S. Access Board's Public Right-of-Way Accessibility Guidelines as enforceable standards. (10 minutes)

56. Lawrence (MI), Speier (CA), Frankel (FL), Garcia, Sylvia (TX), Escobar (TX), Garcia, Jesús (IL): Offers provisions to promote a more diverse workforce and more inclusive work sites for infrastructure projects. (10 minutes)

57. Levin, Andy (MI), Ocasio-Cortez (NY): Requires Dept. of Transportation to submit to Congress a report on the plans submitted by states on their intended use of the charging allocation

funds under the subsection, including details on how this makes progress towards a national network of EV chargers. (10 minutes)

58. Levin, Andy (MI), Ocasio-Cortez (NY): Amends eligible project considerations under Sec. 1303 Clean Corridors Program to include considerations for promoting efficient dwell times and amends Sec. 1303 Clean Corridors Program to include requirements for the provision of information on charging station placement through mapping applications. (10 minutes)

59. Lowenthal (CA): Revises Sec. 1110 on tolling to clarify compliance and the definition of public authorities. (10 minutes)

60. Lowenthal (CA): Allows states to request that the FMCSA update maintenance of effort requirements for Motor Carrier Safety Assistance Program. (10 minutes)

61. Lynch (MA), Balderson (OH), Auchincloss (MA), Pappas (NH): Ensures that federal funding through the T.I.F.I.A. program is protected by adequate payment and performance security. (10 minutes)

62. Mace (SC), Graves, Garret (LA): Establishes a GAO study regarding Highway Trust Fund Expenditures which also enables examination of Mass Transit Account and the Highway account. (10 minutes)

63. McMorris Rodgers (WA), Newhouse (WA), Schrier (WA): Specifies that securing areas at risk of flooding, rockslides or mudslides following a wildfire qualifies as a “protective feature” for resiliency funding. (10 minutes)

64. McNerney (CA): Revises the Transportation Workforce Outreach Program to include veterans in their targeted effort to increase the number of diverse professionals in the transportation sector. (10 minutes)

65. Meuser (PA): Increases the federal share for projects in areas of persistent poverty (10 minutes)

66. Moore (WI): Increases the percent set-aside for Low and Moderate Community Grant program within the Zero Emission Bus Grant Program from 10 percent to 15 percent. (10 minutes)

67. Moulton (MA), Ocasio-Cortez (NY), Costa (CA), DelBene (WA), Strickland (WA), Espaillat (NY), Morelle (NY), Blumenauer (OR), Maloney, Carolyn (NY), Cleaver (MO), Titus (NV): Increases the PRIME program funding by \$1 billion in each of fiscal years 2022 through 2026, for a total increase of \$5 billion. (10 minutes)

68. Nadler (NY), Espaillat (NY): Allows high-performing local public agencies to utilize enhanced project delivery methods when appropriate. (10 minutes)

69. Neguse (CO): Creates a Community Resilience and Restoration Fund and competitive grant program at the National Fish and Wildlife Foundation, and authorizes \$100 million per year for Fiscal Years 22–27 to the Fund. (10 minutes)

70. Nehls (TX): Strikes Division D of the bill (rail title). (10 minutes)

71. Norcross (NJ): Requires all Electric Vehicle Supply Equipment (EVSE) projects funded directly through the Federal Government to be performed by qualified electricians with Electric Vehicle Infrastructure Training Program certification. (10 minutes)

72. Ocasio-Cortez (NY): Revises SEC. 1309(g) of the Active Connected Transportation grant program to direct the Secretary of Transportation to consider the extent to which a project would

serve low income residents of economically disadvantaged communities when making grants. (10 minutes)

73. Ocasio-Cortez (NY), Williams (GA), Brown (MD): Adds an evaluation under the Reconnecting Neighborhoods Program that certain community impacts and equity analyses be measured, including: 1) the demographic breakdown of the impacted community by race and socioeconomic status; and 2) the displacement or disconnection that occurred within the community as a result of the existing facility. (10 minutes)

74. O'Halleran (AZ), Westerman (AR): Increases the tribal transportation program safety set aside from 2% to 4%. (10 minutes)

75. Pappas (NH): Prevents the enforcement of length limits on heavy-duty tow and recovery vehicles that are towing wrecked or disabled vehicles to the nearest appropriate facility as directed by an agency provided that the wrecked or disabled vehicle was in compliance with length limits when it became disabled or wrecked. (10 minutes)

76. Pence (IN), Cuellar (TX): Inserts the text of the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative, which recognizes the infrastructure needs of rural communities by providing technical assistance to help these communities efficiently apply for competitive federal grant programs. (10 minutes)

77. Perry (PA): Strikes section 1303, which establishes a clean corridors program to provide formula funding for EV charging and hydrogen fueling infrastructure. (10 minutes)

78. Perry (PA): Prohibits the provision of loans or loan guarantees for high speed rail projects not in compliance with FRA tier III safety standards. (10 minutes)

79. Perry (PA): Strikes a carbon pollution reduction program and its apportionment. (10 minutes)

80. Perry (PA): Prohibits the use of funds for Amtrak Network Expansion. (10 minutes)

81. Perry (PA): Strikes the Capital Investment Grant Program. (10 minutes)

82. Perry (PA): Strike Section 1602, entitled "Speed Limits." (10 minutes)

83. Plaskett (VI): Makes territories of the United States eligible for the National Scenic Byways Program. (10 minutes)

84. Porter (CA): Directs the GAO to assess wildfire ignitions, suppression, and evacuation routes as part of its study on the public safety impacts of the U.S. Forest Service's deferred maintenance backlog. (10 minutes)

85. Porter (CA): Requires the Secretary of Health and Human Services and the Administrator of the Environmental Protection Agency to conduct a study on the effects of idling school buses and cars in school zones on children's health. (10 minutes)

86. Rice, Kathleen (NY), Balderson (OH): Authorizes a competitive grant program for states to educate the public on the dangers of drug-impaired driving. (10 minutes)

87. Rice, Kathleen (NY): Directs the Department of Transportation to issue a rule on its standards for seat back integrity to reduce the potential for injury to all motor vehicle occupants due to seat back failure during all types of vehicle impact. (10 minutes)

88. Rice, Kathleen (NY): Directs the GAO to study the impact and effectiveness of drunk driving child endangerment laws and make recommendations as to how state laws can be improved to protect children from riding as passengers in vehicles driven by drunk drivers. (10 minutes)

89. Rush (IL), Dingell (MI), Clarke, Yvette (NY), Tonko (NY), Adams (NC): Promotes the domestic manufacture and use of advanced, fuel-efficient vehicles and zero-emission vehicles, and encourages electrification of the transportation sector. (10 minutes)

90. Sablan (MP): Requires a review of the Territorial Highway Program funds within Sec. 1606 (Highway Formula Modernization Report). (10 minutes)

91. Schrader (OR): Adds language to Sec. 1207 to increase bridge resiliency for seismic events. (10 minutes)

92. Schrier (WA): Reauthorizes the Legacy Roads and Trails Remediation Program through 2030 and requires the Forest Service to develop a national strategy to carry out the program. (10 minutes)

93. Speier (CA): Revises the Section 5311 formula grant program for rural areas so that eligible public transportation operators may receive the funding more directly. (10 minutes)

94. Steil (WI), Auchincloss (MA), Houlahan (PA): Directs the GAO to study and report to Congress the vulnerabilities that the United States transportation system has from ransomware and other cybersecurity threats. (10 minutes)

95. Stevens (MI), Dingell (MI), Lawrence (MI): Adds research and development on vehicle sensor data solutions to the Vehicular Data Analytics Pilot Program to combat wrong way driving. (10 minutes)

96. Stevens (MI), Ross, Deborah (NC): Creates Resilient Transportation Infrastructure Centers of Excellence to improve the resilience of transportation infrastructure to natural disasters, extreme weather, and the effects of climate change. (10 minutes)

97. Suozzi (NY), Kuster (NH), Cicilline (RI), Torres, Ritchie (NY), Langevin (RI), Rice, Kathleen (NY), Zeldin (NY), Lynch (MA): Establishes a North Atlantic Rail Interstate Compact. (10 minutes)

98. Tiffany, Thomas (WI): Stipulates that no funds made available from the Highway Trust Fund may be expended for any purpose other than road and bridge construction. (10 minutes)

99. Titus (NV), Moulton (MA): Amends the Railroad Rehabilitation and Improvement Financing program to add rail carriers engaged in highspeed rail activities under the eligible entities for credit risk premium subsidy payments. (10 minutes)

100. Tonko (NY), McKinley (WV), McGovern (MA): Addresses the expiring authorization for 32 National Heritage Areas before the end of Fiscal Year 2021 with a one-year authorization extension and a one-year extension of the management plan deadline for the 6 new National Heritage Areas created through enactment of the John D. Dingell, Jr. Conservation, Management, and Recreation Act. (10 minutes)

101. Torres, Norma (CA): Requires Department of Transportation to use updated research on setting speed limits and requires the Department to conduct further research into speed limit setting best practices. (10 minutes)

102. Torres, Norma (CA): Raises authorization level of the Transportation Equity Research Program to \$8,000,000 and gives DOT flexibility to conduct research. (10 minutes)

103. Torres, Norma (CA): Raises authorization level of the Regional Infrastructure Accelerator Program and incentivizes improving air quality. (10 minutes)

104. Torres, Norma (CA): Directs the Comptroller General to study units of federally-assisted housing to determine which have access to broadband and provide recommendations for an all-of-government approach to achieving one hundred percent broadband service. (10 minutes)

105. Torres, Ritchie (NY), Williams (GA), Omar (MN), Escobar (TX), Peters (CA): Clarifies that projects to deck over a limited-access highway are eligible for funding under the Reconnecting Neighborhoods Program. (10 minutes)

106. Torres, Ritchie (NY), Pressley (MA): Establishes a GAO study to be conducted 3 years after enactment to review how the installation of electric vehicle charging stations in communities disproportionately impacted by air pollution and high rates of asthma would improve health outcomes. (10 minutes)

107. Van Duyne (TX): Prohibits federal funds from going to any state permitting costs above that federal standard. (10 minutes)

108. Van Duyne (TX): Allows states flexibility to return funds for HOV facility after 10 years of operation (10 minutes)

109. Velázquez (NY): Revises the Climate Resilient Transportation Infrastructure Study to guarantee that residents of public housing and of other HUD-designated affordable housing programs are considered and benefit from resilient infrastructure investments. Further revises the study to consider the needs of and create opportunities for individuals registered with a one-stop career center in the climate resilient workforce. (10 minutes)

110. Velázquez (NY): Requires the GAO Study under Section 2505 to include expected cost savings for law enforcement and transit agencies resulting from fare-free transit. (10 minutes)

111. Velázquez (NY): Specifies that tree planting is an eligible project activity under Section 1206. (10 minutes)

112. Walberg (MI), Burgess (TX): Adds “mode of transportation” under use of grant funds for collection on traffic stops under Section 3005 Grant Program to Prohibit Racial Profiling. Including mode of transportation data on stops made by law enforcement will provide more robust information for analysis on traffic stops. (10 minutes)

113. Leger Fernandez (NM): Permanently authorizes the Historic Preservation Fund and increases its authorization of appropriations level. (10 minutes)

114. McKinley (WV), Walberg (MI): Prohibits the Secretary of Transportation from issuing a rule or long-term order that would prohibit the transportation of captured carbon dioxide. (10 minutes)

115. Jackson Lee (TX), Espaillat (NY): Provides local governments more control over where the funds for the new “Safe Streets” program are spent, by requiring state Departments of Transportation to consult with the local governments before carrying out these complete streets’ projects. The “Safe Streets” program uses sets aside safety funds to reduce fatalities and serious injuries on

public roads, with a focus on vulnerable road users such as pedestrians, bicyclists, scooter users, and motorcyclist. (10 minutes)

Amendments submitted to Division H through I

116. Barragán (CA): Broadens the scope of the GAO consolidation report to include policy recommendations on alternative compliance strategies and recommended best practices on including public participation in distressed water system consolidations. (10 minutes)

117. Bush, Cori (MO): Requires EPA Administrator to undertake a review of current and ongoing efforts to remediate radiological contamination at Coldwater Creek in North St. Louis County, MO. Posts public signage to both prevent and mitigate exposure risks for residents in the surrounding areas. (10 minutes)

118. Craig (MN): Add the text of the House-passed Local Water Protection Act, which would amend the Clean Water Act to reauthorize certain programs relating to nonpoint source management at \$200 million for each of Fiscal Years 2022 through 2026. (10 minutes)

119. Crenshaw (TX): Includes unincorporated areas into the definition of eligible entity for low-income drinking water assistance program. (10 minutes)

120. Curtis (UT): Prevents the EPA from providing payments if they will impair the financial wellbeing of a public water system to function, including to manage drought conditions. Additionally, it prevents the bar on collections and water user subsidies from taking effect until a report is sent to Congress ensuring proper accounting of all funds used for this purpose. (10 minutes)

121. Delgado (NY), Fitzpatrick (PA), Pappas (NH): Requires an industrial entity that introduces perfluoroalkyl or polyfluoroalkyl substances into wastewater treatment systems to provide specified advance notices to such systems, including the identity and quantity of such PFAS. (10 minutes)

122. Duncan (SC): Strikes from the bill the “Low-Income Drinking Water Assistance Program” with the exception of a needs assessment to be conducted by GAO. (10 minutes)

123. Escobar (TX): Reauthorizes the Wastewater Assistance to Colonias program and increases its authorization level. (10 minutes)

124. Green, Al (TX): Requires the Environmental Protection Agency to publish a maximum contaminant level goal and promulgate a national primary drinking water regulation under section 1412 of the Safe Drinking Water Act for chromium-6 within 2 years after the date of enactment of this Act. The maximum contaminant level goal and national primary drinking water regulation promulgated shall be protective of the health of subpopulations at greater risk. (10 minutes)

125. Hudson (NC): Amends the Priority for Funding subsection for the program to give priority to community water systems that are affected by the presence of the chemical GenX. Emphasizes the presence of GenX in community water systems, in 1459E. (10 minutes)

126. Jackson Lee (TX): Directs that the report the EPA Administrator is required by Section 12020 to submit to Congress also document the harm and injury caused by any identified inequities in the distribution of wastewater infrastructure funds with respect to

the identified needs of rural communities, economically disadvantaged communities. (10 minutes)

127. Jackson Lee (TX): Establishes a Natural Hazard Education And Response Grant Program for community water systems to carry out activities to educate and assist persons served by the community water system in adapting and responding to malevolent acts and natural hazards, including sub-zero temperatures, that disrupt the provision of safe drinking water or significantly affect the public health or the safety or supply of drinking water provided to communities and individuals. (10 minutes)

128. Kaptur (OH): Clarifies the reporting requirements for the green project reserve program, setting clearer guidelines for EPA to track the categories of innovative projects that address green infrastructure, water or energy efficiency improvements, or other environmentally innovative activities. (10 minutes)

129. Kildee (MI): Requires EPA to create a website to help private well owners understand their water quality testing results and provide information on improving their water quality. (10 minutes)

130. Krishnamoorthi (IL), Lowenthal (CA): Requires the EPA to conduct a study on the effect of toilet wipes marketed as flushable on municipal water systems and residential plumbing systems. (10 minutes)

131. Lawrence (MI), Khanna (CA): Requires a GAO report on affordability, discrimination, and civil rights violations in water and sewer services nationwide. (10 minutes)

132. Lee, Susie (NV): Requires that any wastewater infrastructure funded using the Clean Water State Revolving Fund or other Clean Water Act grant programs to first undergo a climate resiliency assessment, which would ensure that future wastewater infrastructure is designed and constructed to withstand potential impacts of climate change, including drought. (10 minutes)

133. Lowenthal (CA): Requires the Administrator of the Environmental Protection Agency to promulgate certain limitations with respect to preproduction plastic pellet pollution. (10 minutes)

134. McKinley (WV): Strikes sections 13201 and 13205 of the bill, so that the cost-benefit requirement and small systems variance remain in the Safe Drinking Water Act. (10 minutes)

135. McMorris Rodgers (WA), McKinley (WV): Strikes Division I and replaces it with extensions of existing drinking water programs. (10 minutes)

136. McNerney (CA): Amends the Safe Drinking Water Act to establish a publicly accessible website at the Environmental Protection Agency on reported water main breaks and associated repair activity. After one year, the Administrator shall issue a rule requiring each public water system serving more than 10,000 persons to submit information on each reported water main break and the repair activity for such break. (10 minutes)

137. Moore (WI): Strengthen an existing water infrastructure workforce program to help ensure that low-income and very low-income individuals, including those with barriers to employment, are targeted to receive job training on careers in the water and wastewater sectors and increases the authorized funding level to \$25 million annually. (10 minutes)

138. Moore (WI), Pappas (NH): Authorizes an EPA grant program to support regional stormwater centers of excellence to conduct research and development on innovative stormwater control technologies. (10 minutes)

139. Moore (WI): Encourages the use of contractors to carryout lead pipe replacements who hire or provide job training to low-income and very low-income individuals who live in the areas in which such projects will take place and requires a report about the effectiveness of the lead pipe replacement program, including the use of funds to hire low-income and very low-income individuals to carryout the projects. (10 minutes)

140. Norcross (NJ): Requires EPA to develop guidance to help public water systems identify high-risk locations for purposes of focusing efforts to test drinking water for lead and replace lead service lines. (10 minutes)

141. Ocasio-Cortez (NY), Bowman (NY): Doubles the funding to replace and update lead water infrastructure in schools and childcare programs to \$1 billion total (or \$100 million per year). (10 minutes)

142. O'Halleran (AZ): Addresses the Indian Health Service's updated 2019 Sanitation Facilities Deficiency List—which details sanitation deficiency levels for tribal homes and communities nationwide—by setting aside funding for the planning, design, construction, modernization, improvement, and renovation of water, sewer, and solid waste sanitation facilities. (10 minutes)

143. Pappas (NH), Delgado (NY), Kildee (MI), Fitzpatrick (PA), Ross, Deborah (NC), Dean (PA), Dingell (MI), Gallagher (WI), Stevens (MI): Sets deadlines for EPA to issue Clean Water Act Water Quality Criteria and Effluent Limitations Guidelines and Standards for measurable PFAS and authorizes \$200 million a year for grants to publicly owned treatment works to implement effluent limitations guidelines and standards. (10 minutes)

144. Payne, Jr. (NJ): Prioritizes areas with a history of lead water contamination for lead water filtration grants to schools and child care facilities. (10 minutes)

145. Sewell (AL): Increases the Authorization of Appropriations for the Household Wastewater Grant Program to \$100,000,000 a year for fiscal years FY2022 to FY2026. (10 minutes)

146. Tlaib (MI): Explicitly requires reconnections for residential customers regardless of whether their entire debt is paid off. (10 minutes)

147. Tlaib (MI): Adds a study and data collection provisions regarding the prevalence of low-income households in the U.S. who do not have access to affordable wastewater, stormwater, and drinking water services. (10 minutes)

148. Vargas (CA), Jacobs, Sara (CA), Levin, Mike (CA), Peters (CA): Allows the Environmental Protection Agency to allocate funds to the International Boundary and Water Commission (IBWC), in order for the IBWC to carry out planning and construction, among other related activities, to establish treatment works that address transboundary stormwater and wastewater pollution. (10 minutes)

149. Vargas (CA), Ruiz (CA): Establishes the California New River Restoration program, through which the Environmental Protection Agency would provide funds, technical assistance, and coordinate local, state and federal stakeholders for the purpose of im-

proving water quality, water management and wildlife protection relating to the U.S. section of the New River. (10 minutes)

TEXT OF AMENDMENTS TO H.R. 3684 MADE IN ORDER

Amendments submitted to Divisions A through G

1. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ROSS OF NORTH CAROLINA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle F of title I of division B, add the following:

SEC. 1640. ELECTRIC VEHICLE WORKING GROUP.

(a) **ESTABLISHMENT OF WORKING GROUP.**—Not later than 240 days after the date of enactment of this Act, the Secretary of Transportation and the Secretary of Energy shall jointly establish a working group consisting of Federal and non-Federal stakeholders to make recommendations on the development, adoption, and integration of light and heavy duty electric vehicles into the transportation and energy systems of the United States.

(b) **MEMBERSHIP.**—

(1) **IN GENERAL.**—The working group shall be composed of—

(A) the Secretaries (or designees), who shall be co-chairs of the working group; and

(B) relevant Federal and non-Federal stakeholders, as determined by the Secretaries.

(2) **REQUIREMENT.**—The Secretaries shall ensure that the members of the working group include individuals with a balance of backgrounds, experiences, view points, and represent geographically diverse regions of the United States.

(c) **MEETINGS.**—The working group shall meet not less frequently than once every 120 days.

(d) **JOINT REPORT AND STRATEGY ON ELECTRIC VEHICLE ADOPTION, OPPORTUNITIES, AND CHALLENGES.**—

(1) **IN GENERAL.**—The Secretaries, in consultation with the working group, shall submit to Congress, a report on the status of electric vehicle adoption, opportunities, and challenges to expanding adoption of electric vehicles, and develop strategies to address these opportunities and challenges.

(2) **DEADLINES.**—A joint report and strategy shall be submitted to Congress by September 30, 2025.

(e) **TERMINATION.**—The working group shall terminate on the date on which the report and strategy under subsection (d) are submitted.

2. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE AUCHINCLOSS OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 782, line 6, insert the following:

SEC. 2206. NEW MUNICIPAL TRANSIT SERVICES TO BETTER CONNECT COMMUNITIES.

Section 5336 of title 49, United States Code, is further amended by adding at the end the following:

“(1) **PASS THROUGH FUNDING.**—

“(1) PASS THROUGH TO SERVICE PROVIDERS.—Designated recipients, upon request of a provider of new public transportation service, shall enter into a split letter or some other agreement under which not less than 80 percent of the funding apportioned under subparagraphs (A)(i) and (B)(i) of subsection (c)(1) to a service provider that results from the provision of new qualified transit services provided by such provider is passed through to such provider so long as the following conditions are met—

“(A) the service being provided as well as the service provider are eligible for assistance and meets or exceeds all Federal Transit Administration requirements, including the requirements of sections 5320 and 5333;

“(B) the service provided has submitted the appropriate data to the National Transit Database or has submitted such data to another regional entity for submission to the National Transit Database;

“(C) the service provider is eligible to be a recipient of Federal transit funds;

“(D) the service provider is able to use the funding for continued service or expansion of eligible transit services so long as any new service being provided does not duplicate existing service being provided; and

“(E) the regional metropolitan planning organization does not opt out of the pass-through requirement as allowed by paragraph (2).

“(2) OPT-OUT.—A metropolitan planning organization may elect to have designated recipients within the metropolitan planning area opt-out if such planning organization certifies with the Secretary that 1 of the following conditions are met:

“(A) The new service has not met the conditions outlined by paragraph (1) of this subsection.

“(B) The new service does not address or align with the policies and goals identified in the region’s transportation plan.

“(C) The metropolitan planning organization or designated recipient has in place a process or policy that addresses multi-agency or regional issues with formula funds and includes an opportunity for new service providers to participate and receive necessary funding from such policy or program.

“(3) DEFINITIONS.—In this subsection:

“(A) NEW TRANSIT SERVICES.—The term ‘new transit services’ means public transportation services whereby data from the provision of services has previously not been submitted to the national transit database and is service created to increase access to public transportation, address areas which are not adequately serviced by high frequency public transportation, create first and last mile connections to existing public transportation services, or provide access to public transportation to long distance commute routes where no or limited service previously existed.

“(B) SERVICE PROVIDER.—The term ‘service provider’—

“(i) has the meaning given the term ‘local government authority’ in section 5302; and

“(ii) means a public transportation agency.”.

3. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BARRAGÁN OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1510, after line 5, insert the following:

DIVISION H—OUTDOOR RECREATION LEGACY PARTNERSHIP PROGRAM

SEC. 11101. OUTDOORS FOR ALL.

(a) DEFINITIONS.—In this section:

(1) ELIGIBLE ENTITY.—

(A) IN GENERAL.—The term “eligible entity” means—

- (i) a State or territory of the United States;
- (ii) a political subdivision of a State or territory of the United States, including—
 - (I) a city;
 - (II) a county; and
 - (III) a special purpose district that manages open space, including park districts; and
- (iii) an Indian Tribe, or Alaska Native or Native Hawaiian community or organization.

(B) POLITICAL SUBDIVISIONS AND INDIAN TRIBES.—A political subdivision of a State or territory of the United States or an Indian Tribe, including Alaska Native or Native Hawaiian community organization, shall be considered an eligible entity only if the political subdivision or Indian Tribe represents or otherwise serves a qualifying urban area.

(2) INDIAN TRIBE.—The term “Indian Tribe” has the meaning given the term “Indian tribe” in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304).

(3) LOW-INCOME.—The term “low-income community” means any census block group in which 30 percent or more of the population are individuals with an annual household income equal to, or less than, the greater of—

(A) an amount equal to 80 percent of the median income of the area in which the household is located, as reported by the Department of Housing and Urban Development; and

(B) 200 percent of the Federal poverty line.

(4) OUTDOOR RECREATION LEGACY PARTNERSHIP PROGRAM.—The term “Outdoor Recreation Legacy Partnership Program” means the program established under subsection (b)(1).

(5) QUALIFYING URBAN AREA.—The term “qualifying urban area” means an area identified by the Census Bureau as an area with a population of 30,000 or more in the most recent census.

(6) ELIGIBLE NONPROFIT ORGANIZATION.—The term “eligible nonprofit organization” means an organization that is described in section 501(c)(3) of the Internal Revenue Code of 1986 and is exempt from tax under section 501(a) of such code.

(7) SECRETARY.—The term “Secretary” means the Secretary of the Interior.

(8) STATE.—The term “State” means any state of the United States or the District of Columbia.

(b) GRANTS AUTHORIZED.—

(1) IN GENERAL.—The Secretary shall establish an Outdoor Recreation Legacy Partnership Program under which the Secretary may award grants to eligible entities for projects—

(A) to acquire land and water for parks and other outdoor recreation purposes in qualifying urban areas; and

(B) to develop new or renovate existing outdoor recreation facilities in qualifying urban areas.

(2) MATCHING REQUIREMENT.—

(A) IN GENERAL.—As a condition of receiving a grant under paragraph (1), an eligible entity shall provide matching funds in the form of cash or an in-kind contribution in an amount equal to not less than 100 percent of the amounts made available under the grant.

(B) SOURCES.—The matching amounts referred to in subparagraph (A) may include amounts made available from State, local, nongovernmental, or private sources.

(C) WAIVER.—The Secretary may waive all or part of the matching requirement under subparagraph (A) in underserved or low-income communities if the Secretary determines that—

(i) no reasonable means are available through which an applicant can meet the matching requirement; and

(ii) the probable benefit of such project outweighs the public interest in such matching requirement.

(D) ADMINISTRATIVE EXPENSES.—Not more than 10 percent of funds provided to an eligible entity may be used for administrative expenses.

(c) CONSIDERATIONS.—In awarding grants to eligible entities, the Secretary will consider the extent to which a project may—

(1) provide recreation opportunity in underserved communities where access to parks is not adequate to meet local needs;

(2) provide opportunities for outdoor education and public land volunteerism;

(3) support innovative or cost-effective ways to enhance parks and recreation opportunities or delivery of services;

(4) support city park and recreation programming, by means including cooperative agreements with community-based eligible nonprofit organizations; and

(5) create native event sites or cultural gathering spaces.

(d) ELIGIBLE USES.—

(1) IN GENERAL.—A grant recipient may use a grant awarded under this section—

(A) to acquire land or water in a qualifying urban area that provides outdoor recreation opportunities to the public; and

(B) to develop or renovate outdoor recreational facilities in a qualifying urban area that provide outdoor recreation opportunities to the public.

(2) LIMITATIONS ON USE.—A grant recipient may not use grant funds for—

- (A) incidental costs related to land acquisition, including appraisal and titling;
 - (B) operation and maintenance activities;
 - (C) facilities that support semiprofessional or professional athletics;
 - (D) indoor facilities such as recreation centers or facilities that support primarily non-outdoor purposes; or
 - (E) acquisition of land or interests in land that restrict access to specific persons.
- (e) **PRIORITY.**—In awarding grants under this section, the Secretary shall give priority to projects that—
- (1) create or significantly enhance access to park and recreational opportunities in an urban neighborhood or community;
 - (2) engage and empower underserved communities and youth;
 - (3) provide employment or job training opportunities for youth or underserved communities;
 - (4) establish or expand public-private partnerships, with a focus on leveraging resources; and
 - (5) take advantage of coordination among various levels of government.
- (f) **NATIONAL PARK SERVICE REQUIREMENTS.**—In carrying out the Outdoor Recreation Legacy Partnership Program, the Secretary shall—
- (1) conduct an initial screening and technical review of applications received;
 - (2) evaluate and score all qualifying applications; and
 - (3) provide culturally and linguistically appropriate information and technical assistance to eligible entities and low-income communities about the opportunity to apply for funds under this section, the application procedures by which eligible entities may apply for funds, and eligible uses for funding.
- (g) **REPORTING.**—
- (1) **ANNUAL REPORTS.**—Not later than 30 days after the last day of each report period, each State lead agency that receives a grant under this section shall annually submit to the Secretary performance and financial reports that—
 - (A) summarize project activities conducted during the report period; and
 - (B) provide the status of the project.
 - (2) **FINAL REPORTS.**—Not later than 90 days after the earlier of the date of expiration of a project period or the completion of a project, each State lead agency that receives a grant under this section shall submit to the Secretary a final report containing such information as the Secretary may require.

4. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BEYER OF VIRGINIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of the bill, add the following:

DIVISION H—WILDLIFE CORRIDORS CONSERVATION ACT OF 2021

SEC. 11101. SHORT TITLE; TABLE OF CONTENTS.

This division may be cited as the “Wildlife Corridors Conservation Act of 2021”.

SEC. 11102. DEFINITIONS.

In this Act:

(1) **APPROPRIATE COMMITTEES OF CONGRESS.**—The term “appropriate committees of Congress” means—

(A) the Committee on Energy and Natural Resources of the Senate;

(B) the Committee on Environment and Public Works of the Senate;

(C) the Committee on Appropriations of the Senate;

(D) the Committee on Energy and Commerce of the House of Representatives;

(E) the Committee on Natural Resources of the House of Representatives;

(F) the Committee on Appropriations of the House of Representatives; and

(2) **CONNECTIVITY.**—The term “connectivity” means the degree to which the landscape or seascape facilitates native species movement.

(3) **CORRIDOR.**—The term “corridor” means a feature of the landscape or seascape that—

(A) provides habitat or ecological connectivity; and

(B) allows for native species movement or dispersal.

(4) **DATABASE.**—The term “Database” means the National Wildlife Corridors Database established under section 11308(a).

(5) **FEDERAL LAND OR WATER.**—The term “Federal land or water” means any land or water, or interest in land or water, owned by the United States.

(6) **FUND.**—The term “Fund” means the Wildlife Corridors Stewardship Fund established by section 11401(a).

(7) **HABITAT.**—The term “habitat” means land, water, and substrate occupied at any time during the life cycle of a native species that is necessary, with respect to the native species, for spawning, breeding, feeding, growth to maturity, or migration.

(8) **INDIAN LAND.**—The term “Indian land” means land of an Indian Tribe, or an Indian individual, that is—

(A) held in trust by the United States; or

(B) subject to a restriction against alienation imposed by the United States.

(9) **INDIAN TRIBE.**—The term “Indian Tribe” has the meaning given the term “Indian tribe” in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304).

(10) **NATIONAL COORDINATION COMMITTEE.**—The term “National Coordination Committee” means the National Coordination Committee established under section 11306(a).

(11) **NATIONAL WILDLIFE CORRIDOR.**—The term “National Wildlife Corridor” means any Federal land or water designated as a National Wildlife Corridor under section 11201(a).

(12) NATIONAL WILDLIFE CORRIDOR SYSTEM.—The term “National Wildlife Corridor System” means the system of National Wildlife Corridors established by section 11201(a).

(13) NATIVE SPECIES.—The term “native species” means—

(A) a fish, wildlife, or plant species that is or was historically present in a particular ecosystem as a result of natural migratory or evolutionary processes, including subspecies and plant varieties; or

(B) a migratory bird species that is native to the United States or its territories (as defined in section 2(b) of the Migratory Bird Treaty Act (16 U.S.C. 703(b))).

(14) REGIONAL OCEAN PARTNERSHIP.—The term “regional ocean partnership” means a regional organization of coastal or Great Lakes States, territories, or possessions voluntarily convened by Governors to address cross-jurisdictional ocean matters, or the functional equivalent of such a regional ocean organization designated by the Governor or Governors of a State or States.

(15) REGIONAL WILDLIFE MOVEMENT COUNCIL.—The term “regional wildlife movement council” means a regional wildlife movement council established under section 11307(a).

(16) SECRETARIES.—The term “Secretaries” means—

(A) the Secretary of Agriculture, acting through the Chief of the Forest Service, concerning land contained within the National Forest System;

(B) the Secretary of Commerce;

(C) the Secretary of the Interior; and

(D) the Secretary of Transportation.

(17) SECRETARY.—The term “Secretary” means the Secretary of the Interior, acting through the Director of the United States Fish and Wildlife Service.

(18) TRIBAL WILDLIFE CORRIDOR.—The term “Tribal Wildlife Corridor” means a corridor established by the Secretary under section 11303(a)(1)(C).

(19) UNITED STATES.—The term “United States”, when used in a geographical sense, means—

(A) a State;

(B) the District of Columbia;

(C) the Commonwealth of Puerto Rico;

(D) Guam;

(E) American Samoa;

(F) the Commonwealth of the Northern Mariana Islands;

(G) the Federated States of Micronesia;

(H) the Republic of the Marshall Islands;

(I) the Republic of Palau;

(J) the United States Virgin Islands; and

(K) the territorial sea (within the meaning of the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1801 et seq.)) and the exclusive economic zone (as defined in section 3 of that Act (16 U.S.C. 1802)) within the jurisdiction or sovereignty of the Federal Government.

(20) WILDLIFE MOVEMENT.—The term “wildlife movement” means the passage of individual members or populations of a fish, wildlife, or plant species across a landscape or seascape.

TITLE I—NATIONAL WILDLIFE CORRIDOR SYSTEM ON FEDERAL LAND AND WATER

SEC. 11201. NATIONAL WILDLIFE CORRIDORS.

(a) **ESTABLISHMENT.**—There is established a system of corridors on Federal land and water, to be known as the “National Wildlife Corridor System”, which shall consist of National Wildlife Corridors designated as part of the National Wildlife Corridor System by—

- (1) statute;
- (2) rulemaking under section 11202; or
- (3) a land management plan developed or revised under section 202 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1712).

(b) **STRATEGY.**—Not later than 18 months after the date of enactment of this Act, the Secretary shall develop a strategy for the effective development of the National Wildlife Corridor System—

- (1) to support the fulfillment of the purposes described in section 11202(b);
- (2) to ensure coordination and consistency across Federal agencies in the development, implementation, and management of National Wildlife Corridors; and
- (3) to develop a timeline for the implementation of National Wildlife Corridors.

SEC. 11202. ADMINISTRATIVE DESIGNATION OF NATIONAL WILDLIFE CORRIDORS.

(a) **RULEMAKING.**—

(1) **NATIONAL WILDLIFE CORRIDORS.**—Not later than 2 years after the date of enactment of this Act, the Secretary, in consultation with the Secretaries, pursuant to the land, water, and resource management planning and conservation authorities of the Secretaries, shall establish a process, by regulation, for the designation and management of National Wildlife Corridors on Federal land or water under the respective jurisdictions of the Secretaries. Where a National Wildlife Corridor crosses federal land or water under the jurisdiction of several secretaries, then the Secretary must obtain concurrence from the applicable Secretaries before a National Wildlife Corridor may be designated.

(2) **FEDERAL LAND AND WATER MANAGEMENT.**—The Secretaries shall consider the designation of National Wildlife Corridors in any process relating to the issuance, revision, or modification of a management plan for land or water under the respective jurisdiction of the Secretaries insofar as a corridor is consistent with the purpose of the plan.

(b) **CRITERIA FOR DESIGNATION.**—The regulations promulgated by the Secretary under subsection (a)(1) shall ensure that, in designating a National Wildlife Corridor, the Secretaries—

- (1) base the designation of the National Wildlife Corridor on—
 - (A) coordination with existing—
 - (i) National Wildlife Corridors;

- (ii) corridors established by States; and
 - (iii) Tribal Wildlife Corridors; and
 - (B) the best available science of—
 - (i) existing native species habitat; and
 - (ii) likely future native species habitats;
 - (2) determine that the National Wildlife Corridor supports the connectivity, persistence, resilience, and adaptability of the native species for which it has been designated by providing for—
 - (A) dispersal and genetic exchange between populations;
 - (B) range shifting, range expansion, or range restoration, such as in response to climate change;
 - (C) seasonal movement or migration; or
 - (D) succession, movement, or recolonization following—
 - (i) a disturbance, such as fire, flood, drought, or infestation; or
 - (ii) population decline or previous extirpation;
 - (3) consult the Database; and
 - (4) consider recommendations from the National Coordination Committee under section 11306(e)(2)(C).
- (c) DESIGNATION OF FEDERAL LAND OR WATER REQUIRING RESTORATION OR CONNECTION OF HABITAT.—The Secretaries may designate as a National Wildlife Corridor land or water that—
- (1) is necessary for the natural movements of one or more native species;
 - (2) requires restoration, including—
 - (A) land or water that is degraded; and
 - (B) land or water from which a species is currently absent—
 - (i) but may be colonized or recolonized by the species naturally; or
 - (ii) to which the species may be reintroduced or restored based on habitat changes; and
 - (3) is fragmented or consists of only a portion of the habitat required for the connectivity needs of one or more native species.
- (d) NOMINATION FOR DESIGNATION.—
- (1) IN GENERAL.—In establishing the process for designation under subsection (a)(1), the Secretary shall include procedures under which—
 - (A) any State, Tribal, or local government, or a non-governmental organization engaged in the conservation of native species and the improvement of the habitats of native species, may submit to the Secretaries a nomination to designate as a National Wildlife Corridor an area under the respective jurisdiction of the Secretaries; and
 - (B) the Secretaries shall consider and, not later than 1 year after the date on which the nomination was submitted under subparagraph (A), respond to any nomination submitted under that subparagraph.
 - (2) SUPPORTING DOCUMENTATION.—A nomination for designation under paragraph (1)(A) shall include supporting documentation, including—
 - (A) the native species for which the National Wildlife Corridor would be designated;

(B) summaries and references of, with respect to the designation of a National Wildlife Corridor—

(i) the best science available at the time of the submission of the nomination for designation documenting why the corridor is needed; and

(ii) the most current scientific reports available at the time of the submission of the nomination for designation;

(C) information with respect to how the nomination was coordinated with potential partners;

(D) a description of supporting stakeholders, such as States, Indian Tribes, local governments, scientific organizations, nongovernmental organizations, and affected voluntary private landowners; and

(E) any additional information the Secretaries, in consultation with the National Coordination Committee, determine is relevant to the nomination.

SEC. 11203. MANAGEMENT OF NATIONAL WILDLIFE CORRIDORS.

(a) **IN GENERAL.**—The Secretaries shall, consistent with other applicable Federal land and water management requirements, laws, and regulations, manage each National Wildlife Corridor under the respective administrative jurisdiction of the Secretaries in a manner that contributes to the long-term connectivity, persistence, resilience, and adaptability of native species for which the National Wildlife Corridor is identified, including through—

(1) the maintenance and improvement of habitat connectivity within the National Wildlife Corridor;

(2) the implementation of strategies and activities that enhance the ability of native species to respond to climate change and other environmental factors;

(3) the maintenance or restoration of the integrity and functionality of the National Wildlife Corridor;

(4) the mitigation or removal of human infrastructure that obstructs the natural movement of native species; and

(5) the use of existing conservation programs, including Tribal Wildlife Corridors, under the respective jurisdiction of the Secretaries to contribute to the connectivity, persistence, resilience, and adaptability of native species.

(b) **NATIONAL WILDLIFE CORRIDORS SPANNING MULTIPLE JURISDICTIONS.**—In the case of a National Wildlife Corridor that spans the administrative jurisdiction of two or more of the Secretaries, the relevant Secretaries shall coordinate management of the National Wildlife Corridor in accordance with section 11301(b) to advance the purposes described in section 11201(b).

(c) **ROAD MITIGATION.**—In the case of a National Wildlife Corridor that intersects, adjoins, or crosses a new or existing State, Tribal, or local road or highway, the relevant Secretaries shall coordinate with the Secretary of Transportation and State, Tribal, and local transportation agencies, as appropriate, to identify and implement voluntary environmental mitigation measures—

(1) to improve public safety and reduce vehicle caused native species mortality while maintaining habitat connectivity; and

(2) to mitigate damage to the natural movements of native species through strategies such as—

- (A) the construction, maintenance, or replacement of native species underpasses, overpasses, and culverts; and
 - (B) the maintenance, replacement, or removal of dams, bridges, culverts, and other hydrological obstructions.
- (d) **COMPATIBLE USES.**—A use of Federal land or water that was authorized before the date on which the Federal land or water is designated as a National Wildlife Corridor may continue if the applicable Secretaries determine that the use is compatible with the wildlife movements of the species for which the National Wildlife Corridor was designated, consistent with applicable Federal laws and regulations.

TITLE II—WILDLIFE CORRIDORS CONSERVATION

SEC. 11301. COLLABORATION AND COORDINATION.

(a) **COLLABORATION.**—The Secretaries may partner with and provide funds to States, local governments, Indian Tribes, the National Coordination Committee, voluntary private landowners, and the regional wildlife movement councils to support the purposes described in section 11201(b).

(b) **COORDINATION.**—To the maximum extent practicable and consistent with applicable law, the Secretary or Secretaries, as applicable, shall develop the strategy under section 11201(b), designate National Wildlife Corridors under section 11202, and manage National Wildlife Corridors under section 11203—

- (1) in consultation and coordination with—
 - (A) other relevant Federal agencies;
 - (B) States, including—
 - (i) State fish and wildlife agencies; and
 - (ii) other State agencies responsible for managing the natural resources and wildlife;
 - (C) Indian Tribes;
 - (D) units of local government;
 - (E) other interested stakeholders identified by the Secretary, including applicable voluntary private landowners;
 - (F) landscape- and seascape-scale partnerships, including—
 - (i) the National Fish Habitat Partnership;
 - (ii) the National Marine Fisheries Service;
 - (iii) regional fishery management councils established under section 302(a) of the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1852(a));
 - (iv) relevant regional ocean partnerships;
 - (v) the Climate Science Centers of the Department of the Interior; and
 - (vi) the Landscape Conservation Cooperative Network;
 - (G) the National Coordination Committee; and
 - (H) the regional wildlife movement councils.

SEC. 11302. EFFECT.

(a) **RELATIONSHIP TO OTHER CONSERVATION LAWS.**—Nothing in this title amends or otherwise affects any other law (including regulations) relating to the conservation of native species.

(b) **JURISDICTION OF STATES AND INDIAN TRIBES.**—Nothing in this title or an amendment made by this title affects the jurisdiction of a State or an Indian Tribe with respect to fish and wildlife management, including the regulation of hunting, fishing, and trapping, in a National Wildlife Corridor or a Tribal Wildlife Corridor.

SEC. 11303. TRIBAL WILDLIFE CORRIDORS.

(a) **ESTABLISHMENT.**—

(1) **IN GENERAL.**—

(A) **NOMINATIONS.**—An Indian Tribe may nominate a corridor within Indian land of the Indian Tribe as a Tribal Wildlife Corridor by submitting to the Secretary, in consultation with the Director of the Bureau of Indian Affairs (referred to in this section as the “Secretary”), an application at such time, in such manner, and containing such information as the Secretary may require.

(B) **DETERMINATION.**—Not later than 90 days after the date on which the Secretary receives an application under subparagraph (A), the Secretary shall determine whether the nominated Tribal Wildlife Corridor described in the application meets the criteria established under paragraph (2).

(C) **PUBLICATION.**—On approval of an application under subparagraph (B), the Secretary shall publish in the Federal Register a notice of the establishment of the Tribal Wildlife Corridor, which shall include a map and legal description of the land designated as a Tribal Wildlife Corridor.

(2) **CRITERIA.**—

(A) **IN GENERAL.**—Not later than 18 months after the date of enactment of this Act, the Secretary shall establish criteria for determining whether a corridor nominated by an Indian Tribe under paragraph (1)(A) qualifies as a Tribal Wildlife Corridor.

(B) **INCLUSIONS.**—The criteria established under subparagraph (A) shall include, at a minimum, the following:

- (i) The restoration of historical habitat for the purposes of facilitating connectivity.
- (ii) The management of land for the purposes of facilitating connectivity.
- (iii) The management of land to prevent the imposition of barriers that may hinder current or future connectivity.

(3) **REMOVAL.**—

(A) **IN GENERAL.**—An Indian Tribe may elect to remove the designation of a Tribal Wildlife Corridor on the Indian land of the Indian Tribe by notifying the Secretary.

(B) **EFFECT OF REMOVAL.**—An Indian Tribe that elects to remove a designation under subparagraph (A) may not receive assistance under subsection (c) or (d)(1) or section 11305.

(b) COORDINATION OF LAND USE PLANS.—Section 202 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1712) is amended—

(1) in subsection (b)—

(A) by striking “Indian tribes by” and inserting the following: Indian tribes—

“(1) by”;

(B) in paragraph (1) (as so designated), by striking the period at the end and inserting “; and”; and

(C) by adding at the end the following:

“(2) for the purposes of determining whether the land use plans for land in the National Forest System would provide additional connectivity to benefit the purposes of a Tribal Wildlife Corridor established under section 11303(a)(1) of the Wildlife Corridors Conservation Act of 2021.”; and

(2) by adding at the end the following:

“(g) TRIBAL WILDLIFE CORRIDORS.—On the establishment of a Tribal Wildlife Corridor under section 11303(a)(1) of the Wildlife Corridors Conservation Act of 2021, the Secretary shall conduct a meaningful consultation with the Indian tribe that administers the Tribal Wildlife Corridor to determine whether, through the revision of one or more existing land use plans, the Tribal Wildlife Corridor can—

“(1) be expanded into public lands; or

“(2) otherwise benefit connectivity (as defined in section 11102 of that Act) between public lands and the Tribal Wildlife Corridor.”.

(c) TECHNICAL ASSISTANCE.—The Secretary shall provide to Indian Tribes technical assistance relating to the establishment, management, and expansion of a Tribal Wildlife Corridor, including assistance with accessing wildlife data and working with voluntary private landowners to access Federal and State programs to improve wildlife habitat and connectivity on non-Federal land.

(d) AVAILABILITY OF ASSISTANCE.—An Indian Tribe that has a Tribal Wildlife Corridor established on the Indian land of the Indian Tribe shall be eligible for a grant under the wildlife movements grant program under section 11305, subject to other applicable requirements of that grant program.

(e) SAVINGS CLAUSE.—Nothing in this section authorizes or affects the use of private property or Indian land.

SEC. 11304. PROTECTION OF INDIAN TRIBES.

(a) FEDERAL TRUST RESPONSIBILITY.—Nothing in this title amends, alters, or waives the Federal trust responsibility to Indian Tribes.

(b) FREEDOM OF INFORMATION ACT.—

(1) EXEMPTION.—Information described in paragraph (2) shall not be subject to disclosure under section 552 of title 5, United States Code (commonly known as the “Freedom of Information Act”), if the head of the agency that receives the information, in consultation with the Secretary and the affected Indian Tribe, determines that disclosure may—

(A) cause a significant invasion of privacy;

(B) risk harm to human remains or resources, cultural items, uses, or activities; or

(C) impede the use of a traditional religious site by practitioners.

(2) INFORMATION DESCRIBED.—Information referred to in paragraph (1) is information received by a Federal agency—

(A) pursuant to this title relating to—

(i) the location, character, or ownership of human remains of a person of Indian ancestry; or

(ii) resources, cultural items, uses, or activities identified by an Indian Tribe as traditional or cultural because of the long-established significance or ceremonial nature to the Indian Tribe; or

(B) pursuant to the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001 et seq.).

SEC. 11305. WILDLIFE MOVEMENTS GRANT PROGRAM.

(a) IN GENERAL.—The Secretary shall establish a wildlife movements grant program (referred to in this section as the “grant program”) to encourage wildlife movement in accordance with this subsection.

(b) GRANTS.—Beginning not later than 2 years after the date of enactment of this Act, the Secretary, based on recommendations from the National Coordination Committee under section 11306(e)(2)(C), shall make grants to one or more projects that—

(1) are a regional priority project identified by a regional wildlife movement council;

(2) satisfy the purposes described in section 11201(b); and

(3) increase connectivity for native species.

(c) ELIGIBLE RECIPIENTS.—A person that is eligible to receive a grant under the grant program is—

(1) a voluntary private landowner or group of landowners;

(2) a State fish and wildlife agency or other State agency responsible for managing natural resources and wildlife;

(3) an Indian Tribe;

(4) a unit of local government;

(5) an agricultural cooperative;

(6) water, irrigation, or rural water districts or associations, or other organizations with water delivery authority (including acequias and land grant communities in the State of New Mexico);

(7) institutions of higher education;

(8) an entity approved for a grant by a regional wildlife movement council; and

(9) any group of entities described in paragraphs (1) through (8).

(d) REQUIREMENTS.—In administering the grant program, the Secretary shall use the criteria, guidelines, contracts, reporting requirements, and evaluation metrics developed by the National Coordination Committee under subparagraphs (A) and (B) of section 11306(e)(2).

SEC. 11306. NATIONAL COORDINATION COMMITTEE.

(a) ESTABLISHMENT.—Not later than 18 months after the date of enactment of this Act, the Secretary shall establish a committee, to be known as the “National Coordination Committee”.

(b) ADMINISTRATIVE SUPPORT.—The Secretary shall provide administrative support for the National Coordination Committee.

(c) **MEMBERSHIP.**—The National Coordination Committee shall be composed of—

- (1) the Secretary (or a designee);
- (2) the Secretary of Transportation (or a designee);
- (3) the Secretary of Agriculture (or a designee);
- (4) the Secretary of Commerce (or a designee);
- (5) the Director of the Bureau of Indian Affairs (or a designee);
- (6) the Executive Director of the Association of Fish and Wildlife Agencies (or a designee);
- (7) two representatives of intertribal organizations, to be appointed by the Secretary;
- (8) the chairperson of each regional wildlife movement council (or a designee); and
- (9) not more than three representatives of nongovernmental, science, or academic organizations with expertise in wildlife conservation and habitat connectivity, to be appointed by the Secretary in a manner that ensures that the membership of the National Coordination Committee is fair and balanced.

(d) **CHAIRPERSON.**—The National Coordination Committee shall select a Chairperson and Vice Chairperson from among the members of the National Coordination Committee.

(e) **DUTIES.**—The National Coordination Committee—

- (1) shall establish standards for regional wildlife movement plans to allow for better cross-regional collaboration; and
- (2) shall, with respect to the wildlife movements grant program under section 11305—
 - (A) establish criteria and develop guidelines for the solicitation of applications for grants by regional wildlife movement councils;
 - (B) develop standardized contracts, reporting requirements, and evaluation metrics for grant recipients; and
 - (C) make recommendations annually to the Secretary for the selection of grant recipients on the basis of the ranked lists of regional priority projects received from the regional wildlife movement councils under section 11307(c)(4) that are consistent with the purposes described in section 11201(b).

(f) **APPLICABILITY OF FACA.**—Except as otherwise provided in this section, the Federal Advisory Committee Act (5 U.S.C. App.) shall apply to the National Coordination Committee.

SEC. 11307. REGIONAL WILDLIFE MOVEMENT COUNCILS.

(a) **ESTABLISHMENT.**—Not later than 1 year after the date of enactment of this Act, the Secretary shall establish not less than 4 regional wildlife movement councils with separate geographic jurisdictions that encompass the entire United States.

(b) **MEMBERSHIP.**—

- (1) **IN GENERAL.**—Each regional wildlife movement council shall be composed of—
 - (A) the director of each State fish and wildlife agency within the jurisdiction of the regional wildlife movement council (or a designee);
 - (B) balanced representation from Tribal governments within the jurisdiction of the regional wildlife movement council;

(C) to serve as a Federal agency liaison and nonvoting, ex officio member—

(i) the Director of the United States Fish and Wildlife Service (or a designee); or

(ii) the director of any applicable regional office of the United States Fish and Wildlife Service (or a designee);

(D) not more than three representatives of nongovernmental, science, or academic organizations with expertise in native species conservation and the habitat connectivity needs of the region covered by the regional wildlife movement council; and

(E) not more than three voluntary representatives of private landowners with property in the applicable region, not less than one of whom shall be a farmer or rancher.

(2) REQUIREMENTS.—

(A) MEMBERSHIP.—The Secretary shall ensure that the membership of each regional wildlife movement council is fair and balanced in terms of expertise and perspectives represented.

(B) EXPERTISE.—Each regional wildlife movement council shall include experts in ecological connectivity, native species ecology, and ecological adaptation.

(3) CHAIRPERSON.—Each regional wildlife movement council shall select a Chairperson from among the members of the regional wildlife movement council.

(c) DUTIES.—Each regional wildlife movement council shall—

(1) not later than 2 years after the date of establishment of the regional wildlife movement council and in accordance with any standards established by the National Coordination Committee, prepare and submit to the Secretary and the National Coordination Committee a regional wildlife movement plan that maintains natural wildlife movement by identifying research priorities and data needs for the Database that is revised, amended, or updated not less frequently than once every 5 years;

(2) provide for public engagement, including engagement of Indian Tribes, at appropriate times and in appropriate locations in the region covered by the regional wildlife movement council, to allow all interested persons an opportunity to be heard in the development and implementation of a regional wildlife movement plan under paragraph (1);

(3) solicit applications for wildlife movement grants under section 11305 in accordance with the criteria and guidelines established by the National Coordination Council under section 11306(e)(2)(A);

(4) in accordance with the criteria and guidelines established under section 11306(e)(2)(A), submit to the National Coordination Committee an annual list of regional priority projects, in ranked order, for wildlife movements grants under section 11305 to maintain wildlife movements in the area under the jurisdiction of the regional wildlife movement council; and

(5) submit to the Secretary and the National Coordination Committee, and make publicly available, an annual report de-

scribing the activities of the regional wildlife movement council.

(d) COORDINATION.—If applicable, to increase habitat connectivity between designated Federal land and water and non-Federal land and water, a regional wildlife movement council shall coordinate with—

- (1) Federal agencies;
- (2) Indian Tribes;
- (3) regional fishery management councils established under section 302(a) of the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1852(a));
- (4) migratory bird joint ventures partnerships recognized by the United States Fish and Wildlife Service with respect to migratory bird species;
- (5) State fish and wildlife agencies;
- (6) regional associations of fish and wildlife agencies;
- (7) nongovernmental organizations;
- (8) applicable voluntary private landowners;
- (9) the National Coordination Committee;
- (10) fish habitat partnerships;
- (11) other regional wildlife movement councils with respect to crossregional projects;
- (12) international wildlife management entities with respect to transboundary species in accordance with trade policies of the United States; and
- (13) Federal and State transportation agencies.

(e) APPLICABILITY OF FACCA.—Except as otherwise provided in this section, the Federal Advisory Committee Act (5 U.S.C. App.) shall apply to the regional wildlife movement councils.

SEC. 11308. NATIONAL WILDLIFE CORRIDORS DATABASE.

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Director of the United States Geological Survey (referred to in this section as the “Director”), in consultation with the National Coordination Committee and the regional wildlife movement councils, shall establish a database, to be known as the “National Wildlife Corridors Database”.

(b) CONTENTS.—

(1) IN GENERAL.—The Database shall—

(A) include maps, data, models, surveys, and descriptions of native species habitats, wildlife movements, and corridors that have been developed by Federal agencies that pertain to Federal land and water;

(B) include maps, models, analyses, and descriptions of projected shifts in habitats, wildlife movements, and corridors of native species in response to climate change or other environmental factors;

(C) reflect the best scientific data and information available; and

(D) in accordance with the requirements of the Geospatial Data Act of 2018 (Public Law 115–254), have the data, models, and analyses included in the Database available at scales useful to State, Tribal, local, and Federal agency decisionmakers and the public.

(c) REQUIREMENTS.—Subject to subsection (d), the Director, in collaboration with the National Coordination Committee, the re-

gional wildlife movement councils, and the Administrator of the National Oceanic and Atmospheric Administration, shall—

(1) design the Database to support State, Tribal, local, voluntary private landowner, and Federal agency decisionmakers and the public with data that will allow those entities—

(A) to prioritize and target natural resource adaptation strategies and enhance existing State and Tribal corridor protections;

(B) to assess the impacts of proposed energy, water, transportation, and transmission projects, and other development activities, and to avoid, minimize, and mitigate the impacts of those projects and activities on National Wildlife Corridors;

(C) to assess the impact of new and existing development on native species habitats and National Wildlife Corridors; and

(D) to develop strategies that promote habitat connectivity to allow native species to move—

(i) to meet biological and ecological needs;

(ii) to adjust to shifts in habitat; and

(iii) to adapt to climate change;

(2) establish a coordination process among Federal agencies to update maps and other information with respect to landscapes, seascapes, native species habitats and ranges, habitat connectivity, National Wildlife Corridors, and wildlife movement changes as information based on new scientific data becomes available; and

(3) not later than 5 years after the date of enactment of this Act, and not less frequently than once every 5 years thereafter, develop, submit a report to the Secretary and the appropriate committees of Congress, and make publicly available a report, that, with respect to the Database—

(A) outlines the categories for data that may be included in the Database;

(B) outlines the data protocols and standards for each category of data in the Database;

(C) identifies gaps in native species habitat and National Wildlife Corridor information;

(D) prioritizes research and future data collection activities for use in updating the Database; and

(E) evaluates and quantifies the efficacy of the Database to meet the needs of the entities described in paragraph (1).

(d) PROPRIETARY INTERESTS AND PROTECTED INFORMATION.—In developing the Database, the Director shall—

(1) as applicable, protect proprietary interests with respect to any licensed information, licensed data, and other items contained in the Database; and

(2) protect information in the Database with respect to the habitats and ranges of specific native species to prevent poaching, illegal taking and trapping, and other related threats to native species.

TITLE III—FUNDING

SEC. 11401. AUTHORIZATION OF APPROPRIATIONS.

(a) NATIONAL WILDLIFE CORRIDOR SYSTEM.—There are authorized to be appropriated to carry out title I for fiscal year 2020 and each fiscal year thereafter—

- (1) to the Secretary, \$7,500,000;
- (2) to the Secretary of Agriculture, \$3,000,000;
- (3) to the Secretary of Commerce, \$3,000,000; and
- (4) to the Secretary of Transportation, \$3,000,000.

(b) TRIBAL WILDLIFE CORRIDORS.—There is authorized to be appropriated to carry out title II \$5,000,000 for fiscal year 2020 and each fiscal year thereafter.

(c) WILDLIFE MOVEMENTS GRANT PROGRAM AND REGIONAL WILDLIFE MOVEMENT COUNCILS.—

(1) WILDLIFE MOVEMENT GRANT PROGRAM.—

(A) IN GENERAL.—There is authorized to be appropriated to the Secretary to carry out the wildlife movements grant program under section 11305 \$50,000,000 for fiscal year 2022 and each fiscal year thereafter.

(B) REQUIREMENTS.—Amounts appropriated under subparagraph (A) may be used to complement or match other Federal or non-Federal funding received by the projects funded by those grants.

(C) ADMINISTRATIVE SUPPORT.—Not more than 5 percent of amounts appropriated under subparagraph (A) may be used for administrative support.

(2) REGIONAL WILDLIFE MOVEMENT COUNCILS.—

(A) IN GENERAL.—There is authorized to be appropriated to the Secretary to provide support for the regional wildlife movement councils to carry out section 11307 \$1,000,000 for fiscal year 2020 and each fiscal year thereafter.

(B) EQUAL DIVISION.—Amounts appropriated under subparagraph (A) shall be proportionally divided between each regional wildlife movement council.

(d) NATIONAL WILDLIFE CORRIDORS DATABASE.—There are authorized to be appropriated to the Secretary to carry out section 11308—

- (1) \$3,000,000 for fiscal year 2020; and
- (2) \$1,500,000 for fiscal year 2021 and each fiscal year thereafter.

5. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BEYER OF VIRGINIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1222, after line 8, insert the following:

SEC. 7002. TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT OF 1998 TEMPORARY LOAN RELIEF DUE TO COVID-19.

(a) DEFINITIONS.—In this section:

- (1) ELIGIBLE BORROWER.—The term “eligible borrower” means a recipient of an eligible loan administered by the National Surface Transportation and Innovative Finance Bureau.

(2) ELIGIBLE LOAN.—The term “eligible loan” means a loan provided on or before the date of enactment of this Act under a program described in subparagraph (A) or (B) of 116(d)(1) of title 49, United States Code.

(3) SECRETARY.—The term “Secretary” means the Secretary of Transportation.

(b) INTEREST RATE RESET.—

(1) IN GENERAL.—If, at any time after the date of execution of an eligible loan, the eligible borrower of such eligible loan is impacted by COVID-19 and unable to generate sufficient revenues from the dedicated revenue source to pay the scheduled repayments of principal and interest on such eligible loan—

(A) the eligible borrower may submit to the Secretary a request to reset the interest rate of the eligible loan in such manner and containing such information as the Secretary may require; and

(B) the Secretary—

(i) in accordance with such criteria as the Secretary may establish under subsection (d), shall determine whether the eligible borrower is impacted by COVID-19; and

(ii) if a positive determination is made under clause (i), may reset the interest rate of such eligible loan (including through amendment of such eligible loan) to a lower interest rate equal to not less than the yield on United States Treasury securities of a similar maturity to the maturity of the eligible loan on the date of the reset, in accordance with this section.

(2) APPLICABILITY.—A lower interest rate provided for an eligible loan pursuant to paragraph (1)(B)(ii) shall apply until the final maturity date of the eligible loan.

(c) OTHER LOAN MODIFICATIONS.—With respect to an eligible borrower impacted by COVID-19, the Secretary, on determining that the eligible borrower has been impacted by COVID-19, may—

(1) allow, for a maximum aggregate period of not more than 5 years, an obligor to add unpaid principal and interest to the outstanding balance of the loan, subject to the requirements under section 502(j)(3)(B) of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 822(j)(3)(B)) or section 603(c)(3)(B) of title 23, United States Code, as applicable; and

(2) extend any applicable disbursement period established under an agreement for credit assistance made pursuant to section 502 of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 822) or section 603 of title 23, United States Code, as applicable.

(d) CRITERIA.—

(1) IN GENERAL.—To be eligible to receive a lower interest rate or other loan modification under this section, an eligible borrower shall achieve compliance with such criteria as the Secretary may establish, in accordance with paragraph (2).

(2) FACTORS FOR CONSIDERATION.—In establishing criteria for purposes of paragraph (1), the Secretary may take into consid-

eration such factors as the Secretary determines to be relevant, including achieving the objectives of—

(A) maintaining the operation of a project carried out by an eligible borrower in a disaster, emergency, or other extenuating circumstance;

(B) mitigating the financial impact on an eligible borrower of a disaster, emergency, or other extenuating circumstance; and

(C) protecting the interests of the Federal Government in critical infrastructure.

(e) EFFECTIVE PERIOD.—

(1) IN GENERAL.—The authority of the Secretary to reset interest rates pursuant to this section shall terminate on September 30, 2022.

(2) EFFECT OF SUBSECTION.—Nothing in this subsection affects any eligible loan that is modified pursuant to this section on or before September 30, 2022.

6. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BRADY OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1270, line 12, strike “and”.

Page 1270, after line 12, insert the following (and redesignate the subsequent paragraph accordingly):

(4) in subsection (h)—

(A) in paragraph (4) by striking “project described in subsection (b)(1)(E) to provide a non-Federal match of not less than 25 percent” and inserting “project that receives a loan or loan guarantee under this section to provide a non-Federal match of not less than 67 percent”; and

(B) by adding at the end the following:

“(5) To be eligible for a direct loan or loan guarantee under this section any debt senior to a loan or loan guarantee under this section shall have an investment-grade rating

“(6) The Secretary shall ensure that a recipient of a loan or loan guarantee on or after the date of enactment of the TRAIN Act shall—

“(A) document the existence of a revenue stream dedicated to retiring such a loan or loan guarantee and other loans provided to the project; and

“(B) in the event of bankruptcy of the recipient with respect to the project, such loan or loan guarantee shall become equal in status to any primary debt with respect to the project.”.

7. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BROWNLEY OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle F of title I of division B, add the following:

SEC. 1640. CLIMATE-SAFE INFRASTRUCTURE WORKING GROUP.

(a) ESTABLISHMENT.—Not later than 3 months after the date of enactment of this Act, the Secretary of Transportation shall establish a working group, to be known as the “Climate-Safe Infrastructure Working Group” (in this section referred to as the “Working

Group”), to examine how to integrate scientific data regarding the projected impacts and risks of climate change into infrastructure planning, design, engineering, construction, operation, and maintenance that is funded by the Federal Government.

(b) COMPOSITION.—The Working Group shall consist of the following:

(1) One or more representatives from each of the Federal agencies that participate in the U.S. Global Change Research Program.

(2) One or more representatives from the Department of the Treasury.

(3) One or more professional engineers with relevant expertise in infrastructure design.

(4) One or more scientists from the National Academy of Sciences.

(5) One or more scientists, social scientists, and experts from academic and research institutions who have expertise in—

(A) climate change projections and impacts;

(B) engineering;

(C) architecture; or

(D) other relevant areas of expertise.

(6) One or more licensed architects with relevant expertise in infrastructure design.

(7) One or more certified planners with relevant expertise in climate change impacts.

(8) One or more representatives of State, local, and Tribal governments.

(9) One or more representatives of environmental justice groups.

(c) DUTIES.—The Working Group shall consider and examine, at a minimum, the following matters:

(1) The current informational and institutional barriers to integrating scientific data regarding the projected impacts and risks of climate change into infrastructure planning, design, engineering, construction, operation, and maintenance that is funded by the Federal Government.

(2) The critical information needed by engineers, certified planners, Federal, State, and local governments, and other persons charged with infrastructure upgrades and maintenance to better address the impacts and risks of climate change over the lifetime of infrastructure projects.

(3) With respect to Federal investment and planning for infrastructure, how to select an appropriate, adaptive engineering design for a range of future climate scenarios.

(4) How to incentivize and incorporate transportation systems thinking, considering how various transportation and infrastructure projects are linked together in a metropolitan region or community, into regional planning and engineering design to ensure the social, economic, and environmental benefits of transportation and infrastructure projects are maximized.

(5) With respect to Federal investment and planning for infrastructure, how to take account of the risks of cascading infrastructure failures and develop more holistic and equitable approaches to evaluating and mitigating risks of climate change.

(6) How to ensure that Federal investments in infrastructure resilience benefit all communities, including communities of color, low-income communities, Tribal communities, and other communities that face a disproportionate risk from climate change and may have experienced long-standing unmet needs and underinvestment in critical infrastructure.

(7) How Federal agencies can track and monitor federally-funded climate resilient infrastructure in a coordinated fashion to—

(A) help build an understanding of the costs and benefits of climate resilient infrastructure;

(B) build the capacity for climate resilient infrastructure; and

(C) plan for investments for the future.

(d) COORDINATION AND CONSIDERATIONS.—In carrying out its duties, the Working Group shall—

(1) coordinate with other Federal climate change adaptation planning efforts and strategies that advance reliability and safety in infrastructure, including the Mitigation Framework Leadership Group and the National Mitigation Investment Strategy; and

(2) consider and build upon existing information relating to climate change, including information from the most recent National Climate Assessment.

(e) PUBLIC INPUT.—In carrying out its duties, the Working Group shall, prior to submission of a draft report under subsection (f), engage in a public stakeholder process by—

(1) holding regional public meetings with key stakeholders, including climate experts, infrastructure experts, State, local, and community groups, and infrastructure finance and insurance experts; and

(2) providing the public an opportunity to provide views, for a period of at least 60 days, to the Working Group regarding the best way to incorporate scientific data regarding the projected impacts and risks of climate change into infrastructure planning, design, engineering, construction, operation, and maintenance that is funded by the Federal Government.

(f) PRELIMINARY RECOMMENDATIONS.—

(1) SUBMISSION.—Not later than 1 year after the date of enactment of this Act, the Working Group shall submit to the President and Congress a draft report that includes preliminary recommendations addressing the each of the matters described in subsection (c).

(2) PUBLIC COMMENT.—The Working Group shall make draft report submitted under paragraph (1) available to the public for comment for a period of not less than 60 days prior to submission of the final report under subsection (g).

(g) FINAL RECOMMENDATIONS.—Not later than 2 years after the date of enactment of this Act, the Working Group shall submit to the President and Congress a final report that includes recommendations—

(1) addressing each of the matters described in subsection (c);

(2) addressing critical information gaps and challenges identified by the Working Group;

(3) for financing options for Federal, State, local, Tribal, and territorial governments to help fund climate-resilient infrastructure;

(4) for a platform or process to facilitate communication between climate scientists, infrastructure planners, engineers, and other relevant experts;

(5) for a stakeholder process—

(A) to engage with representatives of State, local, Tribal, territorial, and community groups regarding the specific challenges and inequities faced by historically marginalized communities; and

(B) to provide outreach and education, shared knowledge, and lessons learned about climate-resilient infrastructure; and

(6) for a platform for tracking Federal funding of climate-resilient infrastructure.

8. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BUDD OF NORTH CAROLINA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 732, line 18, strike “and”.

Page 733, line 2, strike the period and insert “; and”.

Page 733, after line 2, insert the following:

(C) at the end of subsection (l) add the following:

“(8) LOANS CONSIDERED AS FEDERAL FUNDING.—The Secretary shall consider loans from the Department as part of all the Federal funding sources requested by the project sponsor when completing the capital investment grant evaluation process.”.

9. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CALVERT OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. ESTABLISHMENT OF WESTERN RIVERSIDE COUNTY NATIONAL WILDLIFE REFUGE.

(a) IN GENERAL.—The Secretary of the Interior (in this section referred to as the “Secretary”), acting through the United States Fish and Wildlife Service, shall establish as a national wildlife refuge the lands, waters, and interests therein acquired under subsection (g). The national wildlife refuge shall be known as the “Western Riverside County National Wildlife Refuge” (in this section referred to as the “Wildlife Refuge”).

(b) PURPOSE.—The purpose of the Wildlife Refuge shall be—

(1) to conserve, manage, and restore wildlife habitats for the benefit of present and future generations of Americans;

(2) to conserve species listed as threatened or endangered under the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.) or the California Endangered Species Act (California Fish and Game Code 2050–2068), or which is a covered species under the Western Riverside County Multiple Species Habitat Conservation Plan;

(3) to support the recovery and protection of threatened and endangered species under the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.); and

(4) to provide for wildlife habitat connectivity and migratory corridors within the Western Riverside County Multiple Species Habitat Conservation Plan Area.

(c) SENSE OF CONGRESS.—It is the sense of Congress that the Secretary shall seek to acquire land, water, or interests therein (including conservation easements), or sufficient to satisfy the goals established in the Multiple Species Habitat Conservation Plan, within the acquisition boundaries pursuant to this section, including but not limited to those which have been heretofore or may be hereinafter acquired by the Western Riverside County Regional Conservation Authority for Purposes of the Multiple Species Habitat Conservation Plan.

(d) NOTIFICATION OF ESTABLISHMENT.—The Secretary shall publish notice of the establishment of the Wildlife Refuge in the Federal Register.

(e) ACQUISITION BOUNDARIES.—The Secretary shall establish the acquisition boundaries of the Wildlife Refuge as the lands and waters within the Western Riverside County Multiple Species Habitat Conservation Plan Area (as depicted on maps and described in the Final Western Riverside County Multiple Species Habitat Conservation Plan dated June 17, 2003).

(f) ADMINISTRATION.—

(1) IN GENERAL.—Upon the establishment of the Wildlife Refuge and thereafter, the Secretary shall administer all federally owned lands, waters, and interests in the Wildlife Refuge in accordance with the National Wildlife Refuge System Administration Act of 1966 (16 U.S.C. 668dd et seq.) and this section. The Secretary may use such additional statutory authority as may be available to the Secretary for the conservation, management, recovery and restoration of fish and wildlife and habitat, the development of compatible wildlife dependent outdoor recreation opportunities, and the facilitation of fish and wildlife interpretation and education as the Secretary considers appropriate to carry out the purposes of this section and serve the objectives of the Western Riverside County Multiple Species Habitat Conservation Plan.

(2) COOPERATIVE AGREEMENTS REGARDING NON-FEDERAL LANDS.—The Secretary may enter into cooperative agreements with the State of California, any political subdivision thereof, or any other person—

(A) for the management, in a manner consistent with this section and the Western Riverside County Multiple Species Habitat Conservation Plan, of lands that are owned by such State, subdivision, or other person and located within the acquisition boundaries of the Wildlife Refuge;

(B) to promote public awareness of the natural resources of the Western Riverside County Multiple Species Habitat Conservation Plan Area; or

(C) to encourage public participation in the conservation of those resources.

(g) ACQUISITION AND TRANSFERS OF LANDS AND WATERS FOR WILDLIFE REFUGE.—

(1) ACQUISITIONS.—The Secretary shall acquire by donation, purchase with appropriated funds, or exchange such lands and waters, or interests therein (including conservation easements), as they become available, that will achieve the purposes of subsection (b), within the acquisition boundaries of the Wildlife Refuge, except that the lands, waters, and interests therein owned by the State of California and its political subdivisions may be acquired only by donation.

(2) TRANSFERS.—

(A) IN GENERAL.—The head of any Federal department or agency, including any agency within the Department of the Interior, that has jurisdiction of any Federal property located within the boundaries of the Wildlife Refuge as described by this section shall, not later than 1 year after the date of the enactment of this Act, submit to the Secretary an assessment of the suitability of such property for inclusion in the Wildlife Refuge.

(B) ASSESSMENT.—Any assessment under subparagraph

(A) shall include—

(i) parcel descriptions and best existing land surveys for such property;

(ii) a list of existing special reservations designations, or purposes of the property;

(iii) a list of all known or suspected hazardous substance contamination of such property, and any facilities, surface water, or groundwater on such property;

(iv) the status of withdrawal of such property from—

(I) the Mineral Leasing Act (30 U.S.C. 181 et seq.); and

(II) the General Mining Act of 1872 (30 U.S.C. 22 et seq.); and

(v) a recommendation as to whether such property is or is not suitable for inclusion in the Wildlife Refuge, and the reasons supporting the recommendation.

(C) INCLUSION IN WILDLIFE REFUGE.—

(i) IN GENERAL.—The Secretary shall, not later than 60 days after receiving an assessment submitted pursuant to subparagraph (A), determine if the property described in such assessment is suitable for inclusion in the Wildlife Refuge.

(ii) TRANSFER.—If the Secretary determines the property in an assessment submitted under subparagraph (A) is suitable for inclusion in the Wildlife Refuge, the head of the Federal department or agency that has jurisdiction of such property shall transfer such property to the administrative jurisdiction of the Secretary for the purposes of this section.

(D) PROPERTY UNSUITABLE FOR INCLUSION.—Property determined by the Secretary to be unsuitable for inclusion in the Wildlife Refuge based on an assessment submitted under subparagraph (A) shall be subsequently transferred to the Secretary for purposes of this section by the head of the department or agency that has jurisdiction of such

property if such property becomes suitable for inclusion in the Wildlife Refuge as determined by the Secretary in consultation with the head of the department or agency that has jurisdiction of such property.

(E) PUBLIC ACCESS.—If property transferred to the Secretary under this paragraph allows for public access at the time of transfer, such access shall be maintained unless such access—

- (i) would be incompatible with the purposes of the Wildlife Refuge;
- (ii) would jeopardize public health or safety; or
- (iii) must be limited due to emergency circumstances.

10. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CAMMACK OF FLORIDA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1029, after line 8, insert the following:

SEC. 4312. TRANSPORTATION OF AGRICULTURAL COMMODITIES AND FARM SUPPLIES.

Section 229(a)(1) of the Motor Carrier Safety Improvement Act of 1999 (49 U.S.C. 31136 note) is amended—

- (1) in subparagraph (B) by striking “or” at the end;
- (2) in subparagraph (C) by striking the period at the end and inserting “; or”; and
- (3) by adding at the end the following:
 “(D) drivers transporting livestock (as defined in section 602 of the Emergency Livestock Feed Assistance Act of 1988 (7 U.S.C. 1471) including insects) within a 150 air-mile radius from the final destination of the livestock.”.

11. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CARBAJAL OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle C of title I of division B of the bill, add the following:

SEC. 1313. POLLINATOR-FRIENDLY PRACTICES ON ROADSIDES AND HIGHWAY RIGHTS-OF-WAY.

(a) IN GENERAL.—Section 329 of title 23, United States Code, is amended by adding at the end the following:

“(d) POLLINATOR-FRIENDLY PRACTICES ON ROADSIDES AND HIGHWAY RIGHTS-OF-WAY.—

“(1) IN GENERAL.—The Secretary shall establish a program to provide grants to eligible entities to carry out 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.

“(2) ELIGIBLE ENTITIES.—An entity eligible to receive a grant under this subsection is—

- “(A) a State department of transportation;
- “(B) an Indian tribe or tribal organization;
- “(C) a territory; or
- “(D) a Federal land management agency.

“(3) APPLICATION.—To be eligible to receive a grant under this section, an eligible entity shall submit to the Secretary an application at such time, in such manner, and containing such information as the Secretary may require, including a pollinator-friendly practices plan described in paragraph (4).

“(4) POLLINATOR-FRIENDLY PRACTICES PLAN.—

“(A) IN GENERAL.—An eligible entity shall include in the application under paragraph (3) a plan that describes the pollinator-friendly practices that the eligible entity has implemented or plans to implement, including—

“(i) practices relating to mowing strategies that promote early successional vegetation and limit disturbance during periods of highest use by target pollinator species on roadsides and highway rights-of-way, such as—

“(I) reducing the mowing swath outside of the State-designated safety zone;

“(II) increasing the mowing height;

“(III) reducing the mowing frequency;

“(IV) refraining from mowing monarch and other pollinator habitat during periods in which monarchs or other pollinators are present;

“(V) use of a flushing bar and cutting at reduced speeds to reduce pollinator deaths due to mowing;

or

“(VI) reducing raking along roadsides and highway rights-of-way;

“(ii) implementation of an integrated vegetation management plan that includes approaches such as mechanical tree and brush removal, targeted and judicious use of herbicides, and mowing, to address weed issues on roadsides and highway rights-of-way;

“(iii) planting or seeding of native, locally-appropriate grasses and wildflowers, including milkweed, on roadsides and highway rights-of-way to enhance pollinator habitat, including larval host plants;

“(iv) removing nonnative grasses from planting and seeding mixes, except for use as nurse or cover crops;

“(v) obtaining expert training or assistance on pollinator-friendly practices, including—

“(I) native plant identification;

“(II) establishment and management of locally-appropriate or native plants that benefit pollinators;

“(III) land management practices that benefit pollinators; and

“(IV) pollinator-focused integrated vegetation management; or

“(vi) any other pollinator-friendly or vegetation management practices the Secretary determines to be appropriate.

“(B) CONSIDERATION.—In developing the plan under subparagraph (A), the eligible entity shall consider other vegetation management best management practices established by the Secretary, including—

- “(i) fuel breaks for the prevention and control of wildfires;
- “(ii) abating stormwater runoff and stabilizing soil;
- “(iii) habitat for forage for native fauna; and
- “(iv) the economy of maintenance of the right-of-way.

“(C) COORDINATION.—In developing a plan under subparagraph (A), an eligible entity that is a State department of transportation or a Federal land management agency shall coordinate with applicable State agencies, including State agencies with jurisdiction over agriculture and fish and wildlife.

“(D) CONSULTATION.—In developing a plan under subparagraph (A)—

- “(i) an eligible entity that is a State department of transportation or a Federal land management agency shall consult with any affected Indian tribes or tribal organizations; and
- “(ii) any eligible entity may consult with nonprofit organizations, institutions of higher education, units of local government, or any other relevant entities.

“(5) AWARD OF GRANTS.—

“(A) IN GENERAL.—The Secretary shall provide a grant to each eligible entity that submits an application under paragraph (3), including a plan under paragraph (4), that the Secretary determines to be satisfactory.

“(B) AMOUNT OF GRANTS.—The amount of each grant provided under this subsection may not exceed \$150,000.

“(6) USE OF FUNDS.—An eligible entity that receives a grant under this subsection shall use the funds for the implementation, improvement, or further development of the plan under paragraph (4).

“(7) FEDERAL SHARE.—The Federal share of the cost of an activity carried out with a grant under this subsection shall be up to 80 percent.

“(8) TECHNICAL ASSISTANCE.—On request of an eligible entity that receives a grant under this subsection, the Secretary may provide technical assistance with the implementation, improvement, or further development of a plan under paragraph (4).

“(9) ADMINISTRATIVE COSTS.—For each fiscal year, the Secretary may use not more than 5 percent of the amounts made available to carry out this subsection for the administrative costs of carrying out this subsection.

“(10) AUTHORIZATION OF APPROPRIATIONS.—

“(A) IN GENERAL.—There is authorized to be appropriated from the general fund of the Treasury to carry out this subsection \$2,000,000 for each of fiscal years 2023 through 2026.

“(B) AVAILABILITY.—Amounts made available under this subsection shall remain available as described under section 118(b).

“(e) BEST PRACTICES AND GUIDANCE.—

“(1) IN GENERAL.—Not later than 1 year after the date of enactment of the INVEST in America Act, and periodically thereafter, the Secretary shall develop or update best practices for,

and a priority ranking of, pollinator-friendly practices on roadsides and highway rights-of-way.

“(2) GUIDANCE.—The Secretary shall provide guidance on sources of funds made available under this title that are eligible for activities described under this section, including any best management practices identified under paragraph (1) that are eligible for funding under this title.”.

(b) REPORT.—Not later than 2 years after the date on which the first grant is provided under section 329(d) of title 23, United States Code, as added by this Act, the Secretary shall publish a report on the implementation of the program under such section.

12. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CARBAJAL OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 932, line 5, strike “and” at the end.

Page 932, line 8, strike the period at the end and insert “; and”.

Page 932, after line 8, insert the following:

(6) evaluate the feasibility and benefits of requiring States participating in the program established under section 403(j) of title 23, United States Code, as added by this Act, to collect data on pedestrian and bicyclist stops by law enforcement when the stop is made for a traffic law violation.

13. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CARBAJAL OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 909, strike line 17 and insert the following:

(a) IN GENERAL.—Section 5310 of title 49, United States Code, as Page 917, after line 16, insert the following:

(b) STUDY.—Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study, and submit a report on such study to Congress, on access to non-emergency medical transportation services for individuals in disadvantaged populations, including—

(1) how to make it easier for such individuals to use non-emergency medical transportation services; and

(2) how to make it easier for recipients of grants under section 5310(k) of title 49, United States Code, as added by this section, to coordinate non-emergency medical transportation services for such individuals.

14. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CARBAJAL OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 934, strike lines 16 through 25 and insert the following:

“(2) USE OF GRANT FUNDS.—A grant received by a State under paragraph (1)—

“(A) shall be used by the State for the costs of—

“(i) collecting and maintaining data on traffic stops;

“(ii) evaluating the results of such data; and

“(iii) developing and implementing programs to reduce the occurrence of racial profiling; and

“(B) may be used by the State for the costs of collecting, maintaining, and evaluating data on traffic-related stops of

pedestrians, bicyclists, or people traveling via micro-mobility devices.”.

15. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CARTER OF LOUISIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1053, strike lines 5 through 20 and insert the following:

“(d) TRANSPORTATION OF EQUINES.—

“(1) PROHIBITION.—No person may transport or cause to be transported, an equine from a place in a State, the District of Columbia, or a territory or possession of the United States through or to a place in another State, the District of Columbia, or a territory or possession of the United States, or any place that is under the sovereignty of a government that is not the United States—

“(A) in a motor vehicle containing 2 or more levels stacked on top of each other; or

“(B) with reason to believe that the equine may be slaughtered for human consumption.

“(2) MOTOR VEHICLE DEFINED.—In this subsection, the term ‘motor vehicle’ means—

“(A) a vehicle driven or drawn by mechanical power and manufactured primarily for use on public highways; and

“(B) does not include a vehicle operated exclusively on a rail or rails.

“(3) EQUINE DEFINED.—In this subsection, the term ‘equine’ means any member of the Equidae family.”.

Page 1954, line 5, strike “HORSES IN MULTILEVEL TRAILER” and inserting “EQUINES”.

Page 1954, line 12, strike “horse” and insert “equine”.

16. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CASTER OF FLORIDA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 389, strike line 4 and insert “and inserting a semicolon; and”.

Page 389, line 8, strike the period through the semicolon and insert “; or”.

Page 389, after line 8, insert the following:

“(11) if the project or program is for the point-of-sale purchase of zero-emission medium- and heavy-duty vehicles or related zero-emission operations equipment, or supports battery electric charging or fuel cell electric refueling infrastructure and related equipment for medium- and heavy-duty vehicles in projects or programs such as depot infrastructure and infrastructure along routes servicing regional freight hubs.”.

17. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CASTOR OF FLORIDA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 389, strike line 4 and insert “and inserting a semicolon; and”.

Page 389, line 8, strike the period through the semicolon and insert “; or”.

Page 389, after line 8, insert the following:

“(11) if the project or program of projects involves the deployment of hyperlocal air quality mobile monitoring systems primarily to monitor transportation-related emissions.”;

Page 390, line 24, strike the closing quotation marks and the second period.

Page 390, after line 24, insert the following:

“(n) HYPERLOCAL AIR QUALITY MOBILE MONITORING SYSTEMS DEFINED.—In this section, the term ‘hyperlocal air quality mobile monitoring systems’ means a method of monitoring and mapping ambient air quality and greenhouse gases and detecting the presence of pollutants using mobile vehicles that yields frequently repeated, on-going measurements of pollutants and greenhouse gases at a block-level resolution and identifies hotspots of persistent elevated levels of pollutants and greenhouse gases.”.

18. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CASTRO OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of division A of the bill, add the following:

SEC. ____ . REPORT ON PROGRESS OF DBE PROGRAM.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Secretary of Transportation shall submit to Congress a report on the disadvantaged business enterprises program carried out by the Department of Transportation pursuant to section 1101(c) of this division.

(b) CONTENTS.—The report required under subsection (a) shall include, at a minimum, the percentage and dollar amount of Federal funds paid to small business concerns owned and controlled by socially and economically disadvantaged individuals in the prior fiscal year for each State and territory of the United States.

(c) DEFINITIONS.—The terms “small business concern” and “socially and economically disadvantaged individuals” have the meanings given such terms in section 1101(c)(2).

19. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CICILLINE OF RHODE ISLAND OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 188, after line 8, insert the following (and redesignate the subsequent subsections accordingly):

(b) AUTHORIZATION FOR NATIONAL SCENIC BYWAYS.—There is authorized to be appropriated out of the general fund of the Treasury \$39,000,000 for each of fiscal years 2023 through 2026 to carry out section 162 of title 23, United States Code.

20. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE COSTA OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1255, line 13, insert “, including through advance mitigation” after “environmental impacts”.

21. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CRAWFORD OF ARKANSAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 294, line 25, insert “and” after the semicolon.

Page 295, line 8, insert “and” after the semicolon.

Page 296, line 21, strike the semicolon at the end and insert a period.

Page 296, strike line 22 and all that follows through page 299, line 4.

22. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CROW OF COLORADO OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 452, line 10, strike “shall consider” and insert “shall consider, as appropriate”.

Page 453, strike lines 13 through 15 and insert the following:

“(VI) the need for—

“(aa) publicly available electric vehicle charging infrastructure in rural corridors;

“(bb) equitable deployment of electric vehicle charging infrastructure in underserved or disadvantaged communities;

“(cc) vehicle charging infrastructure that is easily accessible to residents of public or affordable housing and multi-unit dwellings; and

“(dd) consideration of the beneficial health impacts of installing electric vehicle charging infrastructure in densely populated communities with high rates of poverty, air pollution, and asthma;

Page 456, line 25, strike “rural areas” and insert “rural areas and underserved or disadvantaged communities”.

23. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DINGELL OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end, add the following:

DIVISION _____ —CLEAN ENERGY AND SUSTAINABILITY ACCELERATOR

SEC. _____. CLEAN ENERGY AND SUSTAINABILITY ACCELERATOR.

Title XVI of the Energy Policy Act of 2005 (Public Law 109–58, as amended) is amended by adding at the end the following new subtitle:

“Subtitle C—Clean Energy and Sustainability Accelerator

“SEC. 1621. DEFINITIONS.

“In this subtitle:

“(1) ACCELERATOR.—The term ‘Accelerator’ means the Clean Energy and Sustainability Accelerator established under section 1622.

“(2) BOARD.—The term ‘Board’ means the Board of Directors of the Accelerator.

“(3) CHIEF EXECUTIVE OFFICER.—The term ‘chief executive officer’ means the chief executive officer of the Accelerator.

“(4) CLIMATE-IMPACTED COMMUNITIES.—The term ‘climate-impacted communities’ includes—

“(A) communities of color, which include any geographically distinct area the population of color of which is higher than the average population of color of the State in which the community is located;

“(B) communities that are already or are likely to be the first communities to feel the direct negative effects of climate change;

“(C) distressed neighborhoods, demonstrated by indicators of need, including poverty, childhood obesity rates, academic failure, and rates of juvenile delinquency, adjudication, or incarceration;

“(D) low-income communities, defined as any census block group in which 30 percent or more of the population are individuals with low income;

“(E) low-income households, defined as a household with annual income equal to, or less than, the greater of—

“(i) an amount equal to 80 percent of the median income of the area in which the household is located, as reported by the Department of Housing and Urban Development; and

“(ii) 200 percent of the Federal poverty line;

“(F) Tribal communities;

“(G) persistent poverty counties, defined as any county that has had a poverty rate of 20 percent or more for the past 30 years as measured by the 2000, 2010, and 2020 decennial censuses;

“(H) communities disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects; and

“(I) communities that are economically reliant on fossil fuel-based industries.

“(5) CLIMATE RESILIENT INFRASTRUCTURE.—The term ‘climate resilient infrastructure’ means any project that builds or enhances infrastructure so that such infrastructure—

“(A) is planned, designed, and operated in a way that anticipates, prepares for, and adapts to changing climate conditions; and

“(B) can withstand, respond to, and recover rapidly from disruptions caused by these climate conditions.

“(6) ELECTRIFICATION.—The term ‘electrification’ means the installation, construction, or use of end-use electric technology that replaces existing fossil-fuel-based technology.

“(7) ENERGY EFFICIENCY.—The term ‘energy efficiency’ means any project, technology, function, or measure that results in the reduction of energy use required to achieve the same level of service or output prior to the application of such project,

technology, function, or measure, or substantially reduces greenhouse gas emissions relative to emissions that would have occurred prior to the application of such project, technology, function, or measure.

“(8) FUEL SWITCHING.—The term ‘fuel switching’ means any project that replaces a fossil-fuel-based heating system with an electric-powered system or one powered by biomass-generated heat.

“(9) GREEN BANK.—The term ‘green bank’ means a dedicated public or nonprofit specialized finance entity that—

“(A) is designed to drive private capital into market gaps for low- and zero-emission goods and services;

“(B) uses finance tools to mitigate climate change;

“(C) does not take deposits;

“(D) is funded by government, public, private, or charitable contributions; and

“(E) invests or finances projects—

“(i) alone; or

“(ii) in conjunction with other investors.

“(10) QUALIFIED PROJECTS.—The terms ‘qualified projects’ means the following kinds of technologies and activities that are eligible for financing and investment from the Clean Energy and Sustainability Accelerator, either directly or through State, Territorial, and local green banks funded by the Clean Energy and Sustainability Accelerator:

“(A) Renewable energy generation, including the following:

“(i) Solar.

“(ii) Wind.

“(iii) Geothermal.

“(iv) Hydropower.

“(v) Ocean and hydrokinetic.

“(vi) Fuel cell.

“(B) Building energy efficiency, fuel switching, and electrification.

“(C) Industrial decarbonization.

“(D) Grid technology such as transmission, distribution, and storage to support clean energy distribution, including smart-grid applications.

“(E) Agriculture and forestry projects that reduce net greenhouse gas emissions.

“(F) Clean transportation, including the following:

“(i) Battery electric vehicles.

“(ii) Plug-in hybrid electric vehicles.

“(iii) Hydrogen vehicles.

“(iv) Other zero-emissions fueled vehicles.

“(v) Related vehicle charging and fueling infrastructure.

“(G) Climate resilient infrastructure.

“(H) Any other key areas identified by the Board as consistent with the mandate of the Accelerator as described in section 1623.

“(11) RENEWABLE ENERGY GENERATION.—The term ‘renewable energy generation’ means electricity created by sources

that are continually replenished by nature, such as the sun, wind, and water.

“SEC. 1622. ESTABLISHMENT.

“(a) IN GENERAL.—Not later than 1 year after the date of enactment of this subtitle, there shall be established a nonprofit corporation to be known as the Clean Energy and Sustainability Accelerator.

“(b) LIMITATION.—The Accelerator shall not be an agency or instrumentality of the Federal Government.

“(c) FULL FAITH AND CREDIT.—The full faith and credit of the United States shall not extend to the Accelerator.

“(d) NONPROFIT STATUS.—The Accelerator shall maintain its status as an organization exempt from taxation under the Internal Revenue Code of 1986 (26 U.S.C. 1 et seq.).

“SEC. 1623. MANDATE.

“The Accelerator shall make the United States a world leader in combating the causes and effects of climate change through the rapid deployment of mature technologies and scaling of new technologies by maximizing the reduction of emissions in the United States for every dollar deployed by the Accelerator, including by—

“(1) providing financing support for investments in the United States in low- and zero-emissions technologies and processes in order to rapidly accelerate market penetration;

“(2) catalyzing and mobilizing private capital through Federal investment and supporting a more robust marketplace for clean technologies, while avoiding competition with private investment;

“(3) enabling climate-impacted communities to benefit from and afford projects and investments that reduce emissions;

“(4) providing support for workers and communities impacted by the transition to a low-carbon economy;

“(5) supporting the creation of green banks within the United States where green banks do not exist; and

“(6) causing the rapid transition to a clean energy economy without raising energy costs to end users and seeking to lower costs where possible.

“SEC. 1624. FINANCE AND INVESTMENT DIVISION.

“(a) IN GENERAL.—There shall be within the Accelerator a finance and investment division, which shall be responsible for—

“(1) the Accelerator’s greenhouse gas emissions mitigation efforts by directly financing qualifying projects or doing so indirectly by providing capital to State, Territorial, and local green banks;

“(2) originating, evaluating, underwriting, and closing the Accelerator’s financing and investment transactions in qualified projects;

“(3) partnering with private capital providers and capital markets to attract coinvestment from private banks, investors, and others in order to drive new investment into underpenetrated markets, to increase the efficiency of private capital markets with respect to investing in greenhouse gas reduction projects, and to increase total investment caused by the Accelerator;

“(4) managing the Accelerator’s portfolio of assets to ensure performance and monitor risk;

“(5) ensuring appropriate debt and risk mitigation products are offered; and

“(6) overseeing prudent, noncontrolling equity investments.

“(b) **PRODUCTS AND INVESTMENT TYPES.**—The finance and investment division of the Accelerator may provide capital to qualified projects in the form of—

“(1) senior, mezzanine, and subordinated debt;

“(2) credit enhancements including loan loss reserves and loan guarantees;

“(3) aggregation and warehousing;

“(4) equity capital; and

“(5) any other financial product approved by the Board.

“(c) **STATE, TERRITORIAL, AND LOCAL GREEN BANK CAPITALIZATION.**—The finance and investment division of the Accelerator shall make capital available to State, Territorial, and local green banks to enable such banks to finance qualifying projects in their markets that are better served by a locally based entity, rather than through direct investment by the Accelerator.

“(d) **INVESTMENT COMMITTEE.**—The debt, risk mitigation, and equity investments made by the Accelerator shall be—

“(1) approved by the investment committee of the Board; and

“(2) consistent with an investment policy that has been established by the investment committee of the Board in consultation with the risk management committee of the Board.

“SEC. 1625. START-UP DIVISION.

“There shall be within the Accelerator a Start-up Division, which shall be responsible for providing technical assistance and start-up funding to States and other political subdivisions that do not have green banks to establish green banks in those States and political subdivisions, including by working with relevant stakeholders in those States and political subdivisions.

“SEC. 1626. ZERO-EMISSIONS FLEET AND RELATED INFRASTRUCTURE FINANCING PROGRAM.

“Not later than 1 year after the date of establishment of the Accelerator, the Accelerator shall explore the establishment of a program to provide low- and zero-interest loans, up to 30 years in length, to any school, metropolitan planning organization, or non-profit organization seeking financing for the acquisition of zero-emissions vehicle fleets or associated infrastructure to support zero-emissions vehicle fleets.

“SEC. 1627. PROJECT PRIORITIZATION AND REQUIREMENTS.

“(a) **EMISSIONS REDUCTION MANDATE.**—In investing in projects that mitigate greenhouse gas emissions, the Accelerator shall maximize the reduction of emissions in the United States for every dollar deployed by the Accelerator.

“(b) **ENVIRONMENTAL JUSTICE PRIORITIZATION.**—

“(1) **IN GENERAL.**—In order to address environmental justice needs, the Accelerator shall, as applicable, prioritize the provision of program benefits and investment activity that are expected to directly or indirectly result in the deployment of projects to serve, as a matter of official policy, climate-impacted communities.

“(2) MINIMUM PERCENTAGE.—The Accelerator shall ensure that over the 30-year period of its charter 40 percent of its investment activity is directed to serve climate-impacted communities.

“(c) CONSUMER PROTECTION.—

“(1) PRIORITIZATION.—Consistent with the mandate under section 1623 to maximize the reduction of emissions in the United States for every dollar deployed by the Accelerator, the Accelerator shall prioritize qualified projects according to benefits conferred on consumers and affected communities.

“(2) CONSUMER CREDIT PROTECTION.—The Accelerator shall ensure that any residential energy efficiency or distributed clean energy project in which the Accelerator invests directly or indirectly complies with the requirements of the Consumer Credit Protection Act (15 U.S.C. 1601 et seq.), including, in the case of a financial product that is a residential mortgage loan, any requirements of title I of that Act relating to residential mortgage loans (including any regulations promulgated by the Bureau of Consumer Financial Protection under section 129C(b)(3)(C) of that Act (15 U.S.C. 1639c(b)(3)(C))).

“(d) LABOR.—

“(1) IN GENERAL.—The Accelerator shall ensure that laborers and mechanics employed by contractors and subcontractors in construction work financed directly by the Accelerator will be paid wages not less than those prevailing on similar construction in the locality, as determined by the Secretary of Labor under sections 3141 through 3144, 3146, and 3147 of title 40, United States Code.

“(2) PROJECT LABOR AGREEMENT.—The Accelerator shall ensure that projects financed directly by the Accelerator with total capital costs of \$100,000,000 or greater utilize a project labor agreement.

“SEC. 1628. EXPLORATION OF ACCELERATED CLEAN ENERGY TRANSITION PROGRAM.

“Not later than 1 year after the date on which the Accelerator is established, the Board shall explore the establishment of an accelerated clean energy transition program—

“(1) to expedite the transition within the power sector to zero-emissions power generation facilities or assets; and

“(2) to simultaneously invest in local economic development in communities affected by this transition away from carbon-intensive facilities or assets.

“SEC. 1629. BOARD OF DIRECTORS.

“(a) IN GENERAL.—The Accelerator shall operate under the direction of a Board of Directors, which shall be composed of 7 members.

“(b) INITIAL COMPOSITION AND TERMS.—

“(1) SELECTION.—The initial members of the Board shall be selected as follows:

“(A) APPOINTED MEMBERS.—Three members shall be appointed by the President, with the advice and consent of the Senate, of whom no more than two shall belong to the same political party.

- “(B) ELECTED MEMBERS.—Four members shall be elected unanimously by the 3 members appointed and confirmed pursuant to subparagraph (A).
- “(2) TERMS.—The terms of the initial members of the Board shall be as follows:
- “(A) The 3 members appointed and confirmed under paragraph (1)(A) shall have initial 5-year terms.
- “(B) Of the 4 members elected under paragraph (1)(B), 2 shall have initial 3-year terms, and 2 shall have initial 4-year terms.
- “(c) SUBSEQUENT COMPOSITION AND TERMS.—
- “(1) SELECTION.—Except for the selection of the initial members of the Board for their initial terms under subsection (b), the members of the Board shall be elected by the members of the Board.
- “(2) DISQUALIFICATION.—A member of the Board shall be disqualified from voting for any position on the Board for which such member is a candidate.
- “(3) TERMS.—All members elected pursuant to paragraph (1) shall have a term of 5 years.
- “(d) QUALIFICATIONS.—The members of the Board shall collectively have expertise in—
- “(1) the fields of clean energy, electric utilities, industrial decarbonization, clean transportation, resiliency, and agriculture and forestry practices;
- “(2) climate change science;
- “(3) finance and investments; and
- “(4) environmental justice and matters related to the energy and environmental needs of climate-impacted communities.
- “(e) RESTRICTION ON MEMBERSHIP.—No officer or employee of the Federal or any other level of government may be appointed or elected as a member of the Board.
- “(f) QUORUM.—Five members of the Board shall constitute a quorum.
- “(g) BYLAWS.—
- “(1) IN GENERAL.—The Board shall adopt, and may amend, such bylaws as are necessary for the proper management and functioning of the Accelerator.
- “(2) OFFICERS.—In the bylaws described in paragraph (1), the Board shall—
- “(A) designate the officers of the Accelerator; and
- “(B) prescribe the duties of those officers.
- “(h) VACANCIES.—Any vacancy on the Board shall be filled through election by the Board.
- “(i) INTERIM APPOINTMENTS.—A member elected to fill a vacancy occurring before the expiration of the term for which the predecessor of that member was appointed or elected shall serve for the remainder of the term for which the predecessor of that member was appointed or elected.
- “(j) REAPPOINTMENT.—A member of the Board may be elected for not more than 1 additional term of service as a member of the Board.
- “(k) CONTINUATION OF SERVICE.—A member of the Board whose term has expired may continue to serve on the Board until the date on which a successor member is elected.

“(l) CHIEF EXECUTIVE OFFICER.—The Board shall appoint a chief executive officer who shall be responsible for—

“(1) hiring employees of the Accelerator;

“(2) establishing the 2 divisions of the Accelerator described in sections 1624 and 1625; and

“(3) performing any other tasks necessary for the day-to-day operations of the Accelerator.

“(m) ADVISORY COMMITTEE.—

“(1) ESTABLISHMENT.—The Accelerator shall establish an advisory committee (in this subsection referred to as the ‘advisory committee’), which shall be composed of not more than 13 members appointed by the Board on the recommendation of the president of the Accelerator.

“(2) MEMBERS.—Members of the advisory committee shall be broadly representative of interests concerned with the environment, production, commerce, finance, agriculture, forestry, labor, services, and State Government. Of such members—

“(A) not fewer than 3 shall be representatives of the small business community;

“(B) not fewer than 2 shall be representatives of the labor community, except that no 2 members may be from the same labor union;

“(C) not fewer than 2 shall be representatives of the environmental nongovernmental organization community, except that no 2 members may be from the same environmental organization;

“(D) not fewer than 2 shall be representatives of the environmental justice nongovernmental organization community, except that no 2 members may be from the same environmental organization;

“(E) not fewer than 2 shall be representatives of the consumer protection and fair lending community, except that no 2 members may be from the same consumer protection or fair lending organization; and

“(F) not fewer than 2 shall be representatives of the financial services industry with knowledge of and experience in financing transactions for clean energy and other sustainable infrastructure assets.

“(3) MEETINGS.—The advisory committee shall meet not less frequently than once each quarter.

“(4) DUTIES.—The advisory committee shall—

“(A) advise the Accelerator on the programs undertaken by the Accelerator; and

“(B) submit to the Congress an annual report with comments from the advisory committee on the extent to which the Accelerator is meeting the mandate described in section 1623, including any suggestions for improvement.

“(n) CHIEF RISK OFFICER.—

“(1) APPOINTMENT.—Subject to the approval of the Board, the chief executive officer shall appoint a chief risk officer from among individuals with experience at a senior level in financial risk management, who—

“(A) shall report directly to the Board; and

“(B) shall be removable only by a majority vote of the Board.

“(2) DUTIES.—The chief risk officer, in coordination with the risk management and audit committees established under section 1632, shall develop, implement, and manage a comprehensive process for identifying, assessing, monitoring, and limiting risks to the Accelerator, including the overall portfolio diversification of the Accelerator.

“SEC. 1630. ADMINISTRATION.

“(a) CAPITALIZATION.—

“(1) IN GENERAL.—To the extent and in the amounts provided in advance in appropriations Acts, the Secretary of Energy shall transfer to the Accelerator—

“(A) \$50,000,000,000 on the date on which the Accelerator is established under section 1622; and

“(B) \$10,000,000,000 on October 1 of each of the 5 fiscal years following that date.

“(2) AUTHORIZATION OF APPROPRIATIONS.—For purposes of the transfers under paragraph (1), there are authorized to be appropriated such sums as may be necessary.

“(b) CHARTER.—The Accelerator shall establish a charter, the term of which shall be 30 years.

“(c) USE OF FUNDS AND RECYCLING.—To the extent and in the amounts provided in advance in appropriations Acts, the Accelerator—

“(1) may use funds transferred pursuant to subsection (a)(1) to carry out this subtitle, including for operating expenses; and

“(2) shall retain and manage all repayments and other revenue received under this subtitle from financing fees, interest, repaid loans, and other types of funding to carry out this subtitle, including for—

“(A) operating expenses; and

“(B) recycling such payments and other revenue for future lending and capital deployment in accordance with this subtitle.

“(d) REPORT.—The Accelerator shall submit on a quarterly basis to the relevant committees of Congress a report that describes the financial activities, emissions reductions, and private capital mobilization metrics of the Accelerator for the previous quarter.

“(e) RESTRICTION.—The Accelerator shall not accept deposits.

“(f) COMMITTEES.—The Board shall establish committees and subcommittees, including—

“(1) an investment committee; and

“(2) in accordance with section 1631—

“(A) a risk management committee; and

“(B) an audit committee.

“SEC. 1631. ESTABLISHMENT OF RISK MANAGEMENT COMMITTEE AND AUDIT COMMITTEE.

“(a) IN GENERAL.—To assist the Board in fulfilling the duties and responsibilities of the Board under this subtitle, the Board shall establish a risk management committee and an audit committee.

“(b) DUTIES AND RESPONSIBILITIES OF RISK MANAGEMENT COMMITTEE.—Subject to the direction of the Board, the risk management committee established under subsection (a) shall establish policies for and have oversight responsibility for—

“(1) formulating the risk management policies of the operations of the Accelerator;

“(2) reviewing and providing guidance on operation of the global risk management framework of the Accelerator;

“(3) developing policies for—

“(A) investment;

“(B) enterprise risk management;

“(C) monitoring; and

“(D) management of strategic, reputational, regulatory, operational, developmental, environmental, social, and financial risks; and

“(4) developing the risk profile of the Accelerator, including—

“(A) a risk management and compliance framework; and

“(B) a governance structure to support that framework.

“(c) DUTIES AND RESPONSIBILITIES OF AUDIT COMMITTEE.—Subject to the direction of the Board, the audit committee established under subsection (a) shall have oversight responsibility for—

“(1) the integrity of—

“(A) the financial reporting of the Accelerator; and

“(B) the systems of internal controls regarding finance and accounting;

“(2) the integrity of the financial statements of the Accelerator;

“(3) the performance of the internal audit function of the Accelerator; and

“(4) compliance with the legal and regulatory requirements related to the finances of the Accelerator.

“SEC. 1632. OVERSIGHT.

“(a) EXTERNAL OVERSIGHT.—The inspector general of the Department of Energy shall have oversight responsibilities over the Accelerator.

“(b) REPORTS AND AUDIT.—

“(1) ANNUAL REPORT.—The Accelerator shall publish an annual report which shall be transmitted by the Accelerator to the President and the Congress.

“(2) ANNUAL AUDIT OF ACCOUNTS.—The accounts of the Accelerator shall be audited annually. Such audits shall be conducted in accordance with generally accepted auditing standards by independent certified public accountants who are certified by a regulatory authority of the jurisdiction in which the audit is undertaken.

“(3) ADDITIONAL AUDITS.—In addition to the annual audits under paragraph (2), the financial transactions of the Accelerator for any fiscal year during which Federal funds are available to finance any portion of its operations may be audited by the Government Accountability Office in accordance with such rules and regulations as may be prescribed by the Comptroller General of the United States.”.

24. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DINGELL OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1508, after line 13, insert the following:

SEC. 10109. SENSE OF HOUSE OF REPRESENTATIVES ON REGULATORY FRAMEWORK FOR AUTONOMOUS VEHICLES.

It is the sense of the House of Representatives that Congress, in broad consultation with labor, safety groups, industry, and other stakeholders, should begin establishing a Federal regulatory framework for the safe deployment of autonomous vehicles nationwide that will support existing jobs and grow the United States workforce of the future, including good union jobs, keep the United States on the forefront of this technology, and keep the United States competitive around the globe.

25. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DOGGETT OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 535, line 23, strike “In designating” and insert “For”.

26. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESCOBAR OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 439, after line 5, insert the following (and redesignate the subsequent paragraph accordingly):

“(3) INVESTMENTS IN COLONIAS.—

“(A) IN GENERAL.—Of the grants made available under this section, for fiscal years 2023 through 2026, a total of not less than \$20,000,000 shall be made available to provide grants that improve the safety, state of good repair, or connectivity of surface transportation infrastructure eligible under this section in and providing access to, colonias.

“(B) RURAL AND COMMUNITY SET ASIDES.—Funds made available under this section in areas described in paragraphs (1)(A) or (1)(B) shall count toward the set aside described in the applicable paragraph.

“(C) COLONIA DEFINED.—In this subsection, the term ‘colonia’ means any identifiable community that—

“(i) is in the State of Arizona, California, New Mexico, or Texas;

“(ii) is in the area of the United States within 150 miles of the border between the United States and Mexico, except that the term does not include any standard metropolitan statistical area that has a population exceeding 1,000,000; and

“(iii) is determined to be a colonia on the basis of objective criteria, including lack of potable water supply, lack of adequate sewage systems, and lack of decent, safe, and sanitary housing.

Page 492, strike line 14 and all that follows through page 493, line 15 (and redesignate the subsequent subsections accordingly).

27. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESCOBAR OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 493, after line 15, insert the following:

(3) STUDY.—Not later than 18 months after the date of enactment of this Act, the Comptroller General of the United

States shall submit to the Committee on Transportation and Infrastructure of the House of Representatives a study on the infrastructure needs of colonias.

28. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESCOBAR OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle B of title I of division B of the bill, insert the following:

SEC. 1220. FUNDING FOR BORDER INFRASTRUCTURE.

Section 1437(a) of the FAST Act (23 U.S.C. 101 note) is amended by striking “5 percent” and inserting “7 percent”.

29. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESHOO OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 452, after line 22, insert the following (and redesignate accordingly):

“(III) meeting current and anticipated market demands for charging or fueling infrastructure, including with regard to power levels and charging speed, and minimizing the time to charge or refuel current and anticipated vehicles;

30. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESPAILLAT OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 465, line 7, insert “and units of local government” before “based on”.

Page 465, line 15, insert “, where applicable” after “consider”.

Page 465, line 22, insert “or unit of local government” after “planning area”.

Page 465, line 24, insert “, the metropolitan planning organization,” after “local governments”.

Page 465, beginning on line 25, strike “metropolitan planning”.

Page 467, line 11, strike “and”.

Page 467, after line 11, insert the following (and redesignate the subsequent subparagraph accordingly):

(G) if the applicant is a unit of local government, whether the applicable metropolitan planning organization has been designated as a direct recipient; and

Page 469, line 11, insert “or 148” after “section 133(b)”.

Page 469, line 16, insert “for each fiscal year” after “\$5,000,000”.

Page 470, line 18, insert “or unit of local government” after “planning organization”.

Page 473, after line 6, insert the following:

(G) SELF-CERTIFICATION AND COMPLIANCE.—The Secretary may conduct risk-based stewardship and oversight of a direct recipient’s performance of the assumed responsibilities specified in the agreement under subparagraph (D), as determined appropriate by the Secretary.

Page 474, line 4, insert “or unit of local government” after “planning area”.

Page 474, beginning on line 8, strike “metropolitan planning organization” and insert “direct recipient”.

Page 476, line 20, insert “or units of local government” after “planning organizations”.

Page 477, line 7, insert “or unit of local government” after “organization”.

31. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE FITZPATRICK OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1446, after line 21, insert the following:

SEC. 9608. GAO STUDY ON COST ALLOCATION OF RAIL PASSENGER TRANSPORTATION LIABILITY.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a study of the apportionment of liability among owners of right-of-way on the Northeast Corridor and passenger rail operators on the Northeast Corridor in accordance with section 24905 of title 49, United States Code, the Northeast Corridor Commission’s cost allocation policy, and the statutory prohibition on cross-subsidization under such section.

(b) RECOMMENDATIONS.—Upon completion of the study under subsection (a), the Comptroller General shall issue recommendations to the Northeast Corridor Commission, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate on how to determine equitable liability allocation policy between owners of right-of-way on the Northeast Corridor and passenger rail operators on the Northeast Corridor.

(c) CONSIDERATIONS.—In issuing recommendations under subsection (b), the Comptroller General shall consider that any recommendations may be implemented differently amongst the various Northeast Corridor passenger rail entities based on differing ownership and operational profiles.

(d) CONCLUSION.—If a mutually agreed upon resolution between owners of right-of-way on the Northeast corridor and passenger rail operators on the Northeast Corridor is reached prior to the completion of the study under subsection (a), the Comptroller General shall conclude the study.

32. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE FLETCHER OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 903, line 14, strike the closing quotation marks and the semicolon.

Page 903, after line 14, insert the following:

“(3) LOCAL MATCH CREDIT.—For any project that qualifies as an interrelated project under paragraph (2) after the date of enactment of this subsection, the Secretary shall allow any non-Federal financial commitment in excess of 20 percent to count towards the non-Federal financial commitment for any other qualifying interrelated project under this subsection.”;

33. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GARAMENDI OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title II of division C of the bill, add the following:

SEC. 8205. SEISMICITY.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this section, the Secretary of Transportation, in consultation with the Federal Energy Regulatory Commission, shall enter into an agreement with the National Academy of Sciences under which the National Academy of Sciences shall prepare a report containing—

(1) the results of a study that—

(A) evaluates the current Federal requirements for pipeline facility design, siting, construction, operation and maintenance, and integrity management, relating to seismicity, land subsidence, landslides, slope instability, frost heave, soil settlement, erosion, and other dynamic geologic conditions that may pose a safety risk;

(B) identifies any discrepancy in such requirements that apply to operators of gas pipeline facilities and hazardous liquid pipeline facilities; and

(C) identifies any deficiencies in industry practices related to such requirements; and

(2) any recommendations of the National Academy of Sciences based on such results.

(b) REPORT TO CONGRESS.—Upon completion of the report prepared pursuant to subsection (a), the National Academy of Sciences shall submit to the Secretary of Transportation, the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Energy and Commerce of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate the report.

(c) PIPELINE FACILITIES.—In this section, the term “pipeline facility” has the meaning given that term in section 60101 of title 49, United States Code.

34. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GARAMENDI OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 928, after line 2, insert the following (and redesignate subsequent subparagraphs accordingly):

“(B) educate the public about proper and safe usage of light- and medium-duty trailers, including required safety equipment and preventive maintenance for safety.

35. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GARAMENDI OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 290, beginning on line 25, strike “standards of SSPC QP1, QP2, and QP3” and insert “relevant SSPC–QP standards”.

Page 291, beginning on line 5, strike “, through a qualified training program,”.

36. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GARCÍA OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 213, line 4, strike “design work space” and insert “design of work spaces”.

Page 388, strike lines 21 through 25 and insert the following:

(B) by striking paragraph (7) and inserting the following:

“(7) if the project or program utilizes transportation demand management strategies, shifts traffic demand to nonpeak hours or other transportation modes, increases vehicle occupancy rates, or otherwise reduces demand for roads through such means as telecommuting, ridesharing, carsharing, shared micromobility (including bikesharing and shared scooter systems), publicly accessible charging stations, docks, and storage for electric bicycles and micromobility devices, alternative work hours, and pricing;”; and

Page 569, line 5, strike “and”.

Page 569, line 6, insert “and” at the end.

Page 569, after line 6, insert the following:

(iv) travel demand impacts from state and local transportation demand management programs;

37. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GARCÍA OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1508, after line 13, insert the following:

SEC. 10109. MOTOR VEHICLE PEDESTRIAN AND CYCLIST PROTECTION.

(a) **RULEMAKING.**—Not later than 2 years after the date of enactment of this Act, the Secretary of Transportation, acting through the Administrator of the National Highway Traffic Safety Administration, shall issue a final rule that—

(1) establishes minimum performance standards for the hood and bumper areas of passenger cars, multipurpose passenger vehicles, trucks, and buses with a gross vehicle weight rating of 4,536 kilograms (10,000 pounds) or less to reduce injuries and fatalities suffered by vulnerable road users, including pedestrians and cyclists, who are struck by such vehicles; and

(2) considers the protection of vulnerable pedestrian and cycling populations, including children and older adults, and people with disabilities.

(b) **COMPLIANCE.**—The rule issued pursuant to subsection (a) shall require full compliance with minimum performance standards established by the Secretary not later than 2 years after the date on which the final rule is issued.

(c) **DEFINITIONS.**—In this section:

(1) **BUS.**—The term “bus” has the meaning given such term in section 571.3 of title 49, Code of Federal Regulations (or any successor regulation).

(2) **MULTIPURPOSE PASSENGER VEHICLE.**—The term “multiperson passenger vehicle” has the meaning given such term in

section 571.3 of title 49, Code of Federal Regulations (or any successor regulation).

(3) **PASSENGER CAR.**—The term “passenger car” has the meaning given such term in section 571.3 of title 49, Code of Federal Regulations (or any successor regulation).

(4) **TRUCK.**—The term “truck” has the meaning given such term in section 571.3 of title 49, Code of Federal Regulations (or any successor regulation).

38. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GARCÍA OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. UPDATES TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(a) **ADDRESSING ALL USERS EQUALLY.**—The Secretary shall ensure that current and future editions of the Manual on Uniform Traffic Control Devices address all users equally, including vulnerable road users such as pedestrians and cyclists.

(b) **TIMING OF REGULAR UPDATES.**—Pursuant to the authority granted the Secretary in section 109 of title 23, United States Code, the Secretary shall review the existing guidance for when updates to the Manual on Uniform Traffic Control Devices occur and make any adjustments to that guidance needed to ensure the Secretary is timely updating the Manual on Uniform Traffic Control Devices to take into account advances in design standards, road markings, and traffic devices. The Secretary shall consider requiring that the Manual on Uniform Traffic Control Devices be reviewed at least once every 4 years for any necessary updates.

39. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GARCIA OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1510, after line 5, insert the following:

DIVISION H—DOMESTIC MARITIME WORKFORCE TRAINING

SECTION 11101. CENTERS OF EXCELLENCE FOR DOMESTIC MARITIME WORKFORCE TRAINING AND EDUCATION.

Section 54102 of title 46, United States Code, is amended—

(1) in subsection (a), by striking “of Transportation”;

(2) in subsection (b), in the subsection heading, by striking “ASSISTANCE” and inserting “COOPERATIVE AGREEMENTS”;

(3) by redesignating subsection (c) as subsection (d);

(4) in subsection (d), as redesignated by paragraph (2), by adding at the end the following:

“(3) **SECRETARY.**—The term ‘Secretary’ means the Secretary of Transportation.”; and

(5) by inserting after subsection (b) the following:

“(c) **GRANT PROGRAM.**—

“(1) **DEFINITION OF ELIGIBLE INSTITUTION.**—In this subsection, the term ‘eligible institution’ means a postsecondary educational institution as such term is defined in section 3 of

the Carl D. Perkins Career and Technical Education Act of 2006 (20 U.S.C. 2302) that offers a 2-year program of study, a 1-year program of training, or is a postsecondary vocational institution.

“(2) GRANT AUTHORIZATION.—

“(A) IN GENERAL.—Not later than 1 year after the date of enactment of the Maritime Administration Authorization and Improvement Act, the Secretary, in consultation with the Secretary of Labor and the Secretary of Education, may award maritime career training grants to eligible institutions for the purpose of developing, offering, or improving educational or career training programs for American workers related to the maritime workforce.

“(B) GUIDELINES.—Not later than 1 year after the date of enactment of the Maritime Administration Authorization and Improvement Act, the Secretary shall—

“(i) promulgate guidelines for the submission of grant proposals under this subsection; and

“(ii) publish and maintain such guidelines on the website of the Department of Transportation.

“(3) LIMITATIONS.—The Secretary may not award a grant under this subsection in an amount that is more than \$20,000,000.

“(4) REQUIRED INFORMATION.—

“(A) IN GENERAL.—An eligible institution that desires to receive a grant under this subsection shall submit to the Secretary a grant proposal that includes a detailed description of—

“(i) the specific project for which the grant proposal is submitted, including the manner in which the grant will be used to develop, offer, or improve an educational or career training program that is suited to maritime industry workers;

“(ii) the extent to which the project for which the grant proposal is submitted will meet the educational or career training needs of maritime workers in the community served by the eligible institution;

“(iii) the extent to which the project for which the grant proposal is submitted fits within any overall strategic plan developed by an eligible community; and

“(iv) any previous experience of the eligible institution in providing maritime educational or career training programs.

“(B) COMMUNITY OUTREACH REQUIRED.—In order to be considered by the Secretary, a grant proposal submitted by an eligible institution under this subsection shall—

“(i) demonstrate that the eligible institution—

“(I) reached out to employers to identify—

“(aa) any shortcomings in existing maritime educational and career training opportunities available to workers in the community; and

“(bb) any future employment opportunities within the community and the educational and career training skills required for workers

to meet the future maritime employment demand; and

“(II) reached out to other similarly situated institutions in an effort to benefit from any best practices that may be shared with respect to providing maritime educational or career training programs to workers eligible for training; and

“(ii) include a detailed description of—

“(I) the extent and outcome of the outreach conducted under clause (i);

“(II) the extent to which the project for which the grant proposal is submitted will contribute to meeting any shortcomings identified under clause (i)(I)(aa) or any maritime educational or career training needs identified under clause (i)(I)(bb); and

“(III) the extent to which employers, including small- and medium-sized firms within the community, have demonstrated a commitment to employing workers who would benefit from the project for which the grant proposal is submitted.

“(5) CRITERIA FOR AWARD OF GRANTS.—

“(A) IN GENERAL.—Subject to the appropriation of funds, the Secretary shall award a grant under this subsection based on—

“(i) a determination of the merits of the grant proposal submitted by the eligible institution to develop, offer, or improve maritime educational or career training programs to be made available to workers;

“(ii) an evaluation of the likely employment opportunities available to workers who complete a maritime educational or career training program that the eligible institution proposes to develop, offer, or improve;

“(iii) an evaluation of prior demand for training programs by workers in the community served by the eligible institution, as well as the availability and capacity of existing maritime training programs to meet future demand for training programs; and

“(iv) any prior designation of an institution as a Center of Excellence for Domestic Maritime Workforce Training and Education.

“(B) MATCHING REQUIREMENTS.—A grant awarded under this subsection may not be used to satisfy any private matching requirement under any other provision of law.

“(6) PUBLIC REPORT.—Not later than December 15 in each of the calendar years 2021 through 2023, the Secretary shall make available on a publically available website a report and provide a briefing to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives—

“(A) describing each grant awarded under this subsection during the preceding fiscal year;

“(B) assessing the impact of each award of a grant under this subsection in a fiscal year preceding the fiscal year re-

ferred to in subparagraph (A) on workers receiving training; and

“(C) the performance of the grant awarded with respect to the indicators of performance under section 116(b)(2)(A)(i) of the Workforce Innovation and Opportunity Act (29 U.S.C. 3141(b)(2)(A)(i)).

“(7) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this subsection \$200,000,000.”.

40. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GIBBS OF OHIO OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 722, strike lines 1 through 5 (and redesignate accordingly).
Page 754, after line 7, insert the following:

SEC. 2114. FEDERAL-AID HIGHWAY FUNDING.

Recipients of funds under this title may reprogram funds made available to carry out this title for any purpose described in section 133 of title 23, United States Code, if the recipient of such funds certifies that such recipient has excess funds for the purposes for which the funds were provided.

41. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GIMENEZ OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 766, line 2, add “or” after the semicolon.
Page 766, line 3, strike “; or” and insert a period.
Page 766, strike lines 4 through 6.

42. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GOMEZ OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle E of title II of division B, insert the following:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SEC. 2506. TRANSIT TO TRAILS GRANT PROGRAM.

(a) DEFINITIONS.—In this section:

(1) COMMUNITY OF COLOR.—The term “community of color” means a geographically distinct area in which the population of any of the following categories of individuals is higher than the average populations of that category for the State in which the community is located:

- (A) Black.
- (B) African American.
- (C) Asian.
- (D) Pacific Islander.
- (E) Other non-white race.
- (F) Hispanic.
- (G) Latino.

(2) CRITICALLY UNDERSERVED COMMUNITY.—The term “critically underserved community” means—

- (A) a community that can demonstrate to the Secretary that the community has inadequate, insufficient, or no

park space or recreation facilities, including by demonstrating—

- (i) quality concerns relating to the available park space or recreation facilities;
- (ii) the presence of recreational facilities that do not serve the needs of the community; or
- (iii) the inequitable distribution of park space for high-need populations, based on income, age, or other measures of vulnerability and need;

(B) a community in which at least 50 percent of the population is not located within $\frac{1}{2}$ mile of park space; or

(C) any other community that the Secretary determines to be appropriate.

(3) DESIGNATED SERVICE AREA.—The term “designated service area” means a geographical area recommended by a designated official planning agency, that defines the community where coordinated transportation services are to be provided to the transportation disadvantaged.

(4) DISPROPORTIONATE BURDEN OF ADVERSE HUMAN HEALTH OR ENVIRONMENTAL EFFECTS.—The term “disproportionate burden of adverse human health or environmental effects” means a situation where there exists higher or more adverse human health or environmental effects on communities of color, low income communities, and Tribal and indigenous communities.

(5) ELIGIBLE ENTITY.—The term “eligible entity” means—

(A) a State or local government entity;

(B) a political subdivision of a State (including a city or a county);

(C) a special purpose district (including a park district);

(D) an Indian tribe (as defined in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304)); or

(E) a metropolitan planning organization (as defined in section 134(b) of title 23, United States Code).

(6) ENVIRONMENTAL JUSTICE COMMUNITY.—The term “environmental justice community” means a community with significant representation of communities of color, low income communities, or Tribal and indigenous communities, that experience, or is at risk of experiencing higher or more adverse human health or environmental effects.

(7) LOW INCOME COMMUNITY.—the term “low income community” means any census block group in which 30 percent or more of the population are individuals with an annual household income equal to, or less than, the greater of—

(A) an amount equal to 80 percent of the median income of the area in which the household is located, as reported by the Department of Housing and Urban Development; and

(B) 200 percent of the Federal poverty line.

(8) MICROTRANSIT.—The term “microtransit” means low-capacity transportation service carrying small numbers of people at a time.

(9) PROGRAM.—The term “program” means the Transit to Trails Grant Program established under subsection (b)(1).

(10) RURAL AREA.—The term “rural area” means a community that is not an urbanized area.

(11) SECRETARY.—The term “Secretary” means the Secretary of Transportation.

(12) STATE.—The term “State” means each of the several States, the District of Columbia, and each territory or possession of the United States.

(13) TRANSPORTATION CONNECTOR.—

(A) IN GENERAL.—The term “transportation connector” means a system that—

- (i) connects 2 zip codes or communities within a 175-mile radius of a designated service area; and
- (ii) provides public transportation.

(B) INCLUSIONS.—The term “transportation connector” includes microtransits, bus lines, light rail, rapid transits, or personal rapid transits.

(b) GRANT PROGRAM.—

(1) ESTABLISHMENT.—The Secretary shall establish a grant program, to be known as the “Transit to Trails Grant Program”, under which the Secretary shall award grants to eligible entities for—

(A) projects that develop transportation connectors or routes in or serving, and related culturally and linguistically appropriate education materials for, critically underserved communities to increase access and mobility to Federal or non-Federal public land, inland and costal waters, parkland, or monuments; or

(B) projects that facilitate transportation improvements to enhance access to Federal or non-Federal public land and recreational opportunities in critically underserved communities.

(2) ADMINISTRATION.—

(A) IN GENERAL.—The Secretary shall administer the program to assist eligible entities in the development of public transportation routes in or serving, and related culturally and linguistically appropriate education materials for, critically underserved communities to increase access and mobility to Federal or non-Federal public land, inland and coastal waters, parkland, or monuments.

(B) JOINT PARTNERSHIPS.—The Secretary shall encourage joint partnership projects under the program, if available, among multiple agencies, including school districts, non-profit organizations, metropolitan planning organizations, regional transportation authorities, transit agencies, and State and local governmental agencies (including park and recreation agencies and authorities) to enhance investment of public sources.

(C) ANNUAL GRANT PROJECT PROPOSAL SOLICITATION, REVIEW, AND APPROVAL.—

(i) IN GENERAL.—The Secretary shall—

(I) annually solicit the submission of project proposals for grants from eligible entities under the program; and

(II) review each project proposal submitted under subclause (I) on a timeline established by the Secretary.

(ii) REQUIRED ELEMENTS FOR PROJECT PROPOSAL.—A project proposal submitted under clause (i)(I) shall include—

- (I) a statement of the purposes of the project;
- (II) the name of the entity or individual with overall responsibility for the project;
- (III) a description of the qualifications of the entity or individuals identified under subclause (II);
- (IV) a description of—
 - (aa) staffing and stakeholder engagement for the project;
 - (bb) the logistics of the project; and
 - (cc) anticipated outcomes of the project;
- (V) a proposed budget for the funds and time required to complete the project;
- (VI) information regarding the source and amount of matching funding available for the project;
- (VII) information that demonstrates the clear potential of the project to contribute to increased access to parkland for critically underserved communities; and
- (VIII) any other information that the Secretary considers to be necessary for evaluating the eligibility of the project for funding under the program.

(D) PRIORITY.—To the extent practicable, in determining whether to approve project proposals under the program, the Secretary shall prioritize projects that—

- (i) are designed to increase access and mobility to local or neighborhood Federal or non-Federal public land, inland and costal waters, parkland, monuments, or recreational opportunities;
- (ii) utilize low- or no-emission vehicles;
- (iii) provide free or discounted rates for low income riders;
- (iv) provide opportunities for youth engagement;
- (v) projects established in communities of color, low-income communities, Tribal or indigenous communities, or rural communities; and
- (vi) comply with relevant regulations in the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

(3) TRANSPORTATION PLANNING PROCEDURES.—

(A) PROCEDURES.—In consultation with the head of each appropriate Federal land management agency, the Secretary shall ensure that projects conducted under the program that are consistent with metropolitan and statewide planning processes.

(B) REQUIREMENTS.—In carrying out the program, the Secretary shall ensure the following:

(i) All projects carried out under the program will comply with sections 5303 and 5304 of title 49, United States Code.

(ii) All new transportation connectors and routes established under a project shall be accessible in accordance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) accessibility specifications for transportation vehicles.

(iii) State department of transportation agencies shall engage with relevant stakeholders consistent with sections 5304(f)(3) and 5404(g)(3) of title 49, United States Code, and metropolitan planning organizations shall engage with relevant stakeholders consistent with sections 5303(g)(3)(B), 5303(i)(5), and 5303(i)(6) of title 49, United States Code, in addition to faith-based and community-based organizations.

(iv) Except as otherwise provided under this section, a grant provided under this section shall be subject to the requirements of section 5307 of title 49, United States Code.

(4) FEDERAL SHARE.—

(A) IN GENERAL.—The Federal share of the cost of an eligible project carried out under this subsection shall not exceed 80 percent.

(B) NON-FEDERAL SHARE.—The non-Federal share of the cost of an eligible project carried out under this subsection may be derived from in-kind contributions.

(5) ELIGIBLE USES.—Grant funds provided under the program may be used—

(A) to develop transportation connectors or routes in or serving, and related culturally and linguistically appropriate education materials for, critically underserved communities to increase access and mobility to Federal and non-Federal public land, inland and coastal waters, parkland, and monuments; and

(B) to create or significantly enhance access to Federal or non-Federal public land and recreational opportunities in an urban area or a rural area.

(6) GRANT AMOUNT.—A grant provided under the program shall be—

(A) not less than \$25,000; and

(B) not more than \$500,000.

(7) TECHNICAL ASSISTANCE.—It is the intent of Congress that grants provided under the program deliver project funds to areas of greatest need while offering technical assistance to all applicants and potential applicants for grant preparation to encourage full participation in the program.

(c) REPORTING REQUIREMENT.—

(1) REPORTS BY GRANT RECIPIENTS.—The Secretary shall require a recipient of a grant under the program to submit to the Secretary at least 1 performance and financial report that—

(A) includes—

(i) demographic data on communities served by the project; and

- (ii) a summary of project activities conducted after receiving the grant; and
- (B) describes the status of each project funded by the grant as of the date of the report.
- (2) **ADDITIONAL REPORTS.**—In addition to the report required under paragraph (1), the Secretary may require additional reports from a recipient, as the Secretary determines to be appropriate, including a final report.
- (3) **DEADLINES.**—The Secretary shall establish deadlines for the submission of each report required under paragraph (1) or (2).
- (d) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated to carry out this section \$10,000,000 for fiscal years 2023 and 2024 and \$20,000,000 for fiscal years 2025 and 2026.

43. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GRAVES OF LOUISIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. EFFECT OF WEATHER EXTREMES ON SUSTAINABILITY AND RELIABILITY OF ROADWAYS.

The Administrator of the Federal Highway Administration shall issue or update guidance and best practices related to the resiliency of materials used for construction, reconstruction, rehabilitation, and preservation projects on Federal-aid highways, taking into consideration the effect of dynamic changes on maintenance cycles for roadways, including as a result of weather-based factors.

44. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GRIJALVA OF ARIZONA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end, add the following:

DIVISION H—EFFICIENT AND EFFECTIVE NEPA IMPLEMENTATION

SEC. 12001. EFFICIENT AND EFFECTIVE NEPA IMPLEMENTATION.

(a) **DEFINITION OF AGENCY.**—In this section, the term “agency” means a Federal agency eligible to receive funds under the INVEST in America Act.

(b) **FUNDING FOR THE EFFICIENT AND EFFECTIVE APPLICATION OF NEPA.**—For the period of fiscal years 2023 through 2031, there is authorized to be appropriated to the Chair of the Council on Environmental Quality \$150,000,000 for allocation to agencies eligible to receive funds under the INVEST in America Act to provide for efficient and effective environmental reviews under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) in accordance with the guidelines and requirements established under subsection (c)(2), to remain available until expended.

(c) **TASK FORCE.**—

(1) **ESTABLISHMENT.**—The Chair of the Council on Environmental Quality shall establish and administer a task force, to

be known as the “Task Force to Revitalize NEPA Implementation” (referred to in this section as the “Task Force”), the membership of which may—

(A) be determined by the Chair of the Council on Environmental Quality; and

(B) include detailees from other agencies and personnel assigned to the Council on Environmental Quality under subchapter VI of chapter 33 of title 5, United States Code.

(2) GUIDELINES AND REQUIREMENTS.—Not later than 180 days after the date of enactment of this division, the Task Force shall establish guidelines and requirements for the use of amounts allocated to an agency under paragraph (3) that provide for more efficient and more effective environmental reviews under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), including through the hiring and training of additional personnel, development of programmatic assessments or templates, procurement of technical or scientific services, development of data or technology systems, stakeholder and community engagement, and the purchase of new equipment.

(3) ALLOCATION OF FUNDS.—

(A) APPLICATION.—An agency seeking to receive amounts under this section shall submit to the Task Force an application at such time, in such manner, and containing such information as the Task Force shall require, which shall include criteria and performance measures for the implementation of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) that are established by the Task Force.

(B) ADDITIONAL AGENCIES.—The Task Force, working with the Director of the Office of Management and Budget, shall—

(i) identify the agencies that need additional amounts to effectively and efficiently carry out the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

(ii) determine the additional amounts needed by each agency identified under clause (i).

(C) ALLOCATION.—The Task Force shall allocate amounts made available under subsection (b)—

(i) for the 2-year period beginning on the date of enactment of this division, to agencies that submit an application under subparagraph (A); and

(ii) for the period beginning on the date that is 2 years after the date of enactment of this division and ending on September 30, 2026—

(I) to agencies that submit an application under subparagraph (A); and

(II) to agencies identified under subparagraph (B)(i).

(D) TRANSFER AND ACCEPTANCE OF FUNDS.—

(i) TRANSFER.—The Chair of the Council on Environmental Quality may, to the extent provided in advance in appropriations Acts—

(I) transfer amounts allocated to agencies by the Task Force under subparagraph (C) to the heads of those agencies for use in accordance with the guidelines and requirements established by the Task Force under paragraph (2); and

(II) use the amounts allocated to the Council on Environmental Quality by the Task Force under subparagraph (C) in accordance with the guidelines and requirements established by the Task Force under paragraph (2).

(ii) RECEIPT AND ACCEPTANCE.—The head of an agency to which amounts are transferred by the Chair of the Council on Environmental Quality under clause (i)(I) shall be entitled to receive, may accept, and may use those amounts, in accordance with the guidelines and requirements established by the Task Force under paragraph (2).

(4) SUPPLEMENT, NOT SUPPLANT.—Amounts allocated to an agency under this section shall supplement, and not supplant, amounts otherwise made available to the agency to carry out the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

(d) REPORT.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this division, and annually thereafter until amounts made available to carry out this section are expended, the Chair of the Council on Environmental Quality shall submit to Congress a report describing the implementation of this section.

(2) INCLUSION.—If the Task Force allocates amounts to agencies under subsection (c)(3)(C)(ii)(II), the Chair of the Council on Environmental Quality shall include in the applicable report under paragraph (1) a description of—

(A) the agencies to which amounts were allocated under that subsection; and

(B) the amounts that were allocated to those agencies.

45. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JACKSON OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike section 9101 of the bill (and redesignate the subsequent sections accordingly).

46. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JOHNSON OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1639. DBE REPORT.

Not later than 18 months after the date of enactment of this Act, the Comptroller General of the United States shall submit to Congress, and make available to the public, a report analyzing the Department of Transportation's performance measured against the 8 objectives of the Disadvantaged Business Enterprises Program under section 26.1 of title 49, Code of Federal Regulations. The re-

port shall identify and provide a list of recipients of Department of Transportation funds, such recipient's overall annual Disadvantaged Business Enterprise goals (disaggregated by percentage and dollar value), and the information submitted in sections A and B of such recipient's respective Uniform Reports of DBE Awards, Commitments, and Payments for the previous 5 years.

47. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JOHNSON OF GEORGIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 398, line 25, strike "10 percent" and insert "20 percent".

48. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JOHNSON OF GEORGIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 37, strike lines 21 through 23 (and redesignate the subsequent subparagraphs accordingly).

49. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JOHNSON OF GEORGIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 37, after line 23, insert the following (and redesignate the subsequent subparagraphs accordingly):

(D) adding service hours or days to existing transit service;

50. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JONES OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1446, after line 21, insert the following:

SEC. 9608. GAO STUDY ON ECONOMIC BENEFITS OF ONE-SEAT RIDE COMMUTER RAIL.

(a) STUDY.—The Comptroller General of the United States shall conduct a study in coordination with the Administrator of the Federal Transit Administration on the economic benefits of commuter rail service in connecting urban and suburban areas.

(b) CONTENTS.—The study under subsection (a) shall include—

(1) potential benefits of one-seat ride commuter rail expansion to suburban communities that currently lack direct service to urban areas;

(2) best practices in identifying where one-seat ride commuter rail service is beneficial to suburban communities; and

(3) best practices in improving suburban commuter access on routes that currently require a transfer.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit a report to Congress setting forth the results and conclusions of the study under subsection (a).

51. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KAPTUR OF OHIO OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 864, after line 25, insert the following:

SEC. 2608. SENSE OF CONGRESS REGARDING ELECTRIC VEHICLE TRANSITION STRATEGY.

(a) **FINDINGS.**—Congress finds the following:

(1) The transition to a modern electric fleet managed by the nation's transit agencies represents a key opportunity to modernize and green the public transit fleets.

(2) The impending fleet transition presents difficult workforce challenges for the transit agencies and their frontline workers as they prepare for the differences in purchasing, maintaining, and managing new electric buses and the related maintenance systems.

(3) The maintenance of electric engines requires fewer mechanics than does the maintenance of diesel and natural gas engines, which make up more than 99 percent of bus fleets in the United States.

(4) Although approximately 400,000 people work in public transportation, and of that figure, 90 percent work in the front-line occupations, because of retirements and a massive transition in the transit workforce, large changes are bound for workers, transit agencies, and the communities that the transit workforce serves.

(5) Based on the Department of Transportation and the Department of Labor data from 2014, transit systems needed to hire, train, and retain approximately 126 percent of their workforce over a 10-year period.

(6) The Department of Transportation, the Federal Railroad Administration, and sister Federal agencies like the Department of Energy and the Department of Labor can offer resources, strategy, and a research and development plan to prepare and assist in the upcoming transition to electric and clean vehicle systems.

(b) **SENSE OF CONGRESS.**—It is the sense of Congress that the transit industry needs an integrated, cooperative, and forward-looking workforce development strategy in order to help frontline workers and the transit agencies prepare for and mitigate the workforce disruption challenges posed by the transition to electric vehicles and electric buses.

52. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KILMER OF WASHINGTON OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1455, after line 23, insert the following:

SEC. 9707. NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANT PROGRAM.

(a) **IN GENERAL.**—Chapter 805 of subtitle X of title 49, United States Code, is amended by adding at the end the following:

“§ 80505. National culvert removal, replacement, and restoration grant program

“(a) **DEFINITIONS.**—In this section:

“(1) **DIRECTOR.**—The term ‘Director’ means the Director of the United States Fish and Wildlife Service.

“(2) **INDIAN TRIBE.**—The term ‘Indian Tribe’ has the meaning given the term in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304).

“(3) PROGRAM.—The term ‘program’ means the annual competitive grant program established under subsection (b).

“(4) SECRETARY.—The term ‘Secretary’ means the Secretary of Transportation.

“(5) UNDERSECRETARY.—The term ‘Undersecretary’ means the Undersecretary of Commerce for Oceans and Atmosphere.

“(b) ESTABLISHMENT.—The Secretary, in consultation with the Undersecretary and Director, shall establish an annual competitive grant program to award grants to eligible entities for projects for the replacement, removal, and repair of culverts that would meaningfully improve or restore fish passage for anadromous fish.

“(c) ELIGIBLE ENTITIES.—An entity eligible to receive a grant under the program is—

“(1) a State (as such term is defined in section 401 of title 23);

“(2) a unit of local government;

“(3) an Indian Tribe;

“(4) a Federal agency eligible to receive funds under sections 201, 203, or 204 of title 23;

“(5) a political subdivision of a State or unit of local government;

“(6) a special purpose district or public authority with a transportation function, including a port authority; or

“(7) a multistate or multijurisdictional group of entities described in paragraphs (1) through (6).

“(d) GRANT SELECTION PROCESS.—The Secretary, in consultation with the Undersecretary and Director, shall establish a process for determining criteria for awarding grants under the program, subject to subsection (e).

“(e) PRIORITIZATION.—The Secretary, in consultation with the Undersecretary and the Director, shall establish procedures to prioritize awarding grants under the program to—

“(1) projects that would improve fish passage for—

“(A) anadromous fish stocks listed as an endangered species or a threatened species under section 4 of the Endangered Species Act of 1973 (16 U.S.C. 1533);

“(B) anadromous fish stocks identified by the Undersecretary or the Director that could reasonably become listed as an endangered species or a threatened species under that section;

“(C) anadromous fish stocks identified by the Undersecretary or the Director as prey for endangered species, threatened species, or protected species, including Southern resident orcas (*Orcinus orcas*); or

“(D) anadromous fish stocks identified by the Undersecretary or the Director as climate resilient stocks; and

“(2) projects that would open up more than 200 meters of upstream habitat before the end of the natural habitat.

“(f) FEDERAL SHARE.—The Federal share of the cost of a project carried out with a grant to a State or a unit of local government under the program shall be not more than 80 percent.

“(g) TECHNICAL ASSISTANCE.—The Secretary, in consultation with the Undersecretary and Director, shall develop a process to provide technical assistance to Indian Tribes and underserved communities to assist in the project design and grant process and procedures.

“(h) ADMINISTRATIVE EXPENSES.—Of the amounts made available for each fiscal year to carry out the program, the Secretary, the Undersecretary, and the Director may use not more than 2 percent to pay the administrative expenses necessary to carry out this section.

“(i) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out the program \$800,000,000 for each of fiscal years 2022 through 2026.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 805 of subtitle X of title 49, United States Code, is amended by adding at the end the following new item:

“80505. National culvert removal, replacement, and restoration grant program.”.

53. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KRISHNAMOORTHY OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle F of title I of division B, add the following:

SEC. ____ . SENSE OF THE CONGRESS ON SOIL AND EROSION CONTROL FOR HIGHWAY PROJECTS.

It is the sense of Congress that—

(1) federally funded construction projects should seek to—

(A) incorporate products and materials that support environmental sustainability;

(B) ensure the health and safety of fish and wildlife; and

(C) consist of recycled or biobased products; and

(2) State departments of transportation should support environmental sustainability, to the maximum extent practicable, in procurement decisions.

54. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KRISHNAMOORTHY OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1508, after line 13, add the following new section (and update the table of contents accordingly):

SEC. 10109. CHILD RESTRAINT SYSTEMS.

(a) CHILD RESTRAINT SYSTEM LABELING.—

(1) IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Secretary of Transportation shall revise section 571.213 of title 49, Code of Federal Regulations—

(A) in S5.5.2(f) by striking “13.6 kg” and inserting “18.2 kg”; and

(B) by adding at the end of S5.5.2 the following:

“(o) The packaging for each booster seat shall be permanently labeled with the information specified in S5.5.2(g).

“(p) On each booster seat, and on the packaging of such booster seat, there shall be placed—

“(1) a permanent label stating: ‘For use by children [] years old or older and who are over [] pounds.’, with respect to which—

“(A) the first bracket is replaced with the minimum age recommended for a user, which may not be an age younger than 4 years old; and

“(B) the second bracket is replaced with the minimum weight recommended for a user, which may not be under 40 pounds; and

“(2) a permanent label stating: ‘Strongly recommended children use this seat only when they reach either the height or weight limit for a child restraint system with internal harness as indicated by the manufacturer.’

“(q) On each child restraint system with internal harness, and on the packaging of such child restraint system with internal harness, there shall be placed a permanent label stating: ‘To prevent possible injury or death, it is important to delay the transition from a child restraint system with internal harness to a booster seat as long as possible, until the child reaches the weight or height limit of the child restraint system with internal harness as indicated by the manufacturer.’

“(r) On each combination car seat, there shall be placed a permanent label stating: ‘Please use this seat with the internal harness as long as possible, until your child outgrows the maximum weight of [] or reaches the maximum height of []. Once they have exceeded such weight or height, this seat can be used as a belt positioning booster seat with the vehicle seat belt.’, with respect to which—

“(1) the first bracket is replaced with the maximum weight recommended for an internal harness user, which may not be under 40 pounds; and

“(2) the second bracket is replaced with the maximum height recommended for an internal harness user.”

(2) EFFECTIVE DATE.—The modifications to section 571.213 of title 49, Code of Federal Regulations, under paragraph (1) shall take effect not later than 180 days after the date of the enactment of this Act.

(b) SIDE-IMPACT CRASH TESTING.—

(1) GENERAL STANDARDS.—Not later than 1 year after the date of the enactment of this section, the Administrator shall issue regulations to establish standards with respect to side-impact crash testing for child restraint systems, which—

(A) shall include standards for booster seats; and

(B) may include the use of the most appropriate test dummy available at the time of such side-impact crash testing.

(2) NEAR-SIDE AND FAR-SIDE IMPACT TESTING.—In issuing regulations under paragraph (1), the Administrator shall include procedures for testing—

(A) near-side impacts, in which the child restraint system being tested is positioned on the side of the point of impact; and

(B) far-side impacts, in which the child restraint system being tested is positioned on the opposite side of the point of impact.

(3) BOOSTER SEAT TEST DEVICES.—

(A) DESIGN.—Not later than 18 months after the date of the enactment of this section, the Administrator shall issue regulations that provide guidelines for a test dummy that approximates a 6-year-old child for the purposes of side-impact crash testing.

(B) USE.—Not later than 18 months after the date on which the Administrator issues regulations under subparagraph (A), the Administrator shall require that side-impact crash testing for booster seats (for both near-side and far-side impacts) includes the use of a test dummy that meets the guidelines provided under subparagraph (A).

(c) TETHER SYSTEMS STUDY.—Not later than 1 year after the date of the enactment of this section, the Administrator shall provide to Congress a study of the functionality of tether systems and the variability that exists in tether use recommendations by car seat and vehicle manufacturers, with recommendations on how such tether systems may be used or modified to increase the usage of child restraint systems with internal harness to maximize child safety.

(d) DEFINITIONS.—In this section:

(1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the National Highway Traffic Safety Administration.

(2) BOOSTER SEAT.—The term “booster seat” has the meaning given such term in section 571.213 of title 49, Code of Federal Regulations (as in effect on the date of the enactment of this section).

(3) CHILD RESTRAINT SYSTEM.—The term “child restraint system” has the meaning given such term in section 571.213 of title 49, Code of Federal Regulations (as in effect on the date of the enactment of this section).

(4) CHILD RESTRAINT SYSTEM WITH INTERNAL HARNESS.—The term “child restraint system with internal harness” means a child restraint system designed to be used rear-facing or forward-facing employing a 5-point harness to position the child in the seat.

(5) COMBINATION CAR SEAT.—The term “combination car seat”—

(A) means any child restraint system designed to be used in a forward-facing position with a 5-point internal harness, where the harness may be removed and the seat utilized as a belt-positioning booster seat; and

(B) includes a child restraint system that may be—

(i) converted between rear-facing with an internal harness and forward-facing with an internal harness; and

(ii) commonly referred to as “3-in-1” or “all-in-1” seats.

(6) TEST DUMMY.—The term “test dummy” means an anthropomorphic test dummy as such term is used in section 571.213 of title 49, Code of Federal Regulations (as in effect on the date of the enactment of this section).

(7) TETHER SYSTEM.—The term “tether system” means a system utilizing a tether anchorage, tether strap, and tether hook (as such terms are defined in section 571.225 of title 49, Code of Federal Regulations).

55. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LANGEVIN OF RHODE ISLAND OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 633, line 8, insert “and Attorney General” after “Secretary”.

56. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LAWRENCE OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 531, line 13, strike “and”.

Page 531, line 17, strike the period and insert “; and”.

Page 531, after line 17, insert the following:

(C) makes best efforts to meet project-wide, annually updated participation goals set by the applicant for the percentage of total workhours that are performed by historically under-represented populations, including by women, people of color, and women of color, by trade and position; and

(D) tracks ongoing progress towards the goals described in subparagraph (C).

Page 532, line 1, insert “, in collaboration with the Secretary of Labor, as appropriate,” after “Secretary”.

Page 532, line 5, insert “and oversight” after “requirements”.

Page 532, line 17, insert “and historically underrepresented populations” after “apprentices”.

Page 532, line 19, insert “and historically underrepresented populations” before “employed”.

Page 532, line 22, strike “goal; and” and insert “and the goals for the percentage of total workhours performed by historically under-represented populations under subsection (a)(1)(C);”.

Page 532, line 25, strike the period and insert “and the goals for the percentage of total workhours performed by historically under-represented populations under subsection (a)(1)(C); and”.

Page 532, after line 25, insert the following:

(5) a summary of agency oversight of grant recipients’ fulfillment of certification terms under this section.

Page 533, line 10, strike “and”.

Page 533, line 13, strike the period and insert “; and”.

Page 533, after line 13, insert the following:

(3) for each grant awarded, data on grant recipients’ progress toward achieving participation goals under subsection (a)(1).

Page 534, after line 10, insert the following:

SEC. 1313. SENSE OF CONGRESS.

It is the sense of Congress that—

(1) contractors and subcontractors utilized in carrying out activities funded under title 23, United States Code, should institute respectful workplace policies and provide effective, ongoing workplace training to create safe, respectful work sites that are free from bullying, hazing, discrimination, or harassment; and

(2) the Department of Transportation should take appropriate steps in coordination with the Department of Labor to ensure contractors and subcontractors take such actions.

57. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LEVIN OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 449, strike line 17 and insert the following:

“(A) PLAN.—

“(i) IN GENERAL.—The Secretary shall establish

Page 449, after line 22, insert the following:

“(ii) REPORT OF STATE PLANS TO CONGRESS.—Not later than 120 days after the deadline established in clause (i), the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report detailing—

“(I) a summary of each plan submitted by a State to the Department of Transportation; and

“(II) an assessment of how such plans make progress towards the establishment of a national network of electric vehicle charging stations.

58. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LEVIN OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 453, line 12, insert “, including recommendations for promoting efficient dwell times based on best practices” before the semicolon.

Page 456, line 4, strike “and”.

Page 456, line 8, strike the period and insert a semicolon.

Page 456, after line 8, insert the following:

“(F) information on publicly available electric vehicle charging station locations, station operator contact information, number of simultaneous refueling positions, pricing, and real-time availability to be made publicly available and easily accessible, including through applicable mapping applications.

59. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LOWENTHAL OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 259, line 22, insert “or that operates” before “a highway”.

Page 261, line 9, insert “toll” before “facility”.

Page 261, line 13, insert “toll” before “facility”.

Page 263, line 3, insert “toll” before “facility”.

Page 263, line 11, strike “the planned” and insert “any planned”.

Page 263, line 15, strike “the operation of” and insert “mobility and efficiency in”.

Page 264, line 6, insert “toll” before “facility”.

Page 264, beginning on line 7, strike “for the corridor or cordon that provides for continuous monitoring, assessment, and reporting on” and insert “that considers”.

Page 264, line 11, insert “of the toll facility” after “pricing”.

Page 264, beginning on line 16, strike “facility or the corridor or cordon” and insert “toll facility”.

Page 265, line 3, insert “toll” before “facility”.

Page 265, strike lines 8 through 22 and insert the following:

“(II) CORRIDOR OR CORDON OPERATION.—The public authority with jurisdiction over or that operates the toll facility shall consider options that improve public transportation or other non-tolled alternatives that improve mobility and efficiency in the corridor or cordon, including increased person or freight throughput or reduced person hours of delay.

Page 266, line 6, strike “and” at the end and insert “or”.

Page 266, after line 11, insert the following:

“(IV) EFFICIENT OPERATION.—The Secretary may set efficiency and mobility performance standards as an alternative to minimum operating speed for a toll facility if determined appropriate based on the context of such toll facility.

Page 266, line 16, strike “facility or a corridor or cordon” and insert “toll facility”.

Page 266, line 19, insert “toll” before “facility”.

Page 266, beginning on line 23, strike “facility or a corridor or cordon” and insert “toll facility”.

Page 267, line 12, strike “facility or corridor or cordon” and insert “toll facility”.

Page 267, line 17, strike “facility or corridor or cordon” and insert “toll facility”.

Page 267, line 22, insert “toll” before “facility”.

Page 267, line 23, strike “the” and insert “any”.

Page 267, beginning on line 24, strike “bring the corridor or cordon into compliance” and insert “improve the operation of the corridor or cordon”.

Page 268, strike lines 3 through 11.

Page 269, strike lines 5 through 13 and insert the following:

“(v) any project eligible under this title or chapter 53 of title 49 that provides an efficiency or mobility benefit in the corridor or cordon, including by increasing person or freight throughput, increasing public transportation service, or reducing person hours of delay;

“(vi) toll or public transportation fare discounts, subsidies, or rebates for users of the toll facility or public transportation in the corridor that have no reasonable alternative transportation method to the toll facility or for whom the tolls or public transportation fares create a financial hardship, as determined by the public authority; and

Page 269, beginning on line 16, strike “and the cordon or corridor is not degraded under paragraph (1)(E)” and insert “and is not degraded as described under paragraph (1)(E)”.

Page 272, beginning on line 4, strike “require the public authority to discontinue collecting tolls until the public authority and the Secretary enter into an agreement for the public authority to achieve compliance with such requirements” and insert “take such action as may be necessary to ensure compliance with this section”.

Page 273, line 13, strike “a toll” and insert “the tolled lanes of a”.

Page 274, line 8, insert “, including a high occupancy toll facility,” after “facility”.

Page 274, beginning on line 9, strike “section 129(a)(3) of title 23, United States Code,” and insert “sections 129(a) or 166 of title 23, United States Code, as applicable,”.

Page 274, line 12, insert “, including a high occupancy toll facility,” after “toll facility”.

Page 274, line 13, strike “paragraph” and insert “subsection”.

Page 274, after line 17, insert the following:

(3) **RULE OF CONSTRUCTION.**—Nothing in this subsection shall prohibit the Secretary, at the request of the public authority, from applying the requirements of section 129(a) of title 23, United States Code, as amended by this Act.

Page 274, line 23, strike “on” and insert “to”.

60. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LOWENTHAL OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 991, after line 9, insert the following:

SEC. 4105. MOTOR CARRIER SAFETY GRANTS MAINTENANCE OF EFFORT.

Section 31102(f)(2) of title 49, United States Code, is amended—

(1) by striking “after fiscal year 2017”; and

(2) by striking “baseline after the year in which the Secretary implements a new allocation formula under section 5106 of the FAST Act, and” and inserting a period.

61. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LYNCH OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1222, after line 8, insert the following:

SEC. 7002. FEDERAL REQUIREMENTS FOR TIFIA ELIGIBILITY AND PROJECT SELECTION.

(a) **IN GENERAL.**—Section 602(c) of title 23, United States Code, is amended by adding at the end the following:

“(3) **PAYMENT AND PERFORMANCE SECURITY.**—

“(A) **IN GENERAL.**—The Secretary shall ensure that the design and construction of a project carried out with assistance under the TIFIA program shall have appropriate payment and performance security, regardless of whether the obligor is a State, local government, agency or instrumentality of a State or local government, public authority, or private party.

“(B) **WRITTEN DETERMINATION.**—If payment and performance security is required to be furnished by applicable State or local statute or regulation, the Secretary may accept such payment and performance security requirements applicable to the obligor if the Federal interest with respect to Federal funds and other project risk related to design and construction is adequately protected.

“(C) **NO DETERMINATION OR APPLICABLE REQUIREMENTS.**—If there are no payment and performance security requirements applicable to the obligor, the security under section 3131(b) of title 40 or an equivalent State or local

requirement, as determined by the Secretary, shall be required.”.

(b) **APPLICABILITY.**—The amendments made by this section shall apply with respect to any agreement for credit assistance entered into on or after the date of enactment of this Act.

62. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MACE OF SOUTH CAROLINA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. GAO REPORT REGARDING HIGHWAY TRUST FUND EXPENDITURES.

(a) **IN GENERAL.**—Not later than 2 years after the date of enactment of this Act, the Comptroller General of the United States shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on Highway Trust Fund expenditures.

(b) **PURPOSE.**—The purpose of the report under subsection (a) shall be to gain an understanding of the expenditures made by the trust fund, including for programs funded under the Mass Transit Account and the Highway Account.

(c) **CONTENTS.**—The report under subsection (a) shall examine reimbursements to eligible recipients, including States, territories, Indian tribes, transit agencies, and Federal land management agencies, by—

- (1) Federal-aid highway program; and
- (2) category of eligible project costs including—
 - (A) administrative costs;
 - (B) development phase activities, including transportation planning;
 - (C) construction;
 - (D) maintenance;
 - (E) transit capital projects;
 - (F) operational improvements;
 - (G) safety improvements; and
 - (H) any other category that the Comptroller General determines necessary.

63. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE McMORRIS RODGERS OF WASHINGTON OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 210, line 13, insert “, including areas that are at risk of flooding, rockslides, and mudslides following a wildfire” before the semicolon.

64. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MCNERNEY OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1200, line 12, insert “veteran status,” before “and socioeconomic”.

65. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MEUSER OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 294, after line 5, insert the following:

SEC. 1120. INCREASED FEDERAL SHARE.

Section 120(c) of title 23, United States Code, is amended by adding at the end the following:

“(4) AREAS OF PERSISTENT POVERTY.—The Federal share payable on account of a project, program, or activity carried out in an area of persistent poverty with funds apportioned under section 104(b) may be increased by up to 5 percent, up to 100 percent of the total project cost of any such project, program, or activity.”.

66. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MOORE OF WISCONSIN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 821, line 2, strike “10 percent” and insert “15 percent”.

67. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MOULTON OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1237, line 25, strike “\$4,800,000,000” and insert “\$5,800,000,000”.

Page 1238, line 1, strike “\$4,900,000,000” and insert “\$5,900,000,000”.

Page 1238, line 2, strike “\$5,000,000,000” and insert “\$6,000,000,000”.

Page 1238, line 3, strike “\$5,100,000,000” and insert “\$6,100,000,000”.

Page 1238, line 4, strike “\$5,200,000,000” and insert “\$6,200,000,000”.

68. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE NADLER OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. LOCAL PROJECT DELIVERY IMPROVEMENTS.

(a) HIGH-PERFORMING LOCAL PUBLIC AGENCY DESIGNATION.—

(1) IN GENERAL.—The Secretary shall designate high-performing local public agencies based on the criteria in paragraph (3) and consistent with the process described under paragraph (4) to be eligible to exercise the project delivery methods described under this section for projects funded under title 23, United States Code.

(2) AUTHORITY.—Nothing in this section shall be construed to prohibit a local public agency from taking any action otherwise authorized to secure and expend Federal funds authorized under chapter 1 of title 23, United States Code.

(3) CRITERIA.—In designating a high-performing local public agency under this section, the Secretary shall consider the legal, financial, and technical capacity of the applicant.

(4) REQUIREMENTS.—

(A) CALL FOR NOMINATION.—The Secretary shall solicit applications for designation under this section.

(B) GUIDANCE.—The call for nomination under paragraph (1) shall include guidance on the requirements and responsibilities of a high-performing local public agency under this section.

(C) DETERMINATION.—

(i) IN GENERAL.—The Secretary shall have discretion to make any designation under this section.

(ii) APPROVAL.—The Secretary may approve for participation under this program any direct recipient under section 1305 of this Act based on the application under such section. Such approval shall only apply to the direct recipient unless the Secretary determines it is appropriate, based on the criteria in subsection (a)(3), to extend the approval to 1 or more subrecipients of the direct recipient.

(5) TERM.—Except as provided in paragraph (6), a designation under this subsection—

(A) shall be for a period of not less than 5 years; and

(B) may be renewable.

(6) TERMINATION.—The Secretary shall establish procedures for the termination of a designation under this subsection.

(7) LIMITATION.—The Secretary may establish a limitation on the number of participants in the program, based on the availability of administrative resources and the capacity to provide sufficient oversight of the program established under this section.

(b) PROJECT DELIVERY.—

(1) IN GENERAL.—

(A) METHODS.—The high-performing local public agency may, consistent with the agreement entered into with the Secretary under subsection(c), utilize 1 or more of the project delivery methods described in this subsection, notwithstanding the adoption of such methods by the State.

(B) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to prohibit a local public agency from using a project delivery method otherwise available to such local public agency under title 23, United States Code.

(2) FORCE ACCOUNT.—Notwithstanding subsections (a) and (b) of section 112 of title 23, United States Code, a high-performing local public agency may, subject to the terms of the agreement under subsection (c), complete the construction (as such term is defined under section 101 of such title) of a Federal-aid highway project by force account, provided the recipient is qualified to perform the work in a satisfactory manner based on the criteria in subsection (a)(3), as determined by the Secretary.

(3) INDEFINITE DELIVERY AND INDEFINITE QUANTITY CONTRACTING.—Subject to the terms of the agreement under subsection (c), a high-performing local public agency may use indefinite quantity and indefinite delivery contracting, including job order contracting, consistent with the process described under subpart F of part 635 of title 23, Code of Federal Regulations. If determined appropriate by the Secretary, the high-

performing local public agency may submit an indefinite delivery and indefinite quantity contracting procedures plan directly to the Secretary for approval.

(4) ASSUMPTION OF RESPONSIBILITIES OF STATE DEPARTMENTS OF TRANSPORTATION.—

(A) IN GENERAL.—Subject to the terms of the agreement under subsection (c), a high-performing local public agency may assume, in lieu of a State, for projects covered by an agreement under subsection (c)—

(i) the Federal-aid highway project approval, determination, and oversight responsibilities that a State may assume under section 106 of title 23, United States Code; and

(ii) the responsibility that a State may assume, under section 326 of title 23, United States Code, for determining whether certain designated activities are included within classes of action identified in regulation by the Secretary that are categorically excluded from requirements for environmental assessments or environmental impact statements.

(B) TERMS.—In assuming the responsibilities under subparagraph (A), the high-performing local public agency shall be subject to the same terms, conditions, and requirements at the discretion of the Secretary as would be a State under sections 106(c) and 326 of title 23, United States Code, and any associated regulations and procedures.

(c) AGREEMENT.—

(1) IN GENERAL.—

(A) AUTHORITY.—The Secretary and the high-performing local public agency shall enter into an agreement relating to the extent to which the local public agency may assume the authorities described under this section.

(B) DISCRETION.—The Secretary shall have the discretion to enter into an agreement under this section for one or more of the project delivery methods described in subsection (b).

(C) SCOPE.—

(i) IN GENERAL.—The Secretary may make an approval to assume the responsibilities described under subsection (b) on a single-project, multiple-project, project-type, or programmatic basis.

(ii) COVERED PROJECTS.—The authority described under this section may apply to any Federal-aid highway project carried out within the jurisdiction of the high-performing local public agency, at the discretion of the Secretary.

(2) SELF-CERTIFICATION OF COMPLIANCE.—

(A) IN GENERAL.—The high-performing local public agency may, at the discretion of the Secretary, provide for self-certification of compliance for the responsibilities assumed pursuant to the agreement established under this section. The Secretary shall establish procedures governing such self-certification of compliance, including the frequency of such certification.

(B) OVERSIGHT.—If the high-performing local public agency assumes the role of self-certification of compliance as described under clause (i), the Secretary shall establish procedures to conduct risk-based stewardship and oversight of a local public agency’s performance of the assumed responsibilities specified in the agreement under this subsection, as determined necessary or appropriate by the Secretary.

(3) ASSISTANCE TO LOCAL PUBLIC AGENCIES.—On request of a local public agency, the Secretary shall provide to the local public agency technical assistance, training, or other support relating to—

- (A) assuming responsibilities under this section;
- (B) developing an agreement under this subsection; or
- (C) addressing a responsibility under this section in need of corrective action.

(4) ADOPTION OF STATE PROCEDURES.—Except as otherwise provided in the agreement between the Secretary and the high performing local agency, the local public agency shall use any manuals, standards, procedures, and specifications utilized by the State, as determined appropriate by the Secretary.

(5) CONSULTATION.—In establishing the agreement under this section, the Secretary may require the local public agency to consult with the State department of transportation, as appropriate.

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to limit the ability of a high-performing local public agency to partner with a State department of transportation or other recipient of Federal funds under title 23, United States Code, or chapter 53 of title 49, United States Code, to carry out a project.

(e) SAVINGS CLAUSE.—Except as provided in this section, all applicable requirements of title 23, United States Code, shall apply to projects carried out under this section.

(f) FUNDING.—The Secretary may use for program management, oversight, and technical assistance to high-performing local public agencies amounts made available under section 1305(c)(2) of this Act for technical assistance and administration.

(g) REPORT.—

(1) LOCAL PUBLIC AGENCY REPORT.—Not later than 60 days after the end of each fiscal year, each local public agency designated under this section shall submit to the Secretary a report that includes—

- (A) a list of projects carried out under this section;
- (B) a description of the authorities assumed under subsection (b), including a summary of the project types carried out under such authorities;
- (C) recommendations, if any—
 - (i) on other authorities that would be appropriate to assume under this section; and
 - (ii) to improve the effectiveness of the program under this section.

(2) REPORT TO CONGRESS.—Not later than October 1, 2024, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the

Committee on Environment and Public Works of the Senate a report that—

(A) summarizes the findings of each local public agency provided under paragraph (1);

(B) describes the efforts undertaken by both local public agencies and the Secretary to ensure compliance with the requirements of title 23, United States Code; and

(C) provides recommendations from the Secretary to—

(i) improve the administration, oversight, and performance of the program established under this section;

(ii) improve the effectiveness of project delivery for local public agencies;

(iv) evaluate options to expand the authority provided under this section; and

(iii) provide legislative recommendations, if any, based on the outcomes of the program.

69. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE NEGUSE OF COLORADO OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of the print, insert the following (and amend the table of contents accordingly):

DIVISION H—COMMUNITY RESILIENCE AND RESTORATION FUND

SECTION 12001. DEFINITIONS.

For purposes of this division:

(1) **ELIGIBLE ENTITY.**—The term “eligible entity” means a Federal agency, State, the District of Columbia, a territory of the United States, a unit of local government, an Indian Tribe, a non-profit organization, or an accredited institution of higher education.

(2) **ELIGIBLE PROJECTS AND ACTIVITIES.**—The term “eligible projects and activities” means projects and activities carried out by an eligible entity on public lands, tribal lands, or private land, or any combination thereof, to further the purposes for which the Fund is established, including planning and capacity building and projects and activities carried out in coordination with Federal, State, or tribal departments or agencies, or any department or agency of a subdivision of a State.

(3) **FOUNDATION.**—The term “Foundation” means the National Fish and Wildlife Foundation established under the National Fish and Wildlife Foundation Establishment Act (16 U.S.C. 3701 et seq.).

(4) **FUND.**—The term “Fund” means the Community Resilience and Restoration Fund established under this Act.

(5) **INDIAN TRIBE.**—The term “Indian Tribe” means the governing body of any individually identified and federally recognized Indian or Alaska Native Tribe, band, nation, pueblo, village, community, affiliated Tribal group, or component reservation in the list published pursuant to section 104(a) of the Fed-

erally Recognized Indian Tribe List Act of 1994 (25 U.S.C. 5131(a)).

(6) **RESTORATION AND RESILIENCE LANDS.**—The term “restoration and resilience lands” means fish, wildlife, and plant habitats, and other important natural areas in the United States, on public lands, private land (after obtaining proper consent from the landowner), or land of Indian Tribes, including: grasslands, shrublands, prairies, chaparral lands, forest lands, deserts, and riparian or wetland areas within or adjacent to these ecosystems.

(7) **PUBLIC LANDS.**—The term “public lands” means lands owned or controlled by the United States or any of its agencies, with the cooperation of the agency having jurisdiction thereof.

(8) **SECRETARY.**—The term “Secretary” means the Secretary of the Interior, acting through the Director of the United States Fish and Wildlife Service.

(9) **STATE.**—The term “State” means a State of the United States, the District of Columbia, any Indian tribe, and any commonwealth, territory, or possession of the United States.

SEC. 12002. ESTABLISHMENT OF FUND.

Not later than 180 days after the date of enactment of this division, the Secretary shall enter into a cooperative agreement with the Foundation to establish the Fund at the Foundation to—

(1) to protect, conserve, and restore restoration and resilience lands, in order to help communities respond and adapt to natural threats, including those posed by the impacts of global climate change.

(2) to build the resilience of restoration and resilience lands to adapt to, recover from, and withstand natural threats, including those posed by the impacts of global climate change;

(3) to protect and enhance the biodiversity of wildlife populations across restoration and resilience lands;

(4) to support the health of restoration and resilience lands for the benefit of present and future generations;

(5) to foster innovative, nature-based solutions that help meet the goals of this section; and

(6) to enhance the nation’s natural carbon sequestration capabilities and help communities strengthen natural carbon sequestration capacity where applicable.

SEC. 12003. MANAGEMENT OF THE FUND.

The Foundation shall manage the Fund—

(1) pursuant to the National Fish and Wildlife Foundation Establishment Act (16 U.S.C. 3701 et seq.); and

(2) in such a manner that, to the greatest extent practicable and consistent with the purposes for which the Fund is established—

(A) ensures that amounts made available through the Fund are accessible to historically underserved communities, including Tribal communities, communities of color, and rural communities; and

(B) avoids project selection and funding overlap with those projects and activities that could otherwise receive funding under—

- (i) the National Oceans and Coastal Security Fund, established under the National Oceans and Coastal Security Act (16 U.S.C. 7501); or
- (ii) other coastal management focused programs.

SEC. 12004. COMPETITIVE GRANTS.

(a) **IN GENERAL.**—To the extent amounts are available in the Fund, the Foundation shall award grants to eligible entities through a competitive grant process in accordance with procedures established pursuant to the National Fish and Wildlife Foundation Establishment Act (16 U.S.C. 3701 et seq.) to carry out eligible projects and activities, including planning eligible projects and activities.

(b) **PROPOSALS.**—The Foundation, in coordination with the Secretary, shall establish requirements for proposals for competitive grants under this section.

SEC. 12005. USE OF AMOUNTS IN THE FUND.

(a) **PLANNING.**—Not less than 8 percent of amounts appropriated annually to the Fund may be used to plan eligible projects and activities, including capacity building.

(b) **ADMINISTRATIVE COSTS.**—Not more than 4 percent of amounts appropriated annually to the Fund may be used by the Foundation for administrative expenses of the Fund or administration of competitive grants offered under the Fund.

(c) **PRIORITY.**—Not less than \$10,000,000 shall be awarded annually to support eligible projects and activities for Indian Tribes.

SEC. 12006. REPORTS.

(a) **ANNUAL REPORTS.**—Beginning at the end the first full fiscal year after the date of enactment of this division, and not later than 60 days after the end of each fiscal year in which amounts are deposited into the Fund, the Foundation shall submit to the Secretary a report on the operation of the Fund including—

- (1) an accounting of expenditures made under the Fund, including leverage and match where applicable;
- (2) an accounting of any grants made under the Fund, including a list of recipients and a brief description of each project and its purposes and goals; and
- (3) measures and metrics to track benefits created by grants administered under the Fund, including enhanced biodiversity, water quality, natural carbon sequestration, and resilience.

(b) **5-YEAR REPORTS.**—Not later than 90 days after the end of the fifth full fiscal year after the date of enactment of this division, and not later than 90 days after the end every fifth fiscal year thereafter, the Foundation shall submit to the Secretary a report containing—

- (1) a description of any socioeconomic, biodiversity, community resilience, or climate resilience or mitigation (including natural carbon sequestration), impacts generated by projects funded by grants awarded by the Fund, including measures and metrics illustrating these impacts;
- (2) a description of land health benefits derived from projects funded by grants awarded by the Fund, including an accounting of—

- (A) lands treated for invasive species;

(B) lands treated for wildfire threat reduction, including those treated with controlled burning or other natural fire-management techniques; and

(C) lands restored either from wildfire or other forms of degradation, including over-grazing and sedimentation;

(3) key findings for Congress, including any recommended changes to the authorization or purposes of the Fund;

(4) best practices for other Federal agencies in the administration of funds intended for land and habitat restoration;

(5) information on the use and outcome of funds specifically set aside for planning and capacity building pursuant to section 6; and

(6) any other information that the Foundation considers relevant.

(c) **SUBMISSION OF REPORTS TO CONGRESS.**—Not later than 10 days after receiving a report under this section, the Secretary shall submit the report to the Committee on Natural Resources of the House of Representatives and the Committee on Environment and Public Works of the Senate.

SEC. 12007. AUTHORIZATION OF APPROPRIATIONS.

There is hereby authorized to be appropriated to the Fund \$100,000,000 for each of fiscal years 2022 through 2027 to carry out this division.

70. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE NEHLS OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike division D of the bill.

71. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE NORCROSS OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. UTILIZATION OF QUALIFIED ELECTRICIANS.

(a) **RULEMAKING.**—Not later than 6 months after the date of enactment of this Act, the Secretary of Transportation and the Secretary of Energy shall each promulgate regulations requiring the utilization of qualified electricians in the construction, installation, operation and maintenance of electric vehicle charging stations assisted, in whole or in part, by funding provided under this Act.

(b) **DEFINITION OF QUALIFIED ELECTRICIAN.**—In this section, the term “qualified electrician” means an electrician who has completed training under the Electric Vehicle Infrastructure Training Program (EVITP) and obtained an EVITP certification.

72. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE OCASIO-CORTEZ OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 504, line 24, strike “and” at the end.

Page 505, line 3, strike the period and insert “; and”.

Page 505, after line 3, insert the following:

(5) the project would serve the low income residents of economically disadvantaged communities, including environmental justice communities, underserved communities, or communities located in areas of persistent poverty (as such term is defined in section 101 of title 23, United States Code).

73. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE OCASIO-CORTEZ OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 518, line 17, strike “and”.

Page 518, line 21, insert “and” at the end.

Page 518, after line 21, insert the following:

(viii) the community impacts and equity analyses of retaining or reconstructing the eligible facility on the surrounding communities, including—

(I) the demographic breakdown of the impacted community by race and socioeconomic status; and

(II) the displacement or disconnection that occurred within the community as a result of the existing facility;

74. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE O’HALLERAN OF ARIZONA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 577, line 1, strike “(2) in subsection (e) by striking” and insert the following:

(2) in subsection (e)(1)—

(A) by striking “2 percent” and inserting “4 percent”; and

(B) by striking

75. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PAPPAS OF NEW HAMPSHIRE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1056, after line 15, insert the following:

SEC. 4410. LENGTH LIMITATIONS.

Section 31111 of title 49, United States Code, is amended—

(1) in subsection (a) by adding at the end the following:

“(8) COVERED HEAVY-DUTY TOW AND RECOVERY VEHICLE.—The term ‘covered heavy-duty tow and recovery vehicle’ means any vehicle transporting a wrecked or disabled vehicle from the place where the vehicle became wrecked or disabled to the nearest appropriate repair facility or other location, as directed by any agency having jurisdiction.”; and

(2) in subsection (b)(1)—

(A) in subparagraph (G) by striking “; or” and inserting a semicolon;

(B) in subparagraph (H) by striking the period and inserting a semicolon; and

(C) by adding at the end the following:

“(I) imposes an overall length limit on any combination of vehicles, or the length of any individual vehicle in the combination configuration, being transported by a covered

heavy-duty tow and recovery vehicle provided that the wrecked or disabled vehicle combination being transported was in compliance with applicable length limits at the time and place of the initial disablement or wreck; or

“(J) imposes a limit to the number of vehicles that may be transported in combination with a covered heavy-duty tow and recovery vehicle provided that the wrecked or disabled vehicle combination being transported was in compliance with applicable limits at the time and place of the initial disablement or wreck”.

76. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PENCE OF INDIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At end of subtitle F of title I of division B, add the following:

SEC. 1640. RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS INITIATIVE.

(a) IN GENERAL.—The Secretary of Transportation shall establish the Rural Opportunities to Use Transportation for Economic Success Initiative (hereinafter referred to as the “ROUTES Office”), to—

(1) improve analysis of rural projects applying for Department of Transportation discretionary grants, including ensuring that project costs, local resources, and the larger benefits to the American people and the economy are appropriately considered; and

(2) provide rural communities with technical assistance for meeting the Nation’s transportation infrastructure investment need in a financially sustainable manner.

(b) OBJECTIVES.—The ROUTES Office shall—

(1) collect input from knowledgeable entities and the public on the benefits of rural transportation projects, the technical and financial assistance required for constructing and operating rural transportation infrastructure and services, and barriers and opportunities to funding such rural transportation projects;

(2) evaluate data on rural transportation challenges and determining methods to align the Department of Transportation’s discretionary funding and financing opportunities with the needs of rural communities for meeting National transportation goals; and

(3) educate rural communities about applicable Department of Transportation discretionary grants, developing effective methods to evaluate rural projects in discretionary grant programs, and communicating those methods through program guidance.

(c) ROUTES COUNCIL.—

(1) IN GENERAL.—The Secretary shall establish the ROUTES Council (hereinafter referred to as the “Council”) to—

(A) organize, guide, and lead the ROUTES Office; and

(B) coordinate rural-related funding programs and assistance among the modal administrations.

(2) MEMBERSHIP.—

(A) IN GENERAL.—The Council shall be composed of the following officers of the Department of Transportation, or their designees:

- (i) The Under Secretary of Transportation for Policy.
- (ii) The General Counsel.
- (iii) The Chief Financial Officer and Assistant Secretary for Budget and Programs.
- (iv) The Assistant Secretary for Research and Technology.
- (v) The Administrators of the—
 - (I) Federal Aviation Administration;
 - (II) Federal Highway Administration;
 - (III) Federal Railroad Administration; and
 - (IV) Federal Transit Administration.
- (vi) The Chief Infrastructure Funding Officer.
- (vii) The Assistant Secretary of Government Affairs.
- (viii) The Director of the Office of Public Affairs.

(B) CHAIR.—The Under Secretary of Transportation for Policy shall be the Chair of the Council.

(C) ADDITIONAL MEMBERS.—The Secretary of Transportation or the Chair of the Council may designate additional members to serve on the Council.

(3) ADDITIONAL MODAL INPUT.—To address issues related to safety and transport of rural commodities, the Council shall consult with the Administrators (or their designees) of the—

- (A) Maritime Administration;
- (B) Great Lakes St. Lawrence Seaway Development Corporation; and
- (C) National Highway Traffic Safety Administration.

(4) DUTIES.—Members of the Council shall—

(A) participate in all meetings and relevant Council activities and be prepared to share information relevant to rural transportation infrastructure projects and issues;

(B) provide guidance and leadership on rural transportation infrastructure issues and represent the work of the Council and Department of Transportation on such issues to external stakeholders; and

(C) recommend initiatives to the Chair of the Council to consider, establish, and staff any resulting activities or working groups.

(5) MEETINGS.—The Council shall meet bimonthly.

(6) WORK PRODUCTS AND DELIVERABLES.—The Council may develop work products or deliverables to meet its goals, including—

(A) an annual report to Congress describing Council activities for the past year and expected activities for the coming year;

(B) any recommendations to enhance the effectiveness of Department of Transportation discretionary grant programs regarding rural infrastructure issues; and

(C) other guides and reports for relevant groups and the public.

77. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike section 1303 of the bill.

78. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title III of division D of the bill, add the following:

SEC. ____ . RESTRICTION ON PROVISION OF LOAN OR LOAN GUARANTEE FOR CERTAIN HIGH-SPEED RAIL PROJECTS.

Notwithstanding any other provision of law, the Secretary of Transportation may not enter into a contract or cooperative agreement, issue a letter of intent or a letter of commitment, make a grant, or provide a direct loan or loan guarantee or line of credit for a high-speed rail project that uses rolling stock or equipment unless the rolling stock or equipment complies with the tier III safety standards in part 238 of title 49, Code of Federal Regulations.

79. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 215, line 10, strike “and (10)” and insert “and (9)”.

Page 215, line 26, strike “and (10)” and insert “and (9)”.

Page 216, line 5, strike “and (10)” and insert “and (9)”.

Page 217, line 15, strike “(10)” and insert “(9)”.

Page 220, line 4, strike “and (10)” and insert “and (9)”.

Page 220, strike lines 5 through 9 (and redesignate accordingly).

Page 397, strike line 15 and all that follows through page 403, line 12 (and redesignate accordingly).

80. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title II of division D of the bill, insert the following:

SEC. 9222. PROHIBITION ON USE OF FUNDS FOR AMTRAK NETWORK.

No Federal funds may be used to expand the Amtrak network beyond the routes and stations served by Amtrak on the date of enactment of this Act.

81. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 15, strike line 22 and all that follows through page 16, line 3.

Page 712, strike lines 10 through 14 (and redesignate any subsequent subsections accordingly).

Page 895, strike line 2 and all that follows through page 907, line 20 (and redesignate any subsequent sections accordingly).

82. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike section 1602 of the bill.

83. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PLASKETT OF VIRGIN ISLANDS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 417, after the item following line 2, insert the following:

SEC. 1220. NATIONAL SCENIC BYWAYS PROGRAM.

Section 162 of title 23, United States Code, is amended by adding at the end the following:

“(g) STATE.—In this section, the term ‘State’ has the meaning given such term in section 401.”.

84. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PORTER OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 594, line 17, insert “, including wildfire ignitions, suppression, and evacuation routes” after “maintenance”.

85. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PORTER OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle F of title I of division B of the bill, insert the following:

SEC. 1640. STUDY ON IMPACT OF AIR POLLUTION FROM VEHICLES IDLING IN SCHOOL ZONES.

Not later than 1 year after the date of enactment of this Act, the Secretary of Health and Human Services and the Administrator of the Environmental Protection Agency, acting jointly, shall—

(1) complete a study on the impacts on the health of children related to the emission of air pollutants from school buses and other vehicles idling in school zones; and

(2) submit a report to the Congress on the results of such study.

86. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE RICE OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title III of division B of the bill, add the following:

SEC. 3018. DRUG-IMPAIRED DRIVING EDUCATION GRANT PROGRAM.

(a) ESTABLISHMENT.—Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall establish a program to provide grants on a competitive basis to States and Indian tribes to educate the public on the dangers of drug-impaired driving.

(b) APPLICATION FOR GRANT.—To be awarded a grant under this section, State or Indian tribe shall submit to the Secretary an application in such form, at such time, and containing such information as the Secretary may require.

(c) SUBALLOCATIONS OF FUNDS.—A State or Indian tribe that receives a grant under this section may suballocate funds from the

grant to a covered entity that will carry out the requirements of paragraph (a).

(d) **BEST AVAILABLE EVIDENCE.**—An entity that receives funds under this section, including a covered entity using such funds, shall—

(1) use evidence and strategies recommended by the Congressional Research Service publication titled “Marijuana Use and Highway Safety”, published in May, 2019;

(2) use evidence and strategies recommended by the National Highway Traffic Safety Administration publication titled “Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices, Ninth Edition, 2017”, published in April, 2018; or

(3) use other evidence-based, peer-reviewed strategies as determined by the Secretary.

(e) **EVALUATION.**—Not later than 2 years after the date on which a State or Indian tribe receives a grant under the program established under paragraph (a), the State or Indian tribe shall submit to the Secretary an evaluation of progress made toward reducing drug-impaired driving within the State or Indian tribe.

(f) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated to carry out this Act \$15,000,000 for each of the first 2 fiscal years beginning after the date of enactment of this Act.

(g) **FEDERAL SHARE.**—The Federal share of the costs of activities funded using amounts from grants awarded under this section may not exceed 80 percent for each fiscal year for which a State receives a grant.

(g) **DEFINITIONS.**—In this section:

(1) **COVERED ENTITY.**—The term “covered entity” includes the following:

(A) A State government agency.

(B) A local government agency or political subdivision of a State.

(C) A Tribal organization.

(D) A nonprofit organization.

(E) A State or local prosecution office.

(F) A State or local law enforcement agency.

(2) **DRUG-IMPAIRED DRIVING.**—The term “drug-impaired driving” means driving under the influence of marijuana, opioids, cocaine, amphetamines, fentanyl, or phencyclidine.

(3) **MARIJUANA.**—The term “marijuana” has the meaning given such term in section 4008 of the FAST Act (Public Law 114–94).

(4) **NONPROFIT ORGANIZATION.**—The term “nonprofit organization” means an organization that is described in section 501(c)(3) of the Internal Revenue Code of 1986 (26 U.S.C. 501(c)(3)) and is exempt from taxation under section 501(a) of such Code.

(5) **SECRETARY.**—The term “Secretary” means the Secretary of Transportation.

(6) **STATE.**—The term “State” means a State of the United States, the District of Columbia, and each territory of the United States.

(7) INDIAN TRIBE.—The term “Indian tribe” has the meaning given the term in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304).

(8) TRIBAL ORGANIZATION.—The term “Tribal organization” has the meaning given the term in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304).

87. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE RICE OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1508, after line 13, add the following new section (and update the table of contents accordingly):

SEC. 10109. MOTOR VEHICLE SEAT BACK SAFETY STANDARDS.

(a) FINAL RULE.—Not later than 2 years after the date of enactment of this Act, subject to subsection (b), the Secretary of Transportation shall issue a final rule updating section 571.207 of title 49, Code of Federal Regulations, to reduce the potential for injury to all motor vehicle occupants due to seat back failure during all types of vehicle impact.

(b) COMPLIANCE DATE.—In issuing the final rule pursuant to subsection (a), the Secretary of Transportation shall establish a date for required compliance with the final rule of not later than 2 motor vehicle model years after the model year during which the effective date of the final rule occurs.

88. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE RICE OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle F of title I of division B, add the following:

SEC. 1640. GAO STUDY ON THE IMPACT OF DRUNK DRIVING CHILD ENDANGERMENT LAWS.

(a) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, the Comptroller General of the United States shall submit to Congress a report on the impact and effectiveness of drunk driving child endangerment laws, and ways in which child endangerment laws can be strengthened to protect children who may be passengers in vehicles driven by drunk drivers.

(b) CONTENTS.—The report required under this section shall—

(1) review State laws to determine best practices, comparing State laws in which driving drunk with a child is considered a felony versus a misdemeanor, as well as review effective ways in which States mandate or encourage reporting and documentation of child endangerment; and

(2) make recommendations as to how State laws can be improved to protect children from riding as passengers in vehicles driven by drunk drivers, including increased penalties, reporting requirements, and coordination with child protective services.

89. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE RUSH OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end, add the following:

DIVISION H—ELECTRIC VEHICLES

TITLE I—ZERO EMISSIONS VEHICLE INFRASTRUCTURE BUILDOUT

Subtitle A—Electric Vehicle Infrastructure

SEC. 12101. DEFINITIONS.

In this subtitle:

(1) **ELECTRIC VEHICLE SUPPLY EQUIPMENT.**—The term “electric vehicle supply equipment” means any conductors, including ungrounded, grounded, and equipment grounding conductors, electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of delivering energy to an electric vehicle.

(2) **SECRETARY.**—The term “Secretary” means the Secretary of Energy.

(3) **UNDERSERVED OR DISADVANTAGED COMMUNITY.**—The term “underserved or disadvantaged community” means—

(A) a community located in a ZIP code that includes a census tract that is identified as—

- (i) a low-income community; or
- (ii) a community of color;

(B) a community in which climate change, pollution, or environmental destruction have exacerbated systemic racial, regional, social, environmental, and economic injustices by disproportionately affecting indigenous peoples, communities of color, migrant communities, deindustrialized communities, depopulated rural communities, the poor, low-income workers, women, the elderly, the unhoused, people with disabilities, or youth; or

(C) any other community that the Secretary determines is disproportionately vulnerable to, or bears a disproportionate burden of, any combination of economic, social, and environmental stressors.

SEC. 12102. ELECTRIC VEHICLE SUPPLY EQUIPMENT REBATE PROGRAM.

(a) **REBATE PROGRAM.**—Not later than January 1, 2022, the Secretary shall establish a rebate program to provide rebates for covered expenses associated with publicly accessible electric vehicle supply equipment (in this section referred to as the “rebate program”).

(b) **REBATE PROGRAM REQUIREMENTS.**—

(1) **ELIGIBLE ENTITIES.**—A rebate under the rebate program may be made to an individual, a State, local, Tribal, or Territorial government, a private entity, a not-for-profit entity, a nonprofit entity, or a metropolitan planning organization.

(2) **ELIGIBLE EQUIPMENT.**—

(A) **IN GENERAL.**—Not later than 180 days after the date of the enactment of this Act, the Secretary shall publish and maintain on the Department of Energy internet

website a list of electric vehicle supply equipment that is eligible for the rebate program.

(B) UPDATES.—The Secretary may, by regulation, add to, or otherwise revise, the list of electric vehicle supply equipment under subparagraph (A) if the Secretary determines that such addition or revision will likely lead to—

- (i) greater usage of electric vehicle supply equipment;
- (ii) greater access to electric vehicle supply equipment by users; or
- (iii) an improved experience for users of electric vehicle supply equipment, including accessibility in compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

(C) LOCATION REQUIREMENT.—To be eligible for the rebate program, the electric vehicle supply equipment described in subparagraph (A) shall be installed—

- (i) in the United States;
- (ii) on property—
 - (I) owned by the eligible entity under paragraph (1); or
 - (II) on which the eligible entity under paragraph (1) has authority to install electric vehicle supply equipment; and
- (iii) at a location that is—
 - (I) a multi-unit housing structure;
 - (II) a workplace;
 - (III) a commercial location; or
 - (IV) open to the public for a minimum of 12 hours per day;

(3) APPLICATION.—

(A) IN GENERAL.—An eligible entity under paragraph (1) may submit to the Secretary an application for a rebate under the rebate program. Such application shall include—

- (i) the estimated cost of covered expenses to be expended on the electric vehicle supply equipment that is eligible under paragraph (2);
- (ii) the estimated installation cost of the electric vehicle supply equipment that is eligible under paragraph (2);
- (iii) the global positioning system location, including the integer number of degrees, minutes, and seconds, where such electric vehicle supply equipment is to be installed, and identification of whether such location is—
 - (I) a multi-unit housing structure;
 - (II) a workplace;
 - (III) a commercial location; or
 - (IV) open to the public for a minimum of 12 hours per day;
- (iv) the technical specifications of such electric vehicle supply equipment, including the maximum power voltage and amperage of such equipment;
- (v) an identification of any existing electric vehicle supply equipment that—

(I) is available to the public for a minimum of 12 hours per day; and

(II) is not further than 50 miles from the global positioning system location identified under clause (iii); and

(vi) any other information determined by the Secretary to be necessary for a complete application.

(B) REVIEW PROCESS.—The Secretary shall review an application for a rebate under the rebate program and approve an eligible entity under paragraph (1) to receive such rebate if the application meets the requirements of the rebate program under this subsection.

(C) NOTIFICATION TO ELIGIBLE ENTITY.—Not later than 1 year after the date on which the eligible entity under paragraph (1) applies for a rebate under the rebate program, the Secretary shall notify the eligible entity whether the eligible entity will be awarded a rebate under the rebate program following the submission of additional materials required under paragraph (5).

(4) REBATE AMOUNT.—

(A) IN GENERAL.—Except as provided in subparagraph (B), the amount of a rebate made under the rebate program for each charging unit shall be the lesser of—

- (i) 75 percent of the applicable covered expenses;
- (ii) \$2,000 for covered expenses associated with the purchase and installation of non-networked level 2 charging equipment;
- (iii) \$4,000 for covered expenses associated with the purchase and installation of networked level 2 charging equipment; or
- (iv) \$100,000 for covered expenses associated with the purchase and installation of networked direct current fast charging equipment.

(B) REBATE AMOUNT FOR REPLACEMENT EQUIPMENT.—A rebate made under the rebate program for replacement of pre-existing electric vehicle supply equipment at a single location shall be the lesser of—

- (i) 75 percent of the applicable covered expenses;
- (ii) \$1,000 for covered expenses associated with the purchase and installation of non-networked level 2 charging equipment;
- (iii) \$2,000 for covered expenses associated with the purchase and installation of networked level 2 charging equipment; or
- (iv) \$25,000 for covered expenses associated with the purchase and installation of networked direct current fast charging equipment.

(5) DISBURSEMENT OF REBATE.—

(A) IN GENERAL.—The Secretary shall disburse a rebate under the rebate program to an eligible entity under paragraph (1), following approval of an application under paragraph (3), if such entity submits the materials required under subparagraph (B).

(B) MATERIALS REQUIRED FOR DISBURSEMENT OF REBATE.—Not later than one year after the date on which the

eligible entity under paragraph (1) receives notice under paragraph (3)(C) that the eligible entity has been approved for a rebate, such eligible entity shall submit to the Secretary the following—

(i) a record of payment for covered expenses expended on the installation of the electric vehicle supply equipment that is eligible under paragraph (2);

(ii) a record of payment for the electric vehicle supply equipment that is eligible under paragraph (2);

(iii) the global positioning system location of where such electric vehicle supply equipment was installed and identification of whether such location is—

(I) a multi-unit housing structure;

(II) a workplace;

(III) a commercial location; or

(IV) open to the public for a minimum of 12 hours per day;

(iv) the technical specifications of the electric vehicle supply equipment that is eligible under paragraph (2), including the maximum power voltage and amperage of such equipment; and

(v) any other information determined by the Secretary to be necessary.

(C) AGREEMENT TO MAINTAIN.—To be eligible for a rebate under the rebate program, an eligible entity under paragraph (1) shall enter into an agreement with the Secretary to maintain the electric vehicle supply equipment that is eligible under paragraph (2) in a satisfactory manner for not less than 5 years after the date on which the eligible entity under paragraph (1) receives the rebate under the rebate program.

(D) EXCEPTION.—The Secretary shall not disburse a rebate under the rebate program if materials submitted under subparagraph (B) do not meet the same global positioning system location and technical specifications for the electric vehicle supply equipment that is eligible under paragraph (2) provided in an application under paragraph (3).

(6) MULTI-PORT CHARGERS.—An eligible entity under paragraph (1) shall be awarded a rebate under the rebate program for covered expenses relating to the purchase and installation of a multi-port charger based on the number of publicly accessible charging ports, with each subsequent port after the first port being eligible for 50 percent of the full rebate amount.

(7) NETWORKED DIRECT CURRENT FAST CHARGING.—Of amounts appropriated to carry out the rebate program, not more than 40 percent may be used for rebates of networked direct current fast charging equipment.

(8) HYDROGEN FUEL CELL REFUELING INFRASTRUCTURE.—Hydrogen refueling equipment shall be eligible for a rebate under the rebate program as though it were networked direct current fast charging equipment. All requirements related to public accessibility of installed locations shall apply.

(9) REPORT.—Not later than 3 years after the first date on which the Secretary awards a rebate under the rebate pro-

gram, the Secretary shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Energy and Natural Resources of the Senate a report of the number of rebates awarded for electric vehicle supply equipment and hydrogen fuel cell refueling equipment in each of the location categories described in paragraph (2)(C)(iii).

(c) DEFINITIONS.—In this section:

(1) COVERED EXPENSES.—The term “covered expenses” means an expense that is associated with the purchase and installation of electric vehicle supply equipment, including—

(A) the cost of electric vehicle supply equipment;

(B) labor costs associated with the installation of such electric vehicle supply equipment, only if wages for such labor are paid at rates not less than those prevailing on similar labor in the locality of installation, as determined by the Secretary of Labor under subchapter IV of chapter 31 of title 40, United States Code (commonly referred to as the “Davis-Bacon Act”);

(C) material costs associated with the installation of such electric vehicle supply equipment, including expenses involving electrical equipment and necessary upgrades or modifications to the electrical grid and associated infrastructure required for the installation of such electric vehicle supply equipment;

(D) permit costs associated with the installation of such electric vehicle supply equipment; and

(E) the cost of an on-site energy storage system.

(2) ELECTRIC VEHICLE.—The term “electric vehicle” means a vehicle that derives all or part of its power from electricity.

(3) MULTI-PORT CHARGER.—The term “multi-port charger” means electric vehicle supply equipment capable of charging more than one electric vehicle.

(4) LEVEL 2 CHARGING EQUIPMENT.—The term “level 2 charging equipment” means electric vehicle supply equipment that provides an alternating current power source at a minimum of 208 volts.

(5) NETWORKED DIRECT CURRENT FAST CHARGING EQUIPMENT.—The term “networked direct current fast charging equipment” means electric vehicle supply equipment that provides a direct current power source at a minimum of 50 kilowatts and is enabled to connect to a network to facilitate data collection and access.

(d) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section \$100,000,000 for each of fiscal years 2022 through 2026.

SEC. 12103. MODEL BUILDING CODE FOR ELECTRIC VEHICLE SUPPLY EQUIPMENT.

(a) REVIEW.—The Secretary shall review proposed or final model building codes for—

(1) integrating electric vehicle supply equipment into residential and commercial buildings that include space for individual vehicle or fleet vehicle parking; and

(2) integrating onsite renewable power equipment and electric storage equipment (including electric vehicle batteries to

be used for electric storage) into residential and commercial buildings.

(b) **TECHNICAL ASSISTANCE.**—The Secretary shall provide technical assistance to stakeholders representing the building construction industry, manufacturers of electric vehicles and electric vehicle supply equipment, State and local governments, and any other persons with relevant expertise or interests to facilitate understanding of the model code and best practices for adoption by jurisdictions.

SEC. 12104. ELECTRIC VEHICLE SUPPLY EQUIPMENT COORDINATION.

(a) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Secretary, acting through the Assistant Secretary of the Office of Electricity Delivery and Energy Reliability (including the Smart Grid Task Force), shall convene a group to assess progress in the development of standards necessary to—

(1) support the expanded deployment of electric vehicle supply equipment;

(2) develop an electric vehicle charging network to provide reliable charging for electric vehicles nationwide, taking into consideration range anxiety and the location of charging infrastructure to ensure an electric vehicle can travel throughout the United States without losing a charge; and

(3) ensure the development of such network will not compromise the stability and reliability of the electric grid.

(b) **REPORT TO CONGRESS.**—Not later than 1 year after the date of enactment of this Act, the Secretary shall provide to the Committee on Energy and Commerce of the House of Representatives and to the Committee on Energy and Natural Resources of the Senate a report containing the results of the assessment carried out under subsection (a) and recommendations to overcome any barriers to standards development or adoption identified by the group convened under such subsection.

SEC. 12105. STATE CONSIDERATION OF ELECTRIC VEHICLE CHARGING.

(a) **CONSIDERATION AND DETERMINATION RESPECTING CERTAIN RATEMAKING STANDARDS.**—Section 111(d) of the Public Utility Regulatory Policies Act of 1978 (16 U.S.C. 2621(d)) is amended by adding at the end the following:

“(20) **ELECTRIC VEHICLE CHARGING PROGRAMS.**—

“(A) **IN GENERAL.**—Each State shall consider measures to promote greater electrification of the transportation sector, including—

“(i) authorizing measures to stimulate investment in and deployment of electric vehicle supply equipment and to foster the market for electric vehicle charging;

“(ii) authorizing each electric utility of the State to recover from ratepayers any capital, operating expenditure, or other costs of the electric utility relating to load management, programs, or investments associated with the integration of electric vehicle supply equipment into the grid; and

“(iii) allowing a person or agency that owns and operates an electric vehicle charging facility for the sole purpose of recharging an electric vehicle battery to be excluded from regulation as an electric utility pursu-

ant to section 3(4) when making electricity sales from the use of the electric vehicle charging facility, if such sales are the only sales of electricity made by the person or agency.

“(B) DEFINITION.—For purposes of this paragraph, the term ‘electric vehicle supply equipment’ means conductors, including ungrounded, grounded, and equipment grounding conductors, electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of delivering energy to an electric vehicle.”

(b) OBLIGATIONS TO CONSIDER AND DETERMINE.—

(1) TIME LIMITATIONS.—Section 112(b) of the Public Utility Regulatory Policies Act of 1978 (16 U.S.C. 2622(b)) is amended by adding at the end the following:

“(7)(A) Not later than 1 year after the date of enactment of this paragraph, each State regulatory authority (with respect to each electric utility for which it has ratemaking authority) and each nonregulated electric utility shall commence the consideration referred to in section 111, or set a hearing date for consideration, with respect to the standards established by paragraph (20) of section 111(d).

“(B) Not later than 2 years after the date of the enactment of this paragraph, each State regulatory authority (with respect to each electric utility for which it has ratemaking authority), and each nonregulated electric utility, shall complete the consideration, and shall make the determination, referred to in section 111 with respect to each standard established by paragraph (20) of section 111(d).”

(2) FAILURE TO COMPLY.—Section 112(c) of the Public Utility Regulatory Policies Act of 1978 (16 U.S.C. 2622(c)) is amended by adding at the end the following: “In the case of the standard established by paragraph (20) of section 111(d), the reference contained in this subsection to the date of enactment of this Act shall be deemed to be a reference to the date of enactment of that paragraph.”

(3) PRIOR STATE ACTIONS.—Section 112 of the Public Utility Regulatory Policies Act of 1978 (16 U.S.C. 2622) is amended by adding at the end the following:

“(g) PRIOR STATE ACTIONS.—Subsections (b) and (c) of this section shall not apply to the standard established by paragraph (20) of section 111(d) in the case of any electric utility in a State if, before the enactment of this subsection—

“(1) the State has implemented for such utility the standard concerned (or a comparable standard);

“(2) the State regulatory authority for such State or relevant nonregulated electric utility has conducted a proceeding to consider implementation of the standard concerned (or a comparable standard) for such utility;

“(3) the State legislature has voted on the implementation of such standard (or a comparable standard) for such utility; or

“(4) the State has taken action to implement incentives or other steps to strongly encourage the deployment of electric vehicles.”

(4) PRIOR AND PENDING PROCEEDINGS.—Section 124 of the Public Utility Regulatory Policies Act of 1978 (16 U.S.C. 2634) is amended is amended by adding at the end the following: “In the case of the standard established by paragraph (20) of section 111(d), the reference contained in this section to the date of the enactment of this Act shall be deemed to be a reference to the date of enactment of such paragraph (20).”.

SEC. 12106. STATE ENERGY PLANS.

(a) STATE ENERGY CONSERVATION PLANS.—Section 362(d) of the Energy Policy and Conservation Act (42 U.S.C. 6322(d)) is amended—

(1) in paragraph (16), by striking “; and” and inserting a semicolon;

(2) by redesignating paragraph (17) as paragraph (18); and

(3) by inserting after paragraph (16) the following:

“(17) a State energy transportation plan developed in accordance with section 367; and”.

(b) AUTHORIZATION OF APPROPRIATIONS.—Section 365(f) of the Energy Policy and Conservation Act (42 U.S.C. 6325(f)) is amended to read as follows:

“(f) AUTHORIZATION OF APPROPRIATIONS.—

“(1) STATE ENERGY CONSERVATION PLANS.—For the purpose of carrying out this part, there are authorized to be appropriated \$100,000,000 for each of fiscal years 2022 through 2026.

“(2) STATE ENERGY TRANSPORTATION PLANS.—In addition to the amounts authorized under paragraph (1), for the purpose of carrying out section 367, there are authorized to be appropriated \$25,000,000 for each of fiscal years 2022 through 2026.”.

(c) STATE ENERGY TRANSPORTATION PLANS.—

(1) IN GENERAL.—Part D of title III of the Energy Policy and Conservation Act (42 U.S.C. 6321 et seq.) is amended by adding at the end the following:

“SEC. 367. STATE ENERGY TRANSPORTATION PLANS.

“(a) IN GENERAL.—The Secretary may provide financial assistance to a State to develop a State energy transportation plan, for inclusion in a State energy conservation plan under section 362(d), to promote the electrification of the transportation system, reduced consumption of fossil fuels, and improved air quality.

“(b) DEVELOPMENT.—A State developing a State energy transportation plan under this section shall carry out this activity through the State energy office that is responsible for developing the State energy conservation plan under section 362.

“(c) CONTENTS.—A State developing a State energy transportation plan under this section shall include in such plan a plan to—

“(1) deploy a network of electric vehicle supply equipment to ensure access to electricity for electric vehicles, including commercial vehicles, to an extent that such electric vehicles can travel throughout the State without running out of a charge; and

“(2) promote modernization of the electric grid, including through the use of renewable energy sources to power the electric grid, to accommodate demand for power to operate electric

vehicle supply equipment and to utilize energy storage capacity provided by electric vehicles, including commercial vehicles.

“(d) COORDINATION.—In developing a State energy transportation plan under this section, a State shall coordinate, as appropriate, with—

“(1) State regulatory authorities (as defined in section 3 of the Public Utility Regulatory Policies Act of 1978 (16 U.S.C. 2602));

“(2) electric utilities;

“(3) regional transmission organizations or independent system operators;

“(4) private entities that provide electric vehicle charging services;

“(5) State transportation agencies, metropolitan planning organizations, and local governments;

“(6) electric vehicle manufacturers;

“(7) public and private entities that manage vehicle fleets; and

“(8) public and private entities that manage ports, airports, or other transportation hubs.

“(e) TECHNICAL ASSISTANCE.—Upon request of the Governor of a State, the Secretary shall provide information and technical assistance in the development, implementation, or revision of a State energy transportation plan.

“(f) ELECTRIC VEHICLE SUPPLY EQUIPMENT DEFINED.—For purposes of this section, the term ‘electric vehicle supply equipment’ means conductors, including ungrounded, grounded, and equipment grounding conductors, electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of delivering energy to an electric vehicle.”.

(2) CONFORMING AMENDMENT.—The table of sections for part D of title III of the Energy Policy and Conservation Act is amended by adding at the end the following:

“Sec. 367. State energy security plans.”.

SEC. 12107. TRANSPORTATION ELECTRIFICATION.

Section 131 of the Energy Independence and Security Act of 2007 (42 U.S.C. 17011) is amended—

(1) in subsection (a)(6)—

(A) in subparagraph (A), by inserting “, including ground support equipment at ports” before the semicolon;

(B) in subparagraph (E), by inserting “and vehicles” before the semicolon;

(C) in subparagraph (H), by striking “and” at the end;

(D) in subparagraph (I)—

(i) by striking “battery chargers,”; and

(ii) by striking the period at the end and inserting a semicolon; and

(E) by adding at the end the following:

“(J) installation of electric vehicle supply equipment for recharging plug-in electric drive vehicles, including such equipment that is accessible in rural and urban areas and in underserved or disadvantaged communities and such

equipment for medium- and heavy-duty vehicles, including at depots and in-route locations;

“(K) multi-use charging hubs used for multiple forms of transportation;

“(L) medium- and heavy-duty vehicle smart charging management and refueling;

“(M) battery recycling and secondary use, including for medium- and heavy-duty vehicles; and

“(N) sharing of best practices, and technical assistance provided by the Department to public utilities commissions and utilities, for medium- and heavy-duty vehicle electrification.”;

(2) in subsection (b)—

(A) in paragraph (3)(A)(ii), by inserting “, components for such vehicles, and charging equipment for such vehicles” after “vehicles”; and

(B) in paragraph (6), by striking “\$90,000,000 for each of fiscal years 2008 through 2012” and inserting “\$2,000,000,000 for each of fiscal years 2022 through 2026”;

(3) in subsection (c)—

(A) in the header, by striking “NEAR-TERM” and inserting “LARGE-SCALE”; and

(B) in paragraph (4), by striking “\$95,000,000 for each of fiscal years 2008 through 2013” and inserting “\$2,500,000,000 for each of fiscal years 2022 through 2026”; and

(4) by redesignating subsection (d) as subsection (e) and inserting after subsection (c) the following:

“(d) PRIORITY.—In providing grants under subsections (b) and (c), the Secretary shall give priority consideration to applications that contain a written assurance that all laborers and mechanics employed by contractors or subcontractors during construction, alteration, or repair that is financed, in whole or in part, by a grant provided under this section shall be paid wages at rates not less than those prevailing on similar construction in the locality, as determined by the Secretary of Labor in accordance with sections 3141 through 3144, 3146, and 3147 of title 40, United States Code (and the Secretary of Labor shall, with respect to the labor standards described in this clause, have the authority and functions set forth in Reorganization Plan Numbered 14 of 1950 (5 U.S.C. App.) and section 3145 of title 40, United States Code).”.

SEC. 12108. FEDERAL FLEETS.

(a) MINIMUM FEDERAL FLEET REQUIREMENT.—Section 303 of the Energy Policy Act of 1992 (42 U.S.C. 13212) is amended—

(1) in subsection (a), by adding at the end the following:

“(3) The Secretary, in consultation with the Administrator of General Services, shall ensure that in acquiring medium- and heavy-duty vehicles for a Federal fleet, a Federal entity shall acquire zero emission vehicles to the maximum extent feasible.”;

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

“(b) PERCENTAGE REQUIREMENTS.—

“(1) IN GENERAL.—

“(A) LIGHT-DUTY VEHICLES.—Beginning in fiscal year 2025, 100 percent of the total number of light-duty vehi-

cles acquired by a Federal entity for a Federal fleet shall be alternative fueled vehicles, of which—

“(i) at least 50 percent shall be zero emission vehicles or plug-in hybrids in fiscal years 2025 through 2034;

“(ii) at least 75 percent shall be zero emission vehicles or plug-in hybrids in fiscal years 2035 through 2049; and

“(iii) 100 percent shall be zero emission vehicles in fiscal year 2050 and thereafter.

“(B) MEDIUM- AND HEAVY-DUTY VEHICLES.—The following percentages of the total number of medium- and heavy-duty vehicles acquired by a Federal entity for a Federal fleet shall be alternative fueled vehicles:

“(i) At least 20 percent in fiscal years 2025 through 2029.

“(ii) At least 30 percent in fiscal years 2030 through 2039.

“(iii) At least 40 percent in fiscal years 2040 through 2049.

“(iv) At least 50 percent in fiscal year 2050 and thereafter.

“(2) EXCEPTION.—The Secretary, in consultation with the Administrator of General Services where appropriate, may permit a Federal entity to acquire for a Federal fleet a smaller percentage than is required in paragraph (1) for a fiscal year, so long as the aggregate percentage acquired for each class of vehicle for all Federal fleets in the fiscal year is at least equal to the required percentage.

“(3) DEFINITIONS.—In this subsection:

“(A) FEDERAL FLEET.—The term ‘Federal fleet’ means a fleet of vehicles that are centrally fueled or capable of being centrally fueled and are owned, operated, leased, or otherwise controlled by or assigned to any Federal executive department, military department, Government corporation, independent establishment, or executive agency, the United States Postal Service, the courts of the United States, or the Executive Office of the President. Such term does not include—

“(i) motor vehicles held for lease or rental to the general public;

“(ii) motor vehicles used for motor vehicle manufacturer product evaluations or tests;

“(iii) law enforcement vehicles;

“(iv) emergency vehicles; or

“(v) motor vehicles acquired and used for military purposes that the Secretary of Defense has certified to the Secretary must be exempt for national security reasons.

“(B) FLEET.—The term ‘fleet’ means—

“(i) 20 or more light-duty vehicles, located in a metropolitan statistical area or consolidated metropolitan statistical area, as established by the Bureau of the Census, with a 1980 population of more than 250,000; or

- “(ii) 10 or more medium- or heavy-duty vehicles, located at a Federal facility or located in a metropolitan statistical area or consolidated metropolitan statistical area, as established by the Bureau of the Census, with a 1980 population of more than 250,000.”; and
 - (3) in subsection (f)(2)(B)—
 - (A) by striking “, either”; and
 - (B) in clause (i), by striking “or” and inserting “and”.
- (b) **FEDERAL FLEET CONSERVATION REQUIREMENTS.**—Section 400FF(a) of the Energy Policy and Conservation Act (42 U.S.C. 6374e) is amended—
 - (1) in paragraph (1)—
 - (A) by striking “18 months after the date of enactment of this section” and inserting “12 months after the date of enactment of the INVEST in America Act”;
 - (B) by striking “2010” and inserting “2022”; and
 - (C) by striking “and increase alternative fuel consumption” and inserting “, increase alternative fuel consumption, and reduce vehicle greenhouse gas emissions”; and
 - (2) by striking paragraph (2) and inserting the following:
 - “(2) **GOALS.**—The goals of the requirements under paragraph (1) are that each Federal agency shall—
 - “(A) reduce fleet-wide per-mile greenhouse gas emissions from agency fleet vehicles, relative to a baseline of emissions in 2015, by—
 - “(i) not less than 30 percent by the end of fiscal year 2025;
 - “(ii) not less than 50 percent by the end of fiscal year 2030; and
 - “(iii) 100 percent by the end of fiscal year 2050; and
 - “(B) increase the annual percentage of alternative fuel consumption by agency fleet vehicles as a proportion of total annual fuel consumption by Federal fleet vehicles, to achieve—
 - “(i) 25 percent of total annual fuel consumption that is alternative fuel by the end of fiscal year 2025;
 - “(ii) 50 percent of total annual fuel consumption that is alternative fuel by the end of fiscal year 2035; and
 - “(iii) at least 85 percent of total annual fuel consumption that is alternative fuel by the end of fiscal year 2050.”.

Subtitle B—Electric Vehicles for Underserved Communities

SEC. 12111. EXPANDING ACCESS TO ELECTRIC VEHICLES IN UNDERSERVED AND DISADVANTAGED COMMUNITIES.

(a) IN GENERAL.—

(1) **ASSESSMENT.**—The Secretary shall conduct an assessment of the state of, challenges to, and opportunities for the deployment of electric vehicle charging infrastructure in underserved or disadvantaged communities located throughout the United States.

(2) REPORT.—Not later than 1 year after the date of the enactment of this Act, the Secretary shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Energy and Natural Resources of the Senate a report on the results of the assessment conducted under paragraph (1), which shall—

(A) describe the state of deployment of electric vehicle charging infrastructure in underserved or disadvantaged communities located in urban, suburban, and rural areas, including a description of—

(i) the state of deployment of electric vehicle charging infrastructure that is—

(I) publicly accessible;

(II) installed in or available to occupants of public and affordable housing;

(III) installed in or available to occupants of multi-unit dwellings;

(IV) available to public sector and commercial fleets; and

(V) installed in or available at places of work;

(ii) policies, plans, and programs that cities, States, utilities, and private entities are using to encourage greater deployment and usage of electric vehicles and the associated electric vehicle charging infrastructure, including programs to encourage deployment of publicly accessible electric vehicle charging stations and electric vehicle charging stations available to residents in publicly owned and privately owned multi-unit dwellings;

(iii) ownership models for Level 2 charging stations and DC FAST charging stations located in residential multi-unit dwellings, commercial buildings, and publicly accessible areas;

(iv) mechanisms for financing electric vehicle charging stations; and

(v) rates charged for the use of Level 2 charging stations and DC FAST charging stations;

(B) identify current barriers to expanding deployment of electric vehicle charging infrastructure in underserved or disadvantaged communities in urban, suburban, and rural areas, including barriers to expanding deployment of publicly accessible electric vehicle charging infrastructure;

(C) identify the potential for, and barriers to, recruiting and entering into contracts with locally owned small and disadvantaged businesses, including women and minority-owned businesses, to deploy electric vehicle charging infrastructure in underserved or disadvantaged communities in urban, suburban, and rural areas;

(D) compile and provide an analysis of best practices and policies used by State and local governments, nonprofit organizations, and private entities to increase deployment of electric vehicle charging infrastructure in underserved or disadvantaged communities in urban, suburban, and rural areas, including best practices and policies relating to—

(i) public outreach and engagement;

(ii) increasing deployment of publicly accessible electric vehicle charging infrastructure; and

(iii) increasing deployment of electric vehicle charging infrastructure in publicly owned and privately owned multi-unit dwellings;

(E) to the extent practicable, enumerate and identify in urban, suburban, and rural areas within each State with detail at the level of ZIP Codes and census tracts—

(i) the number of existing and planned publicly accessible Level 2 charging stations and DC FAST charging stations for individually owned light-duty and medium-duty electric vehicles;

(ii) the number of existing and planned Level 2 charging stations and DC FAST charging stations for public sector and commercial fleet electric vehicles and medium- and heavy-duty electric vehicles; and

(iii) the number and type of electric vehicle charging stations installed in or available to occupants of public and affordable housing; and

(F) describe the methodology used to obtain the information provided in the report.

(b) FIVE-YEAR UPDATE ASSESSMENT.—Not later than 5 years after the date of the enactment of this Act, the Secretary shall—

(1) update the assessment conducted under subsection (a)(1); and

(2) make public and submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Energy and Natural Resources of the Senate a report, which shall—

(A) update the information required by subsection (a)(2); and

(B) include a description of case studies and key lessons learned after the date on which the report under subsection (a)(2) was submitted with respect to expanding the deployment of electric vehicle charging infrastructure in underserved or disadvantaged communities in urban, suburban, and rural areas.

SEC. 12112. ELECTRIC VEHICLE CHARGING EQUITY PROGRAM.

(a) PROGRAM.—Not later than 90 days after the date of the enactment of this Act, the Secretary shall establish a program, to be known as the EV Charging Equity Program, to increase deployment and accessibility of electric vehicle charging infrastructure in underserved or disadvantaged communities by—

(1) providing technical assistance to eligible entities described in subsection (e); and

(2) awarding grants on a competitive basis to eligible entities described in subsection (e) for projects that increase such deployment and accessibility of electric vehicle charging infrastructure, including projects that are—

(A) publicly accessible;

(B) located within or are easily accessible to residents of—

(i) public or affordable housing;

(ii) multi-unit dwellings; or

(iii) single-family homes; and

(C) located within or easily accessible to places of work, provided that such electric vehicle charging infrastructure is accessible no fewer than 5 days per week.

(b) COST SHARE.—

(1) IN GENERAL.—Except as provided in paragraph (2), the amount of a grant awarded under this section for a project shall not exceed 80 percent of project costs.

(2) SINGLE-FAMILY HOMES.—The amount of a grant awarded under this section for a project that involves, as a primary focus, single-family homes shall not exceed 60 percent of project costs.

(c) LIMITATION.—Not more than 15 percent of the amount awarded for grants under this section in a fiscal year shall be awarded for projects that involve, as a primary focus, single-family homes.

(d) PRIORITY.—In awarding grants and providing technical assistance under this section, the Secretary shall give priority to projects that—

(1) provide the greatest benefit to the greatest number of people within an underserved or disadvantaged community;

(2) incorporate renewable energy resources;

(3) maximize local job creation, particularly among low-income, women, and minority workers; or

(4) utilize or involve locally owned small and disadvantaged businesses, including women and minority-owned businesses.

(e) ELIGIBLE ENTITIES.—

(1) IN GENERAL.—To be eligible for a grant or technical assistance under the EV Charging Equity Program, an entity shall be—

(A) an individual or household that is the owner of where a project will be carried out;

(B) a State, local, Tribal, or Territorial government, or an agency or department thereof;

(C) an electric utility, including—

(i) a municipally owned electric utility;

(ii) a publicly owned electric utility;

(iii) an investor-owned utility; and

(iv) a rural electric cooperative;

(D) a nonprofit organization or institution;

(E) a public housing authority;

(F) an institution of higher education (as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001));

(G) a local small or disadvantaged business; or

(H) a partnership between any number of eligible entities described in subparagraphs (A) through (G).

(2) UPDATES.—The Secretary may add to or otherwise revise the list of eligible entities under paragraph (1) if the Secretary determines that such an addition or revision would be beneficial to increasing deployment and accessibility of electric vehicle charging infrastructure in underserved or disadvantaged communities.

(f) PUBLIC NOTICE AND REQUEST FOR APPLICATIONS.—The Secretary shall publish in the Federal Register, and such other publications as the Secretary considers to be appropriate, a notice and

request for applications to carry out projects under the EV Charging Equity Program.

(g) EDUCATION AND OUTREACH.—

(1) IN GENERAL.—In carrying out the EV Charging Equity Program, the Secretary shall establish an education and outreach component of such Program to ensure that information regarding such Program and the benefits and opportunities for electric vehicle charging is made available to individuals and relevant entities that live within or serve underserved or disadvantaged communities.

(2) REQUIREMENTS.—At a minimum, the education and outreach component of the EV Charging Equity Program established under this subsection shall include—

(A) the development and dissemination of an electric vehicle charging resource guide that is—

- (i) maintained electronically on a website;
- (ii) available to the public, free of charge; and
- (iii) directed specifically towards individuals and relevant entities that live within or serve underserved or disadvantaged communities;

(B) targeted outreach towards, and coordinated public outreach with, relevant local, State, and Tribal entities, nonprofit organizations, and institutions of higher education, that are located within or serve underserved or disadvantaged communities; and

(C) any other such forms of education or outreach as the Secretary determines appropriate to increase awareness of and access to the EV Charging Equity Program.

(h) REPORTS TO CONGRESS.—Not later than 1 year after the EV Charging Equity Program is established under this section, and not less frequently than once every 2 years after that, the Secretary shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, and make publicly available, a report on the status of the EV Charging Equity Program, including a list and description of projects that have received grant awards or technical assistance, and of the funding or assistance provided to such projects.

(i) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section \$96,000,000 for each of fiscal years 2022 through 2026.

SEC. 12113. ENSURING PROGRAM BENEFITS FOR UNDERSERVED AND DISADVANTAGED COMMUNITIES.

In administering a relevant program, the Secretary shall, to the extent practicable, invest or direct available and relevant programmatic resources so that such program—

- (1) promotes electric vehicle charging infrastructure;
 - (2) supports clean and multi-modal transportation;
 - (3) provides improved air quality and emissions reductions;
- and
- (4) prioritizes the needs of underserved or disadvantaged communities.

SEC. 12114. DEFINITIONS.

In this subtitle:

(1) **ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.**—The term “electric vehicle charging infrastructure” means electric vehicle supply equipment, including any conductors, electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purposes of delivering energy to an electric vehicle.

(2) **PUBLICLY ACCESSIBLE.**—The term “publicly accessible” means, with respect to electric vehicle charging infrastructure, electric vehicle charging infrastructure that is available, at zero or reasonable cost, to members of the public for the purpose of charging a privately owned or leased electric vehicle, or electric vehicle that is available for use by members of the general public as part of a ride service or vehicle sharing service or program, including within or around—

- (A) public sidewalks and streets;
- (B) public parks;
- (C) public buildings, including—
 - (i) libraries;
 - (ii) schools; and
 - (iii) government offices;
- (D) public parking;
- (E) shopping centers; and
- (F) commuter transit hubs.

(3) **RELEVANT PROGRAM.**—The term “relevant program” means a program of the Department of Energy, including—

- (A) the State energy program under part D of title III the Energy Policy and Conservation Act (42 U.S.C. 6321 et seq.);
- (B) the Clean Cities program;
- (C) the Energy Efficiency and Conservation Block Grant Program established under section 542 of the Energy Independence and Security Act of 2007 (42 U.S.C. 17152);
- (D) loan guarantees made pursuant to title XVII of the Energy Policy Act of 2005 (42 U.S.C. 16511 et seq.); and
- (E) such other programs as the Secretary determines appropriate.

(4) **SECRETARY.**—The term “Secretary” means the Secretary of Energy.

(5) **UNDERSERVED OR DISADVANTAGED COMMUNITY.**—The term “underserved or disadvantaged community” means a community located within a ZIP Code or census tract that is identified as—

- (A) a low-income community;
- (B) a community of color;
- (C) a Tribal community;
- (D) having a disproportionately low number of electric vehicle charging stations per capita, compared to similar areas; or
- (E) any other community that the Secretary determines is disproportionately vulnerable to, or bears a disproportionate burden of, any combination of economic, social, environmental, and climate stressors.

TITLE II—PROMOTING DOMESTIC ADVANCED VEHICLE MANUFACTURING

SEC. 12201. DOMESTIC MANUFACTURING CONVERSION GRANT PROGRAM.

(a) HYBRID VEHICLES, ADVANCED VEHICLES, AND FUEL CELL BUSES.—Subtitle B of title VII of the Energy Policy Act of 2005 (42 U.S.C. 16061 et seq.) is amended—

(1) in the subtitle header, by inserting “**Plug-In Electric Vehicles,**” before “**Hybrid Vehicles**”; and

(2) in part 1, in the part header, by striking “**HYBRID**” and inserting “**PLUG-IN ELECTRIC**”.

(b) PLUG-IN ELECTRIC VEHICLES.—Section 711 of the Energy Policy Act of 2005 (42 U.S.C. 16061) is amended to read as follows:

“SEC. 711. PLUG-IN ELECTRIC VEHICLES.

“The Secretary shall accelerate efforts, related to domestic manufacturing, that are directed toward the improvement of batteries, power electronics, and other technologies for use in plug-in electric vehicles.”.

(c) EFFICIENT HYBRID AND ADVANCED DIESEL VEHICLES.—Section 712 of the Energy Policy Act of 2005 (42 U.S.C. 16062) is amended—

(1) in subsection (a)—

(A) in paragraph (1), by inserting “, plug-in electric,” after “efficient hybrid”; and

(B) by amending paragraph (3) to read as follows:

“(3) PRIORITY.—Priority shall be given to—

“(A) the refurbishment or retooling of manufacturing facilities that have recently ceased operation or would otherwise cease operation in the near future; and

“(B) applications containing—

“(i) a written assurance that—

“(I) all laborers and mechanics employed by contractors or subcontractors during construction, alteration, or repair, or at any manufacturing operation, that is financed, in whole or in part, by a loan under this section shall be paid wages at rates not less than those prevailing in a similar firm or on similar construction in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code; and

“(II) the Secretary of Labor shall, with respect to the labor standards described in this paragraph, have the authority and functions set forth in Reorganization Plan Numbered 14 of 1950 (64 Stat. 1267; 5 U.S.C. App.) and section 3145 of title 40, United States Code;

“(ii) a disclosure of whether there has been any administrative merits determination, arbitral award or decision, or civil judgment, as defined in guidance issued by the Secretary of Labor, rendered against the applicant in the preceding 3 years for violations of ap-

plicable labor, employment, civil rights, or health and safety laws;

“(iii) specific information regarding the actions the applicant will take to demonstrate compliance with, and where possible exceedance of, requirements under applicable labor, employment, civil rights, and health and safety laws, and actions the applicant will take to ensure that its direct suppliers demonstrate compliance with applicable labor, employment, civil rights, and health and safety laws; and

“(iv) an estimate and description of the jobs and types of jobs to be retained or created by the project and the specific actions the applicant will take to increase employment and retention of dislocated workers, veterans, individuals from low-income communities, women, minorities, and other groups underrepresented in manufacturing, and individuals with a barrier to employment.”; and

(2) by striking subsection (c) and inserting the following:

“(c) COST SHARE AND GUARANTEE OF OPERATION.—

“(1) CONDITION.—A recipient of a grant under this section shall pay the Secretary the full amount of the grant if the facility financed in whole or in part under this subsection fails to manufacture goods for a period of at least 10 years after the completion of construction.

“(2) COST SHARE.—Section 988(c) shall apply to a grant made under this subsection.

“(d) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Secretary to carry out this section \$2,500,000,000 for each of fiscal years 2022 through 2026.

“(e) PERIOD OF AVAILABILITY.—An award made under this section after the date of enactment of this subsection shall only be available with respect to facilities and equipment placed in service before December 30, 2035.”.

(d) CONFORMING AMENDMENT.—The table of contents of the Energy Policy Act of 2005 is amended—

(1) in the item relating to subtitle B of title VII, by inserting “Plug-In Electric Vehicles,” before “Hybrid Vehicles”;

(2) in the item relating to part 1 of such subtitle, by striking “Hybrid” and inserting “Plug-In Electric”; and

(3) in the item relating to section 711, by striking “Hybrid” and inserting “Plug-in electric”.

90. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SABLAN OF NORTHERN MARIANA ISLANDS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 635, line 20, insert “and a review of the current administrative distribution of such funds among the territories” after “title”.

Page 636, after line 13, insert the following:

(5) TERRITORIAL ALLOCATIONS.—The Secretary shall, in consultation with the territories described under section 165(c) of title 23, United States Code, develop recommendations on the

total annual allocation to such territories and a data driven, equitable allocation of funding among such territories.

91. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SCHRADER OF OREGON OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 362, line 10, strike “and” at the end.

Page 363, line 10, strike the period at the end and insert a period.

Page 363, after line 10, insert the following:

“(D) increase the resilience of bridges, including the ability to withstand disruptions from a seismic event.”.

92. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SCHRIER OF WASHINGTON OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle F of title I of division B, add the following:

SEC. 1640. FOREST SERVICE LEGACY ROADS AND TRAILS REMEDIATION PROGRAM.

Public Law 88–657 (16 U.S.C. 532 et seq.) (commonly known as the “Forest Roads and Trails Act”) is amended by adding at the end the following:

“SEC. 8. FOREST SERVICE LEGACY ROADS AND TRAILS REMEDIATION PROGRAM.

“(a) ESTABLISHMENT.—The Secretary shall establish the Forest Service Legacy Roads and Trails Remediation Program (referred to in this section as ‘the Program’).

“(b) ADMINISTRATION.—The Program shall be administered by the Secretary, acting through the Chief of the Forest Service.

“(c) ACTIVITIES.—In carrying out the Program, the Secretary shall, taking into account predicted changes in weather and hydrology related to global climate change—

“(1) carry out storm damage risk reduction, including deferred maintenance, repairs, road and trail relocation, and associated activities on National Forest System roads, National Forest System trails, and tunnels and bridges under the jurisdiction of the Forest Service;

“(2) restore waterways and natural migration for fish and other aquatic species by removing, repairing, or replacing culverts or other infrastructure from such waterways; and

“(3) decommission National Forest System roads and unauthorized roads and trails under National Forest System jurisdiction in accordance with subsection (f).

“(d) PRIORITY.—In implementing the Program, the Secretary shall give priority to projects that protect or restore—

“(1) water quality and watershed function;

“(2) a watershed that supplies a public drinking water system;

“(3) the habitat of a threatened, endangered, or sensitive fish or wildlife species, or species of conservation concern; or

“(4) a watershed for which the Secretary has completed a watershed protection and restoration action plan pursuant to

section 304 of the Healthy Forests Restoration Act of 2003 (16 U.S.C. 6543).

“(e) NATIONAL FOREST SYSTEM.—Except with respect to a project carried out on a watershed for which the Secretary has a cooperative agreement under section 323 of the Department of the Interior and Related Agencies Appropriations Act, 1999 (16 U.S.C. 1011a), each project carried out under this section shall be on a National Forest System road, National Forest System trail, or unauthorized road or trail under National Forest System jurisdiction.

“(f) UNNEEDED NATIONAL FOREST SYSTEM ROADS.—As soon as practicable after identifying a road as unneeded under subpart A of part 212 of title 36, Code of Federal Regulations (as in effect on the date of the enactment of this section), the Secretary shall—

“(1) decommission such road; or

“(2) convert such road to a system trail.

“(g) REVIEW; REVISION.—The Secretary shall review, and may revise, an identification made under subpart A of part 212 of title 36 Code of Federal Regulations (as in effect on the date of enactment of this section).

“(h) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section \$100,000,000 for each of fiscal years 2021 through 2030.”.

93. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SPEIER OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 754, after line 7, insert the following:

SEC. 2114. FORMULA FUNDS FOR RURAL AREAS.

Section 5311(a)(1) of title 49, United States Code, is amended—

(1) by striking “means a State” and inserting the following: “means—

“(A) a State”;

(2) by striking “Government.” and inserting “Government; or”; and

(3) by adding at the end the following:

“(B) a State or local governmental entity that operates a public transportation service and receives and administers Federal transit program grant funds for both rural and urban areas.”.

94. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE STEIL OF WISCONSIN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 16 ____ . GAO STUDY ON VULNERABILITIES TO CERTAIN THREATS.

Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study and submit a report on the vulnerabilities facing the United States transportation system, including risks to intelligent transportation systems and other connected systems from ransomware and other cybersecurity threats. Such report shall be submitted to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Trans-

portation of the Senate and include a summary of findings and any recommendations to protect against any such vulnerabilities.

95. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE STEVENS OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1130, line 13, strike “and”.

Page 1130, line 20, strike the period and insert “; and”.

Page 1130, after line 20, insert the following:

(3) research and development to identify solutions that use on board sensor data for vehicle safety purposes, such as—

(A) identifying when a vehicle has either entered or passed an exit ramp traveling in a direction opposing the legal flow of traffic;

(B) employing vehicle-to-infrastructure (VI2) communications in combination with onboard sensor data to enhance roadway safety; and

(C) developing applications to notify at-risk drivers and law enforcement agencies of a wrong way driver in the area.

96. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE STEVENS OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle A of title V of division B, add the following:

SEC. 5119. RESILIENT TRANSPORTATION INFRASTRUCTURE CENTERS OF EXCELLENCE.

(a) **CENTERS OF EXCELLENCE.**—The Secretary of Transportation shall award grants to establish 5 Centers of Excellence to advance research and development that improves the resilience of regions of the United States to natural disasters, extreme weather, and the effects of climate change on surface transportation infrastructure.

(b) **ACTIVITIES.**—In carrying out this section, the Secretary shall ensure the Centers promote resilient surface transportation infrastructure through—

(1) supporting the research and development of design, operations, and maintenance standards relevant to surface transportation that consider existing and anticipated impacts of natural disasters, extreme weather, and climate change;

(2) research, development, and technology transfer of resilient materials and technologies into existing and future surface transportation infrastructure; and

(3) development and dissemination of tools, techniques, and information that informs federal, state, and local government decision-making, policies, planning, and investments.

(c) **CENTER COORDINATION.**—

(1) **IN GENERAL.**—The Secretary shall—

(A) coordinate activities of all five Centers to prevent duplication; and

(B) promote dissemination of research among awardees.

(2) **PROGRAM EVALUATION AND OVERSIGHT.**—The Secretary may expend not more than 1 and a half percent of the amounts made available to the Secretary to carry out this section for

any coordination, evaluation, and oversight activities, of the Secretary under this Section.

(d) **ELIGIBILITY.**—An institution of higher education, as defined by section 102 of the Higher Education Act of 1965 (20 U.S.C. 1002), or a consortium of institutions of higher education shall be eligible to receive grants under this program.

(e) **COMPETITIVE SELECTION PROCESS.**—

(1) **APPLICATIONS.**—To receive a grant under this section, an eligible entity shall submit to the Secretary an application that is in such form and contains such information as the Secretary may require.

(2) **RESTRICTION.**—A recipient may only receive 1 grant per fiscal year under this section.

(3) **SELECTION CRITERIA.**—In awarding a grant under this section, the Secretary shall—

(A) give preference to the applicant's past performance in the activities under subsection (b);

(B) consider the extent to which an applicant's proposal would involve participation by local, regional, and national stakeholders; and

(C) consider the local, regional, and national impacts of the applicant's proposal.

(4) **LOCATION.**—In awarding a grant under this section, the Secretary shall select centers located in diverse geographic regions that represent a variety of experiences with natural disasters, extreme weather patterns, and climate change impacts.

(f) **FEDERAL SHARE.**—As a condition of receiving an award under this section, an award recipient shall match 50 percent of the amounts made available under the award.

(g) **AUTHORIZATION OF APPROPRIATIONS.**—

(1) **IN GENERAL.**—There are authorized to be appropriated to the Secretary such sums as necessary for grants under this section.

(2) **LIMITATION ON AVAILABILITY OF AMOUNTS.**—Amounts made available to the Secretary to carry out this section shall remain available for obligation by the Secretary for a period of 3 years after the last day of the fiscal year for which the amounts are authorized.

(h) **REPORTING.**—In general, on a biannual basis, the Secretary shall—

(1) review and evaluate the programs carried out under this section by grant recipients; and

(2) submit to the Committees on Transportation and Infrastructure and Science, Space, and Technology of the House of Representatives and the Committees on Environment and Public Works and Commerce, Science, and Transportation of the Senate a report describing that review and evaluation.

(i) **INFORMATION COLLECTION.**—Any survey, questionnaire, or interview that the Secretary determines to be necessary to carry out reporting requirements relating to any program assessment or evaluation activity under this section, including customer satisfaction assessments, shall not be subject to chapter 35 of title 44, United States Code.

97. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SOUZZI OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1358, after line 11, insert the following:

SEC. 9307. NORTH ATLANTIC RAIL INTERSTATE COMPACT.

(a) IN GENERAL.—Chapter 249 of title 49, United States Code, is amended by inserting after section 24905 the following:

“§ 24905A. North Atlantic Rail Interstate Compact; North Atlantic Rail Network

“(a) NORTH ATLANTIC RAIL INTERSTATE COMPACT.—

“(1) ESTABLISHMENT.—Not later than 180 days after the date of the enactment of this section, the Secretary of Transportation shall appoint a director for the North Atlantic Rail Interstate Compact (referred to in this section as the ‘Compact’) in collaboration with states identified in paragraph (2)(A).

“(2) BOARD OF DIRECTORS.—

“(A) COMPOSITION.—The Compact shall be governed by a board of directors, which shall be composed of directors, of whom—

“(i) 2 directors shall be appointed by the Secretary of Transportation;

“(ii) 1 director shall be appointed by the Chief Executive Officer of Amtrak;

“(iii) 2 directors shall be appointed by the Governor of Connecticut;

“(iv) 2 directors shall be appointed by the Governor of Maine;

“(v) 2 directors shall be appointed by the Governor of Massachusetts;

“(vi) 2 directors shall be appointed by the Governor of New Hampshire;

“(vii) 2 directors shall be appointed by the Governor of New York;

“(viii) 2 directors shall be appointed by the Governor of Rhode Island; and

“(ix) 2 directors shall be appointed by the Governor of Vermont

“(B) TERM; QUALIFICATIONS.—Of the individuals appointed pursuant to each of the clauses (iii) through (ix) of paragraph (1)—

“(i) 1 shall be the head of the respective State department of transportation; and

“(ii) the other director appointed by the respective governor—

“(I) shall serve for a 5-year term;

“(II) shall be a resident of the appointing governor’s State;

“(III) may not be an employee of the government of such State; and

“(IV) shall be an expert in transportation policy, finance, public policy, planning or a related discipline associated with the purpose and mission of the Compact.

“(C) NO COMPENSATION.—Directors shall serve without pay, but shall receive travel expenses, including per diem in lieu of subsistence, in accordance with applicable provisions of subchapter I of chapter 57 of title 5, United States Code.

“(3) PURPOSE.—The purpose of the Compact shall be to construct, on an accelerated basis, a North Atlantic Rail Network in order—

“(A) to provide clean, safe, coordinated and efficient high-speed and high-performance passenger rail transportation in the 7-State North Atlantic Rail Network region; including the improvement of existing intercity passenger rail services;

“(B) to reduce carbon emissions from auto and air transportation in such region in order to meet the greenhouse gas performance targets established under section 150(d) of title 23; and

“(C) to provide employment opportunities and economic development in the cities and regions served by a North Atlantic Rail Network.

“(4) STAFFING.—The directors and officers of the Compact may appoint and fix the pay of such personnel, as they consider necessary and appropriate, to advance the design and construction of a North Atlantic Rail Network.

“(5) COORDINATION.—The Compact, in designing and constructing a North Atlantic Rail Network, shall coordinate and cooperate with—

“(A) the Secretary of Transportation;

“(B) the Northeast Corridor Commission;

“(C) Amtrak;

“(D) State departments of transportation, regional transportation authorities, and other State-established entities, responsible for the provision of passenger rail in the North Atlantic Rail Network region; and

“(E) freight railroads that host passenger trains or operate freight trains over passenger rail lines within the territory.

“(b) NORTH ATLANTIC RAIL NETWORK.—

“(1) CREATION.—Notwithstanding the existing service along the Northeast Corridor, the Compact shall construct a North Atlantic Rail Network, which may include—

“(A) additional high-speed rail service between Boston and New York;

“(B) a high-performance network of intercity passenger rail transportation throughout the 7-State region; and

“(C) an integrated network of metropolitan passenger rail transportation coordinated with the high-speed rail service referred to in subparagraph (A).

“(2) AUTHORIZATIONS.—The Compact shall have the same authorities provided to interstate compacts in section 410 of the Amtrak Reform and Accountability Act of 1997 (49 U.S.C. 24101 note), including—

“(A) receiving appropriations—

“(i) to plan, design, engineer, and acquire property (including railroad rights-of-way);

- “(ii) to conduct competitive procurements;
- “(iii) to enter into construction contracts;
- “(iv) to form project labor agreements; and
- “(v) to construct a North Atlantic Rail Network;

“(B) utilizing all design-build and other alternative procurement policies and practices approved by the Department of Transportation;

“(C) utilizing existing authorities to expedite reviews for infrastructure investment within existing rights of way under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

“(D) contracting with Amtrak, State departments of transportation, or related operating entities within the 7-State North Atlantic Rail Network region to design or construct elements of a North Atlantic Rail Network.

“(3) COMMENCEMENT OF OPERATIONS.—The Compact shall commence operations and be eligible for appropriated funding in any State that has ratified the Compact, upon the ratification of a minimum of 2 states of the Compact.

“(4) RESPONSIBILITIES.—If a State department of transportation or its related operating entity owns the right-of-way for a rail line segment within a North Atlantic Rail Network, such department or entity shall be responsible for the design and construction of improvements on such segment of a North Atlantic Rail Network.

“(5) WORK PERFORMED ON RIGHT-OF-WAY.—Notwithstanding paragraph (2)(D), all work done in existing rail right-of-way shall be performed only in accordance with the rail collective bargaining agreements applicable to work performed on such right-of-way.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 249 of title 49, United States Code, is amended by inserting after the item relating to section 24905 the following:

“24905A. North Atlantic Rail Interstate Compact; North Atlantic Rail Network.”.

(c) SUNSET.—Upon the earlier of the completion of the construction of all of the elements of a North Atlantic Rail Network created pursuant to subsection (b)(1) of section 24905A of title 49, United States Code, as added by this Act, or the date that is 20 years after the date of the enactment of this Act—

(1) the North Atlantic Rail Interstate Compact established pursuant to subsection (a)(1) of such section shall be dissolved; and

(2) the assets of the North Atlantic Rail Interstate Compact shall be transferred to Amtrak.

98. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TIFFANY OF WISCONSIN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. HIGHWAY TRUST FUND RESTRICTION.

Notwithstanding any other provision of law, no Federal funds made available from the Highway Trust Fund may be expended for any activity or purpose other than for road and bridge construction.

99. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TITUS OF NEVADA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1269, line 12, insert before the period the following: “, or a rail carrier (as such term is defined in section 10102(5) of title 49, United States Code) with demonstrated support from at least one of such entities for high-speed rail activities described in section 26101 or 26106 of title 49, United States Code”.

100. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TONKO OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. __. EXTENSION OF NHA AUTHORIZATIONS.

(a) **SHORT TITLE.**—The section may be referred to as the “National Heritage Area Authorization Extension Act of 2021”.

(b) **IN GENERAL.**—Notwithstanding any other provision of law, the authorization of appropriations for each National Heritage Area with an authorization expiring in 2021 is extended through September 30, 2023.

(c) **NATIONAL HERITAGE AREA DEFINED.**—For the purposes of subsection (b), the term “National Heritage Area” means each of the following:

- (1) A National Heritage Area.
- (2) A National Heritage Corridor.
- (3) A Cultural Heritage Corridor.
- (4) A Heritage Preservation Commission.
- (5) A National Heritage Route.
- (6) A Heritage Partnership.
- (7) A National Heritage Partnership.
- (8) A National Historic District.
- (9) An area designated as a national heritage area through Federal Statute.

(d) **MANAGEMENT PLAN EXTENSION.**—Section 6001(c) of the John D. Dingell, Jr. Conservation, Management, and Recreation Act (Public Law 116–9; 54 U.S.C. 320101 note) is amended—

(1) in paragraph (1), by striking “3 years after the date of enactment of this Act” and inserting “September 30, 2023”; and

(2) in paragraph (3), by striking “the date that is 3 years after the date of enactment of this Act” and inserting “September 30, 2023”.

101. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TORRES OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 600, beginning on line 18, strike “consistent with the safety recommendations issued by the National Transportation Safety Board on August 15, 2017, numbered H-17-27 and H-17-28”.

Page 600, after line 4, insert the following (and redesignate subsequent paragraphs accordingly):

- (7) the results and recommendations of the National Academies of Sciences, Engineering, and Medicine report entitled “Development of a Posted Speed Limit Setting Procedure and Tool”, issued March 2021;

(8) the safety recommendations issued by the National Transportation Safety Board on August 15, 2017, numbered H-17-27 and H-17-28;

Page 600, after line 16, insert the following (and redesignate the subsequent subsection accordingly):

(d) **STUDY ON SPEED LIMIT METHODOLOGIES.**—Not later than 2 years after the date of enactment of this Act, the Secretary shall conduct a study of current speed limit setting methodologies across the country and develop best-practices for such methodologies, taking into consideration context sensitive design principles (as such term is defined in section 101 of title 23, United States Code).

102. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TORRES OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1101, line 7, strike “\$2,000,000” and insert “\$8,000,000”.

Page 1101, after line 12, insert the following:

(d) **APPLICATION OF CHAPTER 35 OF TITLE 44.**—Any survey, questionnaire, or interview that the Secretary determines to be necessary to carry out the reporting or research requirements relating to this section, including customer satisfaction assessments, shall not be subject to chapter 35 of title 44, United States Code.

103. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TORRES OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. REGIONAL INFRASTRUCTURE ACCELERATOR DEMONSTRATION PROGRAM.

Section 1441 of the FAST Act (23 U.S.C. 601 note) is amended—

(1) in subsection (d)—

(A) by redesignating paragraphs (1) and (2) as paragraphs (2) and (3), respectively; and

(B) by inserting before paragraph (1) the following:

“(1) the need for projects that address air quality in areas—

“(A) that have been designated as nonattainment area under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)); or

“(B) that are maintenance areas (as such term is defined in section 101(a) of title 23, United States Code);”; and

(2) in subsection (f) by striking “\$12,000,000” inserting “\$13,600,000 out of the general fund of the Treasury for each fiscal year”.

104. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TORRES OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle F of title I of division B, add the following:

SEC. 1640. COMPTROLLER GENERAL REPORT ON HIGH-SPEED INTERNET CONNECTIVITY IN FEDERALLY-ASSISTED HOUSING.

(a) **IN GENERAL.**—Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall submit to Congress a report on broadband service in Federally-assisted housing.

(b) CONTENTS.—The report required under subsection (a) shall include—

(1) an analysis of Federally-assisted housing units that have access to broadband service and the number of such units that do not have access to broadband service, disaggregated by State, county, and congressional district, that includes geographic information and any Federal agency responsible for such units;

(2) an analysis of which such units are not currently capable of supporting broadband service deployment and would require retrofitting to support broadband service deployment, disaggregated by State, county, and congressional district, that includes geographic information and any Federal agency responsible for such units;

(3) an analysis of the estimated costs and timeframe necessary for retrofitting buildings to achieve 100 percent access to broadband service;

(4) an analysis of the challenges to more widespread deployment of broadband service, including the comparative markets dynamics to expansion in rural areas and low-income urban areas, and the challenges to pursuing retrofits to achieve 100 percent access to broadband service;

(5) descriptions of lessons learned from previous retrofitting actions;

(6) an evaluation of the ConnectHome pilot program of the Secretary of Housing and Urban Development; and

(7) recommendations for Congress for achieving 100 percent access to broadband service in Federally-assisted housing.

(c) DEFINITIONS.—In this section:

(1) BROADBAND SERVICE.—The term “broadband service” has the meaning given the term “broadband internet access service” in section 8.1(b) of title 47, Code of Federal Regulations, or any successor regulation.

(2) FEDERALLY-ASSISTED HOUSING.—In this section, the term “Federally-assisted housing” means—

(A) any single-family or multifamily housing that is assisted under a program administered by the Secretary of Housing and Urban Development or the Secretary of Agriculture; or

(B) housing eligible for a Federal low-income housing tax credit.

105. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TORRES
OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 523, line 3, before the period, insert the following: “, including a project to deck over a limited-access highway or other eligible facility”.

106. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TORRES
OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle C of title I of division B, add the following:

SEC. ____ . GAO STUDY.

Not later than 3 years after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study to review the amount of funds made available under section 151(f) of title 23, United States Code, for the installation of electric vehicle charging stations in communities disproportionately impacted by air pollution and high rates of asthma.

107. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE VAN DUYNE OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. NON-FEDERAL PERMITTING.

Notwithstanding any other provision of law, no funds shall be made available under this Act to satisfy any non-Federal permitting requirements that exceed the Federal standard for a permit.

108. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE VAN DUYNE OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705, after line 3, insert the following:

SEC. 1640. HOV FACILITY REVIEW.

Section 166 of title 23, United States Code, is further amended by adding at the end the following:

“(h) REVIEW AND REMOVAL.—If the Secretary of Transportation determines appropriate, 10 years after construction of an HOV facility operated in compliance with this section, a State may—

“(1) conduct a review of such facility; and

“(2) remove such facility and repay any funds associated with such facility.”.

SEC. 2. .

109. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE VELÁZQUEZ OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 663, line 8, insert “residents of public housing (as such term is defined in section 3(b) of the United States Housing Act of 1937 (42 U.S.C. 1437a(b)) and of other housing assisted under other Federal affordable housing programs as so designated by the Secretary of Housing and Urban Development,” after “elderly,”.

Page 664, line 15, insert “, residents of public housing (as such term is defined in section 3(b) of the United States Housing Act of 1937 (42 U.S.C. 1437a(b)) and of other housing assisted under other Federal affordable housing programs as so designated by the Secretary of Housing and Urban Development,” after “low-income communities”.

Page 665, beginning on line 12, insert “, residents of public housing (as such term is defined in section 3(b) of the United States Housing Act of 1937 (42 U.S.C. 1437a(b)) and of other housing assisted under other Federal affordable housing programs as so designated by the Secretary of Housing and Urban Development,” after “low-income communities”.

Page 665, line 12, insert “including individuals registered with a one-stop center, as defined under section 3 of the Workforce Innovation and Opportunity Act (29 U.S.C. 3102),” after “employment,”.

110. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE VELÁZQUEZ OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 838, after line 25, insert the following (and redesignate the subsequent subparagraphs accordingly):

(F) any expected cost savings for transit agencies and law enforcement agencies responsible for enforcing fare evasion policies;

111. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE VELÁZQUEZ OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 350, line 16, strike “and” at the end.

Page 350, line 19, strike the period at the end and insert “; and”.

Page 350, after line 19, insert the following:

“(v) the planting of trees, appropriate to the region, in street medians, islands, and along sidewalks in order to complement traffic calming techniques.

112. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE WALBERG OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 934, line 10, insert “mode of transportation” before “of the driver”.

Page 934, strike lines 16 through 25 and insert the following:

“(2) USE OF GRANT FUNDS.—A grant received by a State under paragraph (1)—

“(A) shall be used by the State for the costs of—

“(i) collecting and maintaining data on traffic stops;

“(ii) evaluating the results of such data; and

“(iii) developing and implementing programs to reduce the occurrence of racial profiling.; and

“(B) may be used by the State for the costs of collecting, maintaining, and evaluating data on the driver’s mode of transportation at traffic stops.

113. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LEGER FERNANDEZ OF NEW MEXICO OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 705 after line 3, insert the following:

SEC. 1640. HISTORIC PRESERVATION FUND.

Section 303102 of title 54, United States Code, is amended by—

(1) striking “of fiscal years 2012 to 2023” and inserting “fiscal year”; and

(2) striking “\$150,000,000” and inserting “\$300,000,000”.

114. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MCKINLEY OF WEST VIRGINIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title II of division C, insert the following:

SEC. 8205. TRANSPORTATION OF CARBON DIOXIDE.

The Secretary of Transportation may not propose, issue, or enforce any rule, regulation, or guidance that prohibits the bulk transportation of captured carbon dioxide, in solid, liquid, or gaseous form, by pipeline, rail, or ship.

115. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JACKSON LEE OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 413, strike lines 15 through 21 and insert the following:

“(2) SUBALLOCATION.—

“(A) IN GENERAL.—For each fiscal year for which funds are set aside under this subsection, such funds shall be obligated within a State in the manner described in subsections (d) and (e) of section 133, except that, for the purposes of this subsection—

“(i) the percentage referred to in section 133(d)(1)(A) shall be treated as 100 percent; and

“(ii) before obligating funds for a project located fully or partially within an area described in subparagraph (B) that is under the jurisdiction of a unit of local government, a State or metropolitan planning organization shall consult with such unit of local government regarding project selection.

“(B) AREA DESCRIBED.—An area described in this subparagraph is an area with a population greater than 200,000.

Amendments submitted to Division H through I

116. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BARRAGÁN OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1609, line 8, insert “or alternative compliance strategies” after “water systems”.

Page 1609, beginning on line 12, strike “with facilitating the consolidation of distressed small water systems.” and insert the following:

with—

(i) facilitating the consolidation of distressed small water systems; and

(ii) including the public in the process of such consolidation.

117. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BUSH OF MISSOURI OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1611, after line 2, insert the following:

SEC. 13402. STUDY ON CONTAMINATION OF COLDWATER CREEK, MISSOURI.

(a) IN GENERAL.—The Administrator of the Environmental Protection Agency, in coordination with the Secretary of the Army, the Secretary of Energy, the Administrator of the Agency for Toxic Substances and Disease Registry, and other appropriate Federal agencies, shall—

(1) undertake a review of prior and ongoing efforts to remediate radiological contamination in the vicinity of Coldwater Creek in North St. Louis County, Missouri, associated with historic radiological waste storage near the St. Louis Airport;

(2) consult with State and local agencies, and representatives of the Coldwater Creek community;

(3) take into consideration the Public Health Assessment for the Evaluation of Community Exposure Related to Coldwater Creek, dated April 30, 2019, and prepared by the Agency for Toxic Substances and Disease Registry; and

(4) within 180 days of the date of enactment of this section, issue a report to Congress on the status of efforts to reduce or eliminate the potential human health impacts from potential exposure to such contamination, including any recommendations for further action.

(b) INSTALLATION OF SIGNAGE TO PREVENT POTENTIAL EXPOSURE RISKS.—In accordance with the recommendations of the Public Health Assessment for the Evaluation of Community Exposure Related to Coldwater Creek, the Administrator, in coordination with the Secretary of the Army, shall install signage to inform residents and visitors of potential exposure risks in areas around Coldwater Creek where remediation efforts have not been undertaken or completed.

118. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CRAIG OF MINNESOTA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. NONPOINT SOURCE MANAGEMENT PROGRAMS.

Section 319(j) of the Federal Water Pollution Control Act (33 U.S.C. 1329(j)) is amended by striking “subsections (h) and (i) not to exceed” and all that follows through “fiscal year 1991” and inserting “subsections (h) and (i) \$200,000,000 for each of fiscal years 2022 through 2026”.

119. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CRENSHAW OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1584, line 18, insert “or unincorporated area” after “municipality”.

120. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CURTIS OF UTAH OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1578, line 23, strike the semicolon and insert “; and”.

Beginning on page 1578, strike line 24 and all that follows through page 1579, line 7.

Page 1581, strike lines 16 through 18, and insert the following:
 “(g) LIMITATION.—The Administrator may not provide payments under this section until such time as the Administrator submits to Congress a report containing—

“(1) an accounting of funds made available by the Federal Government, during the 18 month period preceding the date of enactment of this section, to be used for providing forgiveness of arrearages and fees described in this section;

“ (2) a certification of the amount of arrearages and fees described in this section with respect to which such funds are insufficient to provide forgiveness; and

“ (3) a certification that implementation of this section will not—

“ (A) impair the financial wellbeing of a public water system receiving such payments; or

“ (B) exacerbate drought in an area served by such a public water system.

“(h) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section an amount equal to the amount certified under subsection (g)(2), but not to exceed \$4,000,000,000, to remain available until expended.”.

121. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DELGADO OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. DISCLOSURE OF INTRODUCTIONS OF PFAS.

(a) IN GENERAL.—The introduction of any perfluoroalkyl or polyfluoroalkyl substance by the owner or operator of an industrial source shall be unlawful unless such owner or operator first notifies the owner or operator of the applicable treatment works of—

(1) the identity and quantity of such substance;

(2) whether such substance is susceptible to treatment by such treatment works; and

(3) whether such substance would interfere with the operation of the treatment works.

(b) VIOLATIONS.—A violation of this section shall be treated in the same manner as a violation of a regulation promulgated under subsection 307(b) of the Federal Water Pollution Control Act (33 U.S.C. 1317(b)).

(c) DEFINITIONS.—In this section:

(1) INTRODUCTION.—The term “introduction” means the introduction of pollutants into treatment works, as described in section 307(b) of the Federal Water Pollution Control Act (33 U.S.C. 1317).

(2) TREATMENT WORKS.—The term “treatment works” has the meaning given that term in section 212 of the Federal Water Pollution Control Act (33 U.S.C. 1292).

122. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DUNCAN OF SOUTH CAROLINA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike sections 13302 and 13303.

Page 1604, strike lines 8 through 10.

In section 13304(b), strike “Administrator” each place it appears and insert “Comptroller General”.

123. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESCOBAR OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. WASTEWATER ASSISTANCE TO COLONIAS.

Section 307 of the Safe Drinking Water Act Amendments of 1996 (33 U.S.C. 1281 note) is amended—

(1) in subsection (a)—

(A) by redesignating paragraphs (2) and (3) as paragraphs (3) and (4), respectively; and

(B) by inserting after paragraph (1) the following:

“(2) COVERED ENTITY.—The term ‘covered entity’ means each of the following:

“(A) A border State.

“(B) A local government with jurisdiction over an eligible community.”;

(2) in subsection (b), by striking “border State” and inserting “covered entity”;

(3) in subsection (d), by striking “shall not exceed 50 percent” and inserting “may not be less than 80 percent”;

(4) in subsection (e)—

(A) by striking “\$25,000,000” and inserting “\$100,000,000”; and

(B) by striking “1997 through 1999” and inserting “2022 through 2026”.

124. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GREEN OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1576, after line 20, insert the following:

SEC. 13205. NATIONAL PRIMARY DRINKING WATER REGULATION FOR CHROMIUM-6.

Section 1412(b) of the Safe Drinking Water Act (42 U.S.C. 300g-1(b)) is further amended by adding at the end the following:

“(19) CHROMIUM-6.—

“(A) IN GENERAL.—Notwithstanding any other deadline established in this subsection, not later than 2 years after the date of enactment of the Assistance, Quality, and Affordability Act of 2021, the Administrator shall publish a maximum contaminant level goal and promulgate a national primary drinking water regulation for chromium-6.

“(B) HEALTH PROTECTION.—The maximum contaminant level goal and national primary drinking water regulation promulgated under subparagraph (A) shall be protective of

the health of subpopulations at greater risk, as described in section 1458.”.

125. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE HUDSON OF NORTH CAROLINA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1559, line 2, insert “, including the chemical GenX,” after “substance”.

Page 1559, line 10, insert “, including the chemical GenX” after “substances”.

Page 1559, line 17, insert “, including the chemical GenX,” after “substances”.

Page 1560, line 3, strike “or”.

Page 1560, line 8, strike “area.” and insert “area; or”.

Page 1560, after line 8, insert the following:

“(5) is affected by the presence of the chemical GenX in the water in the community water system.”.

Page 1561, line 2, insert “, including the chemical GenX,” before “in the water”.

126. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JACKSON LEE OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1544, line 16, strike the “and” at the end.

Page 1544, after line 16, insert the following:

(5) document the harm and injury caused by any identified inequities in the distribution of wastewater infrastructure funds with respect to the identified needs of rural communities, economically disadvantaged communities, and Tribal communities; and

127. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JACKSON LEE OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1607, after line 11, insert the following new section:

SEC. 13305. NATURAL HAZARD EDUCATION AND RESPONSE GRANT PROGRAM.

Section 1433 of the Safe Drinking Water Act (42 U.S.C. 300i-2) is amended by adding at the end the following:

“(i) EDUCATION AND RESPONSE GRANT PROGRAM.—

“(1) ESTABLISHMENT.—The Administrator shall establish and implement a program under which the Administrator may award grants to community water systems to carry out activities to educate and assist persons served by the community water system in adapting and responding to malevolent acts and natural hazards, including sub-zero temperatures, that disrupt the provision of safe drinking water or significantly affect the public health or the safety or supply of drinking water provided to communities and individuals.

“(2) PRIORITY.—In awarding grants under this subsection, the Administrator shall give priority to community water systems that will use funds to assist senior citizens and low-income homeowners in adapting and responding to malevolent

acts and natural hazards, including sub-zero temperatures, that disrupt the provision of safe drinking water or significantly affect the public health or the safety or supply of drinking water provided to communities and individuals, including by providing funds to cover the costs of repairing ruptured pipes.

“(3) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this subsection \$200,000,000 for each of fiscal years 2022 through 2026.”.

128. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KAPTUR OF OHIO OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1530, line 25, strike “and” at the end.

Page 1531, line 5, strike the period each place it appears and the closing quotation mark and insert “; and”.

Page 1531, after line 5, insert the following:

“(3) identifies—

“(A) the locations in which such projects are carried out;

“(B) estimated energy savings for such projects;

“(C) projects that address green infrastructure, water or energy efficiency improvements, or other environmentally innovative activities; and

“(D) with respect to projects carried out using funds made available under or pursuant to section 603, whether such projects are funded under subsection (d) or subsection (i) of such section.”.

129. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KILDEE OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. HOUSEHOLD WELL WATER TESTING WEBSITE.

(a) IN GENERAL.—Not later than one year after the date of enactment of this Act, the Administrator of the Environmental Protection Agency shall establish a website containing information relating to the testing of household well water.

(b) CONTENTS.—The Administrator shall include on the website established under subsection (a) the following:

(1) Information on how to get drinking water tested for a home served by an individual private well.

(2) A list of laboratories that analyze water samples and are certified by a State or the Administrator.

(3) State-specific information, developed in coordination with each State, on naturally occurring and human-induced contaminants.

(4) Information that, using accepted risk communication techniques, clearly communicates whether a test result value exceeds a level determined by the Administrator or the State to pose a health risk.

(5) Information on treatment options, including information relating to water treatment systems certified by the National Sanitation Foundation, Underwriters Laboratories, and the Water Quality Association.

(6) A directory of whom to contact to report a test result value that exceeds a level determined by the Administrator or the State to pose a health risk.

(7) Information on financial assistance that is available for homeowners to support water treatment, including grants under section 306E of the Consolidated Farm and Rural Development Act (7 U.S.C. 1926e) and State resources.

(8) Any other information the Administrator considers appropriate.

(c) COORDINATION.—The Administrator shall coordinate with the Secretary of Health and Human Services, the Secretary of Agriculture, and appropriate State agencies in carrying out this section.

(d) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section \$1,000,000 for fiscal year 2022.

130. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KRISHNAMOORTHY OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. STUDY AND REPORT ON EFFECT OF TOILET WIPES MARKETING AS FLUSHABLE.

(a) IN GENERAL.—The Administrator of the Environmental Protection Agency shall conduct a study on the effect of toilet wipes marketed as flushable on municipal water systems and residential plumbing systems.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to Congress a report on the study conducted under subsection (a).

131. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LAWRENCE OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1611, after line 2, insert the following:

SEC. 13402. REPORT ON AFFORDABILITY, DISCRIMINATION AND CIVIL RIGHTS VIOLATIONS, AND DATA COLLECTION.

(a) STUDY.—

(1) IN GENERAL.—The Comptroller General shall conduct a study on water and sewer services, in accordance with this section.

(2) AFFORDABILITY.—In conducting the study under paragraph (1), the Comptroller General shall study water affordability nationwide, including—

(A) rates for water and sewer services, increases in such rates during the ten-year period preceding such study, and water service disconnections and interruptions due to unpaid water service charges; and

(B) the effectiveness of funding under section 1452 of the Safe Drinking Water Act (42 U.S.C. 300j–12) and under title VI of the Federal Water Pollution Control Act (33 U.S.C. 1381 et seq.) for promoting affordable, equitable, transparent, and reliable water and sewer service.

(3) **DISCRIMINATION AND CIVIL RIGHTS.**—In conducting the study under paragraph (1), the Comptroller General, in collaboration with the Civil Rights Division of the Department of Justice, shall study—

(A) discriminatory practices of water and sewer service providers; and

(B) violations by such service providers that receive Federal assistance of civil rights under title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) with regard to equal access to water and sewer services.

(4) **DATA COLLECTION.**—In conducting the study under paragraph (1), the Comptroller General shall collect information, assess the availability of information, and evaluate the methodologies used to collect information, related to—

(A) people living without water or sewer services;

(B) water service disconnections or interruptions due to unpaid water service charges, including disconnections experienced by households containing children, elderly persons, disabled persons, or chronically ill persons, or other vulnerable populations; and

(C) disparate effects, on the basis of race, gender, or socioeconomic status, of water service disconnections or interruptions and the lack of public water and sewer service.

(b) **REPORT.**—Not later than 1 year after the date of the enactment of this Act, the Comptroller shall submit to Congress a report that contains—

(1) the results of the study conducted under subsection (a); and

(2) recommendations for water and sewer service providers, Federal agencies, and States relating to such results.

132. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LEE OF NEVADA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. RULEMAKING ON CLIMATE RESILIENCY.

(a) **IN GENERAL.**—Not later than 18 months after the date of enactment of this section, the Administrator of the Environmental Protection Agency, after notice and opportunity for public comment, shall issue such regulations as are necessary to require that an applicant for wastewater infrastructure funds—

(1) undertake an assessment of the potential impacts of climate change on the project or activity for which such funds are sought; and

(2) where appropriate, incorporate measures to avoid, minimize, or mitigate such potential impacts into the design of such project or activity.

(b) **CONSIDERATIONS.**—In issuing regulations under subsection (a)(1), the Administrator shall consider requiring varying levels of assessments that reflect the scale or type of the project or activity for which wastewater infrastructure funds are sought.

(c) CONSULTATION; TECHNICAL ASSISTANCE.—In carrying out the rulemaking required under subsection (a), the Administrator shall—

(1) consult with other Federal and State agencies, municipalities, Tribal governments, owners and operators of publicly owned treatment works, and other stakeholders with experience in addressing potential impacts of climate change on projects and activities eligible for wastewater infrastructure funds; and

(2) identify entities to provide technical assistance to applicants for wastewater infrastructure funds to assist such applicants in incorporating the climate resilience measures described under subsection (a)(2).

(d) DEFINITIONS.—In this section:

(1) IMPACTS OF CLIMATE CHANGE.—The term “impacts of climate change” includes observed changes to temperature, precipitation patterns, drought, storms, flooding, and sea level rise that may adversely impact the continued safe and reliable operation of a treatment works.

(2) MUNICIPALITY; STATE; TREATMENT WORKS.—The terms “municipality”, “State”, and “treatment works” have the meaning given such terms in section 502 of the Federal Water Pollution Control Act (33 U.S.C. 1362).

(3) WASTEWATER INFRASTRUCTURE FUNDS.—The term “wastewater infrastructure funds” means funds made available for projects or activities under or pursuant to—

(A) title VI of the Federal Water Pollution Control Act (33 U.S.C. 1381 et seq.);

(B) section 122 of the Federal Water Pollution Control Act (33 U.S.C. 1274);

(C) section 220 of the Federal Water Pollution Control Act (33 U.S.C. 1300); and

(D) section 221 of the Federal Water Pollution Control Act (33 U.S.C. 1301).

133. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LOWENTHAL OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. EFFLUENT LIMITATIONS FOR WASTEWATER, SPILLS, AND RUNOFF FROM FACILITIES ASSOCIATED WITH THE TRANSPORT AND PACKAGING OF PRE-PRODUCTION PLASTIC MATERIALS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Environmental Protection Agency shall issue such regulations as are necessary to ensure that—

(1) the discharge of plastic pellets or other pre-production plastic materials (including discharge into wastewater and other runoff) from facilities regulated under part 414 or 463 of title 40, Code of Federal Regulations (as in effect on the date of enactment of this Act), is prohibited;

(2) the discharge of plastic pellets or other pre-production plastic materials (including discharge into wastewater and

other runoff) from a point source associated with the making, use, packaging, or transportation of such plastic pellets and other pre-production plastic materials is prohibited; and

(3) the requirements under paragraphs (1) and (2) are reflected in—

(A) permits issued under section 402 of the Federal Water Pollution Control Act (33 U.S.C. 1342) to facilities or other point sources that make, use, package, or transport plastic pellets or other pre-production plastic materials, as determined by the Administrator, in addition to other applicable limits and standards; and

(B) all standards of performance promulgated under section 312(p) of the Federal Water Pollution Control Act (33 U.S.C. 1322(p)) that are applicable to point sources associated with the making, use, packaging, or transportation of plastic pellets or other pre-production plastic materials, as determined by the Administrator.

(b) DEFINITION.—In this section, the term “point source” has the meaning given such term in section 502 of the Federal Water Pollution Control Act (33 U.S.C. 1362).

134. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MCKINLEY OF WEST VIRGINIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike sections 13201 and 13205.

135. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE McMORRIS RODGERS OF WASHINGTON OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike division I and insert the following:

DIVISION I—DRINKING WATER FUNDING FOR THE FUTURE ACT OF 2021

SEC. 13001. SHORT TITLE.

This division may be cited as the “Drinking Water Funding for the Future Act of 2021”.

SEC. 13002. EXTENSIONS OF AUTHORIZATIONS.

(a) COMMUNITY WATER SYSTEM RISK AND RESILIENCE.—Section 1433(g)(6) of the Safe Drinking Water Act (42 U.S.C. 300i–2(g)(6)) is amended by striking “and 2021” and inserting “through 2026”.

(b) TECHNICAL ASSISTANCE FOR INNOVATIVE WATER TECHNOLOGIES.—Section 1442(f)(2) of the Safe Drinking Water Act (42 U.S.C. 300j–1(f)(2)) is amended by striking “2021” and inserting “2026”.

(c) GRANTS FOR STATE PROGRAMS.—Section 1443(a)(7) of the Safe Drinking Water Act (42 U.S.C. 300j–2(a)(7)) is amended by striking “and 2021” and inserting “through 2026”.

(d) MONITORING PROGRAM FOR CERTAIN UNREGULATED CONTAMINANTS.—Section 1445(a)(2)(H) of the Safe Drinking Water Act (42

U.S.C. 300j-4(a)(2)(H)) is amended by striking “2021” and inserting “2026”.

(e) CAPITALIZATION GRANTS TO STATES FOR STATE DRINKING WATER TREATMENT REVOLVING LOAN FUNDS.—Section 1452(m)(1)(C) of the Safe Drinking Water Act (42 U.S.C. 300j-12(m)(1)(C)) is amended by striking “for fiscal year 2021” and inserting “for each of fiscal years 2021 through 2026”.

(f) SOURCE WATER PETITION PROGRAM.—Section 1454(e) of the Safe Drinking Water Act (42 U.S.C. 300j-14(e)) is amended by striking “2021” and inserting “2026”.

(g) ASSISTANCE FOR SMALL AND DISADVANTAGED COMMUNITIES.—Section 1459A(k) of the Safe Drinking Water Act (42 U.S.C. 300j-19a(k)) is amended by striking “2021” and inserting “2026”.

(h) REDUCING LEAD IN DRINKING WATER.—Section 1459B(d) of the Safe Drinking Water Act (42 U.S.C. 300j-19b(d)) is amended by striking “2021” and inserting “2026”.

(i) VOLUNTARY SCHOOL AND CHILD CARE PROGRAM LEAD TESTING GRANT PROGRAM.—Section 1464(d)(8) of the Safe Drinking Water Act (42 U.S.C. 300j-24(d)(8)) is amended by striking “and 2021” and inserting “through 2026”.

(j) DRINKING WATER FOUNTAIN REPLACEMENT FOR SCHOOLS.—Section 1465(d) of the Safe Drinking Water Act (42 U.S.C. 300j-25(d)) is amended by striking “2021” and inserting “2026”.

(k) INDIAN RESERVATION DRINKING WATER PROGRAM.—Section 2001(d) of America’s Water Infrastructure Act of 2018 (42 U.S.C. 300j-3c note) is amended by striking “2022” and inserting “2026”.

(l) WATER INFRASTRUCTURE AND WORKFORCE INVESTMENT.—Section 4304(b)(4) of America’s Water Infrastructure Act of 2018 (42 U.S.C. 300j-19e) is amended by striking “and 2020” and inserting “through 2026”.

136. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MCNERNEY OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1566, after line 3, insert the following:

SEC. 13115. WATER MAIN BREAK DATA CLEARINGHOUSE.

Part B of the Safe Drinking Water Act (42 U.S.C. 300g et seq.) is amended by adding at the end the following:

“SEC. 1420A. WATER MAIN BREAK DATA CLEARINGHOUSE.

“(a) ONLINE DATA CLEARINGHOUSE.—

“(1) ESTABLISHMENT.—Not later than 2 years after the date of enactment of this section, the Administrator shall establish and maintain a publicly accessible website with a national data clearinghouse on reported water main breaks and associated repair activity.

“(2) CONTENTS.—The website established pursuant to paragraph (1) shall present—

“(A) information submitted to the Administrator by a public water system under this section with respect to reported water main breaks;

“(B) aggregate State and national data on reported water main breaks; and

“(C) trends in such information and data over time.

“(3) UPDATES.—The website established pursuant to paragraph (1) shall be updated at least twice per year.

“(b) DEFINITION.—In this section, the term ‘reported water main break’ means the unplanned rupture or breach of a pipe 6 inches in diameter or more in service as part of a public water system resulting in water escaping and being reported to the public water system by an employee or other person.

“(c) RULE.—Not later than one year after the date of enactment of this section, the Administrator shall issue a rule requiring each public water system serving more than 10,000 persons to submit to the Administrator information on each reported water main break in, and the repair activity for such break to be provided by, the public water system with respect to a calendar year. Such rule shall—

“(1) specify the format, content, quality assurance procedure, and method of submission of information;

“(2) apply to reported water main breaks that occur in the second calendar year following the date of enactment of this section and each calendar year thereafter;

“(3) allow for the submission, storage, and display of information in electronic format;

“(4) allow for the submission of information by a public water system serving 10,000 or fewer persons submitted on a voluntary basis;

“(5) allow for submission of any additional information that may be required of a public water system by a State regarding reported water main breaks and repair activity; and

“(6) require that a summary of the information submitted be included in a public water system’s annual consumer confidence report required under section 1414(c)(4).

“(d) REPORTED WATER MAIN BREAK AND REPAIR INFORMATION.—The rule issued under subsection (c) shall require each public water system serving more than 10,000 persons to submit to the Administrator the following information with respect to each reported water main break in the public water system:

“(1) To the extent practicable, the time and date the reported water main break was reported to the public water system.

“(2) The specific location of the reported water main break.

“(3) The size, type, age, and bedding material of the broken water main.

“(4) The elapsed time from the initial report of the water main break to the public water system to the completion of repairs.

“(5) The amount of water escaping from the public water system between the time of the report and the repair, estimated in accordance with ‘Water Audits and Loss Control Programs, Manual—36’ (2016) published by the American Water Works Association or any successor manual.

“(6) The estimated cost of repairing the reported water main break and associated public infrastructure, including pavement restoration, and the cost of any damage to other public or private property.

“(e) ANNUAL REPORT.—Not later than 4 years after the date of enactment of this section, and annually thereafter, the Administrator shall prepare and make available to the public a report sum-

marizing and evaluating submissions by public water systems pursuant to this section. Such report shall include information and recommendations concerning the methods and resources needed by public water systems to reduce the frequency, duration, and cost of water main breaks.”.

137. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MOORE OF WISCONSIN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1611, after line 2, insert the following:

SEC. 13402. WATER INFRASTRUCTURE AND WORKFORCE INVESTMENT.

Section 4304 of the America’s Water Infrastructure Act of 2018 (42 U.S.C. 300j–19e) is amended—

(1) in subsection (a)(3)—

(A) in subparagraph (A), by inserting “Tribal,” after “State,”; and

(B) by amending subparagraph (B) to read as follows:

“(B) institutions of higher education, apprentice programs, high schools, and other community based organizations, and public works departments and agencies, to align water and wastewater utility workforce recruitment efforts, training programs, retention efforts, and community resources with water and wastewater utilities to—

“(i) accelerate career pipelines;

“(ii) ensure the sustainability of the water and wastewater utility workforce; and

“(iii) provide access to workforce opportunities, including for diverse populations or populations that are underrepresented in the water and wastewater utility workforce.”; and

(2) in subsection (b)—

(A) in paragraph (1)—

(i) in the matter preceding subparagraph (A), by inserting “and the Secretary of Labor” after “the Secretary of Agriculture”;

(ii) in subparagraph (A), by striking “; and” and inserting “, which may include—”; and

(iii) by inserting after subparagraph (A) the following:

“(i) expanding the use and availability of activities and resources that relate to the recruitment, including promotion of diversity within that recruitment, of individuals to careers in the water and wastewater utility sector;

“(ii) expanding the availability of training opportunities for—

“(I) individuals entering the water and wastewater utility sector; and

“(II) individuals seeking to advance careers within the water and wastewater utility sector; and

“(iii) expanding the use and availability of activities and strategies, including the development of innovative activities and strategies, that relate to the main-

tenance and retention of a sustainable workforce in the water and wastewater utility sector; and”;

(B) in paragraph (2)—

(i) in the matter preceding subparagraph (A), by inserting “public works departments or agencies,” after “institutions of higher education,”; and

(ii) in subparagraph (A)—

(I) in clause (ii), by striking “; or” and inserting a semicolon;

(II) in clause (iii), by striking “; and” and inserting “; or”; and

(III) by adding at the end the following:

“(iv) in the development of educational or recruitment materials and activities, including those materials and activities that specifically promote diversity within recruitment, for the water and wastewater utility workforce; and”;

(C) by redesignating paragraphs (3) and (4) as paragraphs (4) and (5), respectively, and inserting after paragraph (2) the following:

“(3) PRIORITY.—In selecting grant recipients under paragraph (2), the Administrator shall give priority to entities that focus on assisting low-income and very low-income individuals, as well as those individuals with the most barriers to entry, such as the recently incarcerated, to enter into careers in the water and wastewater utility sector.”;

(D) in paragraph (4) (as so redesignated)—

(i) in subparagraph (C), by inserting “, or with high poverty levels,” after “high unemployment”; and

(ii) in subparagraph (D)(ii), by inserting “or certification” before “programs”; and

(E) in paragraph (5) (as so redesignated), by striking “\$1,000,000 for each of fiscal years 2019 and 2020” and inserting “\$25,000,000 for each of fiscal years 2022 through 2026”.

138. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MOORE OF WISCONSIN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. CENTERS OF EXCELLENCE FOR STORMWATER CONTROL INFRASTRUCTURE TECHNOLOGIES.

(a) ESTABLISHMENT.—

(1) IN GENERAL.—Subject to the availability of appropriations, the Administrator of the Environmental Protection Agency shall provide grants, on a competitive basis, to eligible institutions to establish not more than 5 centers of excellence for new and emerging stormwater control infrastructure technologies, to be located in different geographic regions of the United States.

(2) GENERAL OPERATION.—Each center of excellence established with a grant provided under this section shall—

(A) conduct research on new and emerging stormwater control infrastructure technologies that are relevant to the geographical region in which the center of excellence is lo-

cated to improve the effectiveness, cost efficiency, and protection of public health, public safety, and water quality, including research on—

- (i) stormwater and sewer overflow reduction; and
- (ii) other approaches to achieve water resource enhancement and other environmental, economic, and social benefits;
- (B) maintain a list of—
 - (i) stormwater control infrastructure needs in the region in which the center of excellence is located; and
 - (ii) available new and emerging stormwater control infrastructure technologies;
- (C) analyze the usefulness of additional financial programs for the implementation of new and emerging stormwater control infrastructure technologies;
- (D) share the results of research conducted under subparagraph (A) with the Federal Government, State, Tribal, and local governments, and the private sector;
- (E) provide technical assistance to State, Tribal, and local governments to assist with the design, construction, operation, and maintenance of stormwater control infrastructure projects that use innovative technologies;
- (F) collaborate with institutions of higher education and private and public organizations, including community-based public-private partnerships and other stakeholders, in the geographical region in which the center of excellence is located; and
- (G) coordinate with the other centers of excellence to avoid duplication of efforts.

(3) APPLICATION.—To be eligible to receive a grant under this section, an eligible institution shall prepare and submit to the Administrator an application at such time, in such form, and containing such information as the Administrator may require.

(b) NATIONAL ELECTRONIC CLEARINGHOUSE CENTER.—Of the centers of excellence established under subsection (a), the Administrator shall designate 1 center of excellence as the “National Electronic Clearinghouse Center” to—

- (1) develop, operate, and maintain public database and a website that contains information relating to new and emerging stormwater control infrastructure technologies; and
- (2) publish on such website information from each of the centers of excellence established under this section.

(c) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—There is authorized to be appropriated to carry out this section \$5,000,000 for each of fiscal years 2022 through 2026.

(2) LIMITATION ON USE OF FUNDS.—Of the amounts made available for grants under paragraph (1), not more than 2 percent may be used for administrative costs.

(d) DEFINITION.—In this section, the term “eligible institution” means an institution of higher education, a research institution, or a nonprofit organization—

- (1) that has demonstrated excellence in researching and developing new and emerging stormwater control infrastructure technologies; and

(2) with respect to a nonprofit organization, the core mission of which includes water management, as determined by the Administrator.

139. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MOORE OF WISCONSIN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1553, line 21, strike “and” after the semicolon.

Page 1554, line 2, strike the period at the end and insert “; and”.

Page 1554, after line 2, insert the following:

“(C) provide, in addition to subparagraph (B) and to the maximum extent practicable, that priority for the use of funds be given to projects that, in carrying out lead service line replacements, provide job training, apprenticeships, or other employment opportunities for low-income persons and very low-income persons that are located in the area in which the project is carried out.”.

Page 1555, after line 18, insert the following:

“(10) REPORT.—The Administrator shall annually submit to Congress a report that provides—

“(A) the number of households for which lead service lines have been replaced using funds made available by this subsection;

“(B) the total number of lead service lines that exist in each State, territory, and area under the jurisdiction of an Indian Tribe that has entered into an agreement pursuant to this subsection;

“(C) with respect to each project for such lead service line replacement, data on job training, apprenticeships, and other employment opportunities for persons described in paragraph (4)(C) under such projects, which shall include the amount of the funding used to hire such persons for such project; and

“(D) any other data determined by the Administrator to be useful for purposes of determining the effect of this subsection with respect to replacing lead service lines.”.

Page 1556, after line 25, insert the following:

“(D) LOW-INCOME PERSON; VERY LOW-INCOME PERSON.—The terms ‘low-income person’ and ‘very low-income person’ have the same meanings given the terms ‘low-income families’ and ‘very low-income families’, respectively, in section 3(b) of the United States Housing Act of 1937 (42 U.S.C. 1414a(b)).”.

Page 1562, line 23, strike “In making” and insert the following:

“(A) IN GENERAL.—In making”.

Page 1563, after line 4, insert the following:

“(B) OTHER PRIORITIES.—In making grants under the program established under this subsection, the Administrator shall, to the greatest extent feasible, also give priority to States and local educational agencies that, in assisting with the installation and maintenance of filtration stations pursuant to this subsection, will provide job training, apprenticeships, or other employment opportunities for low-income persons and very low-income persons in the

area in which the installation and maintenance takes place.”.

140. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE NOR-CROSS OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1611, after line 2, insert the following:

SEC. 13402. IDENTIFICATION OF HIGH-RISK LOCATIONS.

(a) DEVELOPMENT OF GUIDANCE.—

(1) IN GENERAL.—In accordance with the deadline established in subsection (b), the Administrator of the Environmental Protection Agency shall develop guidance to help public water systems identify high-risk locations for purposes of focusing efforts to—

(A) test drinking water for the concentration of lead in such drinking water; and

(B) replace lead service lines.

(2) USE OF DATA.—The guidance developed under paragraph (1) shall include information on how a public water system may use data from the American Community Survey conducted by the Department of Commerce and, where available, geospatial data to identify high-risk locations for the purposes described in subsection (a).

(b) AVAILABILITY OF GUIDANCE.—Not later than 180 days after the date of enactment of this section, the Administrator of the Environmental Protection Agency shall—

(1) publish the guidance developed under subsection (a) in the Federal Register; and

(2) make such guidance available on a publicly accessible website.

(c) REPORT.—Not later than 180 days after the date of enactment of this section, the Administrator of the Environmental Protection Agency shall submit to the Committee on Energy and Commerce of the House of Representatives and the appropriate committee of the Senate a report that—

(1) includes the guidance developed under subsection (a);

(2) describes the methodology used to develop such guidance; and

(3) provides information about who was consulted in the development of such guidance.

(d) DEFINITIONS.—In this section:

(1) HIGH-RISK LOCATION.—The term “high-risk location” means an area—

(A) that is likely to have lead service lines; and

(B) in which an environmental justice community is located.

(2) LEAD SERVICE LINE.—The term “lead service line” has the meaning given such term in section 1459B(a) of the Safe Drinking Water Act (42 U.S.C. 300j–19b(a)).

(3) PUBLIC WATER SYSTEM.—The term “public water system” has the meaning given such term in section 1401 of the Safe Drinking Water Act (42 U.S.C. 300f).

141. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE OCASIO-CORTEZ OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1564, line 12, strike “\$50,000,000” and insert “\$100,000,000”.

142. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE O’HALLERAN OF ARIZONA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1533, after line 23, insert the following:

(c) INDIAN HEALTH SERVICE SANITATION FACILITIES CONSTRUCTION PROGRAM FUNDING.—

(1) FINDINGS.—Congress finds that—

(A) the COVID–19 crisis has highlighted the lack of infrastructure and sanitation available in Native communities; and

(B) addressing the Sanitation Facilities Deficiency List of the Division of Sanitation Facilities and Construction of the Indian Health Service included in the report will—

(i) result in investments in necessary water infrastructure; and

(ii) improve health outcomes.

(2) DEFINITIONS.—In this subsection:

(A) REPORT.—The term “report” means the fiscal year 2019 report of the Division of Sanitation Facilities and Construction of the Indian Health Service entitled “Annual Report to the Congress of the United States on Sanitation Deficiency Levels for Indian Homes and Communities”.

(B) SECRETARY.—The term “Secretary” means the Secretary of Health and Human Services, acting through the Director of the Indian Health Service.

(3) ADDITIONAL FUNDING FOR SANITATION FACILITIES.—

(A) IN GENERAL.—The Secretary shall award additional funding under the Sanitation Facilities Construction Program for the planning, design, construction, modernization, improvement, and renovation of water, sewer, and solid waste sanitation facilities that are funded, in whole or part, by the Indian Health Service through, or provided for in, a contract or compact with the Indian Health Service under the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5301 et seq.).

(B) PRIORITY FOR FUNDING.—In awarding funding to sanitation facilities under subparagraph (A), the Secretary shall prioritize sanitation facilities with the highest deficiency level, as established in the report.

(4) AUTHORIZATION OF APPROPRIATIONS.—

(A) IN GENERAL.—There is authorized to be appropriated to the Secretary to carry out this subsection \$2,600,000,000.

(B) REQUIREMENT.—Amounts made available under subparagraph (A) shall be in addition to any amounts made

available to carry out the purposes described in paragraph (3)(A) under any other provision of law.

143. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PAPPAS OF NEW HAMPSHIRE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. CLEAN WATER ACT EFFLUENT LIMITATIONS GUIDELINES AND STANDARDS AND WATER QUALITY CRITERIA FOR PFAS.

(a) DEADLINES.—

(1) WATER QUALITY CRITERIA.—Not later than 3 years after the date of enactment of this section, the Administrator shall publish in the Federal Register human health water quality criteria under section 304(a)(1) of the Federal Water Pollution Control Act (33 U.S.C. 1314) for each measurable perfluoroalkyl substance, polyfluoroalkyl substance, and class of such substances.

(2) EFFLUENT LIMITATIONS GUIDELINES AND STANDARDS FOR PRIORITY INDUSTRY CATEGORIES.—As soon as practicable, but not later than 4 years after the date of enactment of this section, the Administrator shall publish in the Federal Register a final rule establishing, for each priority industry category, effluent limitations guidelines and standards, in accordance with the Federal Water Pollution Control Act, for the discharge (including a discharge into a publicly owned treatment works) of each measurable perfluoroalkyl substance, polyfluoroalkyl substance, and class of such substances.

(b) NOTIFICATION.—The Administrator shall notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate of each publication made under this section.

(c) IMPLEMENTATION ASSISTANCE FOR PUBLICLY OWNED TREATMENT WORKS.—

(1) IN GENERAL.—The Administrator shall award grants to owners and operators of publicly owned treatment works, to be used to implement effluent limitations guidelines and standards developed by the Administrator for a perfluoroalkyl substance, polyfluoroalkyl substance, or class of such substances.

(2) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Administrator to carry out this subsection \$200,000,000 for each of fiscal years 2022 through 2026, to remain available until expended.

(d) NO INCREASED BONDING AUTHORITY.—Amounts awarded to an owner or operator of a publicly owned treatment works under this section may not be used as a source of payment of, or security for (directly or indirectly), in whole or in part, any obligation the interest on which is exempt from the tax imposed under chapter 1 of the Internal Revenue Code of 1986.

(e) DEFINITIONS.—In this section:

(1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the Environmental Protection Agency.

(2) EFFLUENT LIMITATION.—The term “effluent limitation” has the meaning given that term in section 502 of the Federal Water Pollution Control Act (33 U.S.C. 1362).

(3) MEASURABLE.—The term “measurable” means, with respect to a chemical substance or class of chemical substances, capable of being measured using test procedures established under section 304(h) of the Federal Water Pollution Control Act (33 U.S.C. 1314).

(4) PERFLUOROALKYL SUBSTANCE.—The term “perfluoroalkyl substance” means a chemical of which all of the carbon atoms are fully fluorinated carbon atoms.

(5) POLYFLUOROALKYL SUBSTANCE.—The term “polyfluoroalkyl substance” means a chemical containing at least one fully fluorinated carbon atom and at least one carbon atom that is not a fully fluorinated carbon atom.

(6) PRIORITY INDUSTRY CATEGORY.—The term “priority industry category” means the following point source categories:

(A) Organic chemicals, plastics, and synthetic fibers, as identified in part 414 of title 40, Code of Federal Regulations (or successor regulations).

(B) Pulp, paper, and paperboard, as identified in part 430 of title 40, Code of Federal Regulations (or successor regulations).

(C) Textile mills, as identified in part 410 of title 40, Code of Federal Regulations (or successor regulations).

(D) Electroplating, as identified in part 413 of title 40, Code of Federal Regulations (or successor regulations).

(E) Metal finishing, as identified in part 433 of title 40, Code of Federal Regulations (or successor regulations).

(F) Leather tanning and finishing, as identified in part 425 of title 40, Code of Federal Regulations (or successor regulations).

(G) Paint formulating, as identified in part 446 of title 40, Code of Federal Regulations (or successor regulations).

(H) Electrical and electronic components, as identified in part 469 of title 40, Code of Federal Regulations (or successor regulations).

(I) Plastics molding and forming, as identified in part 463 of title 40, Code of Federal Regulations (or successor regulations).

(7) TREATMENT WORKS.—The term “treatment works” has the meaning given that term in section 212 of the Federal Water Pollution Control Act (33 U.S.C. 1292).

144. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PAYNE, JR. OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1563, line 4, insert “, including low-income areas that have a history of drinking water lead contamination” after “areas”.

145. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SEWELL OF ALABAMA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1526, line 3, strike “\$50,000,000” and insert “\$100,000,000”.

146. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TLAIB OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1579, line 4, insert “, or leave disconnected or interrupted, where feasible,” after “interrupt”.

147. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TLAIB OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike section 13304 and insert the following:

SEC. 13304. NEEDS ASSESSMENT FOR NATIONWIDE RURAL AND URBAN LOW-INCOME COMMUNITY WATER ASSISTANCE PROGRAM.

(a) DEFINITIONS.—In this section:

(1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the Environmental Protection Agency.

(2) HOUSEHOLD.—The term “household” means any individual or group of individuals who are living together as 1 economic unit.

(3) LOW-INCOME HOUSEHOLD.—The term “low-income household” means a household—

(A) in which 1 or more individuals are receiving—

(i) assistance under a State program funded under part A of title IV of the Social Security Act (42 U.S.C. 601 et seq.);

(ii) supplemental security income payments under title XVI of the Social Security Act (42 U.S.C. 1381 et seq.);

(iii) supplemental nutrition assistance program benefits under the Food and Nutrition Act of 2008 (7 U.S.C. 2011 et seq.);

(iv) payments under—

(I) section 1315, 1521, 1541, or of title 38, United States Code; or

(II) section 306 of the Veterans’ and Survivors’ Pension Improvement Act of 1978 (38 U.S.C. 1521 note; Public Law 95–588);

(v) assistance under the Low Income Home Energy Assistance Program (42 U.S.C. 8621); or

(vi) assistance under the Women Infants and Children program (42 U.S.C. 1786); or

(B) that has an income that as determined by the State in which the household is located that is receiving a grant under paragraph (7)(b), or an eligible wastewater or stormwater system receiving a grant under paragraph (7)(b), does not exceed the greater of—

(i) an amount equal to 200 percent of the poverty level; and

(ii) an amount equal to 80 percent of the area median income.

(4) POVERTY LEVEL.—The term “poverty level” means, with respect to a household in a State, the income described in the poverty guidelines issued by the Secretary of Health and Human Services pursuant to section 673 of the Community

Services Block Grant Act (42 U.S.C. 9902), as applicable to the household.

(5) AREA MEDIAN INCOME.—The term “area median income” means the unadjusted median income levels by geographic area as determined annually by the Secretary of Housing and Urban Development.

(b) STUDY; REPORT.—

(1) IN GENERAL.—Not later than one year after the date of enactment of this Act, and annually thereafter, the Administrator shall conduct, and submit to Congress a report describing the results of, a study regarding the prevalence throughout the United States of low-income households that do not have access to—

(A) affordable and functional centralized or onsite wastewater services that protect the health of individuals in the households;

(B) affordable municipal stormwater services; or

(C) affordable public drinking water services to meet household needs.

(2) DATA COLLECTION.—The Administrator shall collect regularly from community water systems, treatment works for municipal waste, municipal separate storm sewer systems, and such other sources as may be appropriate, for use in the reports under paragraph (1)—

(A) data, provided by zip code, concerning arrearages, service disconnections, and other debt collection activities for low-income households, including, at minimum, number of disconnections for nonpayment, length of disconnections, amount of debt at time of disconnection, number of households and amount of debt subject to sale or enforcement of property liens, number of households enrolled in an assistance program, number of eligible households, benefit levels, and amount of debt reduction for enrolled households, and number of enrolled households reconnected to water service;

(B) revenue collection information from each community water system, treatment works for municipal waste, and municipal separate storm sewer systems, including, at minimum, rate design for residential customers, billing frequency, fees and charges included on the bill, and projected rate increases over the next 5 years;

(C) information regarding customer assistance programs, including any rate structures, rebates, discounts, billing methods that average rates over the course of a year, known as “budget billing”, and procedures that ensure that households receive notice and an opportunity to dispute charges before service is disconnected or interrupted due to nonpayment; and

(D) other relevant information as determined by the Administrator.

(3) INCLUSIONS.—The report under paragraph (1) shall include—

(A) recommendations of the Administrator regarding the best methods to increase access to the services described in paragraph (1);

(B) a description of the cost of each method described in subparagraph (A);

(C) a description of all consultation with relevant stakeholders carried out in developing the report; and

(D) a description of the results of the study with respect to low-income households that live in rental housing and do not receive bills for such services, but pay for the services indirectly through rent payments.

(4) AGREEMENTS.—The Administrator may enter into an agreement with another Federal agency to carry out the study under paragraph (1).

(5) FUNDS TO WATER, WASTEWATER, AND STORMWATER SYSTEMS.—The Administrator may provide reasonable, one-time grants to owners and operators of community water systems, treatment works for municipal waste, and municipal separate storm sewer systems to modify their billing and data management systems in order to reliably and regularly generate the data required in this needs assessment.

(c) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section \$150,000,000 to remain available until expended.

148. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE VARGAS OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. MANAGEMENT OF INTERNATIONAL TRANSBOUNDARY WATER POLLUTION.

(a) DEFINITIONS.—In this section:

(1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the Environmental Protection Agency.

(2) COMMISSION.—The term “Commission” means the United States section of the International Boundary and Water Commission.

(3) COVERED FUNDS.—The term “covered funds” means amounts made available to the Administrator under the heading “Environmental Protection Agency—State and Tribal Assistance Grants” under title IX of the United States-Mexico-Canada Agreement Implementation Act (Public Law 116–113).

(4) TREATMENT WORKS.—The term “treatment works” has the meaning given that term in section 212 of the Federal Water Pollution Control Act (33 U.S.C. 1292).

(5) U.S.-MEXICO BORDER REGION.—The term “U.S.-Mexico border region” means any area in the United States that is located within 100 kilometers of the United States-Mexico border.

(b) GRANTS.—The Administrator may, using covered funds, provide to the Commission grants for projects for treatment works for the U.S.-Mexico border region that—

(1) protect residents within the U.S.-Mexico border region from pollution resulting from—

(A) transboundary flows of wastewater (including stormwater) or other international transboundary water flows originating in Mexico; and

- (B) any inadequacies or breakdowns of treatment works in Mexico; and
- (2) provide treatment of such flows in compliance with local, State, and Federal law.
- (c) **USE OF FUNDS.**—The Commission may use funds received under this section to plan, study, design, and construct treatment works in accordance with this section, and carry out any related activities.
- (d) **CONSULTATION AND COORDINATION.**—The Commission shall consult and coordinate with the Administrator in carrying out any project using funds received under this section.
- (e) **APPLICATION OF OTHER REQUIREMENTS.**—The requirements of sections 513 and 608 of the Federal Water Pollution Control Act (33 U.S.C. 1372, 1388) shall apply to the construction of any treatment works in the United States for which the Commission receives funds under this section.

149. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE VARGAS OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 1549, after line 8, insert the following:

SEC. 12022. CALIFORNIA NEW RIVER RESTORATION.

- (a) **DEFINITIONS.**—In this section:
 - (1) **ADMINISTRATOR.**—The term “Administrator” means the Administrator of the Environmental Protection Agency.
 - (2) **MEXICAN.**—The term “Mexican” refers to the Federal, State, and local governments of the United Mexican States.
 - (3) **NEW RIVER.**—The term “New River” means that portion of the New River, California, that flows north within the United States from the border of Mexico through Calexico, California, passes through the Imperial Valley, and drains into the Salton Sea.
 - (4) **PROGRAM.**—The term “program” means the California New River restoration program established under subsection (b).
 - (5) **RESTORATION AND PROTECTION.**—The term “restoration and protection” means the conservation, stewardship, and enhancement of habitat for fish and wildlife to preserve and improve ecosystems and ecological processes on which they depend.
- (b) **CALIFORNIA NEW RIVER RESTORATION PROGRAM ESTABLISHMENT.**—
 - (1) **ESTABLISHMENT.**—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish a program to be known as the “California New River restoration program”.
 - (2) **DUTIES.**—In carrying out the program, the Administrator shall—
 - (A) implement projects, plans, and initiatives for the restoration and protection of the New River that are supported by the California-Mexico Border Relations Council, in consultation with applicable management entities, including representatives of the Calexico New River Committee, the California-Mexico Border Relations Council,

the New River Improvement Project Technical Advisory Committee, the Federal Government, State and local governments, and regional and nonprofit organizations;

(B) undertake activities that—

(i) support the implementation of a shared set of science-based restoration and protection activities identified in accordance with subparagraph (A);

(ii) target cost-effective projects with measurable results; and

(iii) maximize conservation outcomes with no net gain of Federal full-time equivalent employees; and

(C) provide grants and technical assistance in accordance with subsection (c).

(3) COORDINATION.—In establishing the program, the Administrator shall consult, as appropriate, with—

(A) the heads of Federal agencies, including—

(i) the Secretary of the Interior;

(ii) the Secretary of Agriculture;

(iii) the Secretary of Homeland Security;

(iv) the Administrator of General Services;

(v) the Commissioner of U.S. Customs and Border Protection;

(vi) the Commissioner of the International Boundary Water Commission; and

(vii) the head of any other applicable agency;

(B) the Governor of California;

(C) the California Environmental Protection Agency;

(D) the California State Water Resources Control Board;

(E) the California Department of Water Resources;

(F) the Colorado River Basin Regional Water Quality Control Board;

(G) the Imperial Irrigation District; and

(H) other public agencies and organizations with authority for the planning and implementation of conservation strategies relating to the New River.

(4) PURPOSES.—The purposes of the program include—

(A) coordinating restoration and protection activities, among Mexican, Federal, State, local, and regional entities and conservation partners, relating to the New River; and

(B) carrying out coordinated restoration and protection activities, and providing for technical assistance relating to the New River—

(i) to sustain and enhance fish and wildlife habitat restoration and protection activities;

(ii) to improve and maintain water quality to support fish and wildlife, as well as the habitats of fish and wildlife;

(iii) to sustain and enhance water management for volume and flood damage mitigation improvements to benefit fish and wildlife habitat;

(iv) to improve opportunities for public access to, and recreation in and along, the New River consistent with the ecological needs of fish and wildlife habitat;

(v) to maximize the resilience of natural systems and habitats under changing watershed conditions;

(vi) to engage the public through outreach, education, and citizen involvement, to increase capacity and support for coordinated restoration and protection activities relating to the New River;

(vii) to increase scientific capacity to support the planning, monitoring, and research activities necessary to carry out coordinated restoration and protection activities; and

(viii) to provide technical assistance to carry out restoration and protection activities relating to the New River.

(c) GRANTS AND ASSISTANCE.—

(1) IN GENERAL.—In carrying out the program, the Administrator shall provide grants and technical assistance to State and local governments, nonprofit organizations, and institutions of higher education, to carry out the purposes of the program.

(2) CRITERIA.—The Administrator, in consultation with the organizations described in subsection (b)(3), shall develop criteria for providing grants and technical assistance under this subsection to ensure that such activities accomplish one or more of the purposes identified in subsection (b)(4)(B).

(3) COST SHARING.—

(A) FEDERAL SHARE.—The Federal share of the cost of a project for which a grant is provided under this subsection shall not exceed 55 percent of the total cost of the activity, as determined by the Administrator.

(B) NON-FEDERAL SHARE.—The non-Federal share of the cost of a project for which a grant is provided under this subsection may be provided in the form of an in-kind contribution of services or materials that the Administrator determines are integral to the activity carried out using assistance authorized by this section.

(4) REQUIREMENTS.—Sections 513 and 608 of the Federal Water Pollution Control Act (33 U.S.C. 1372; 1388) shall apply to the construction of any project or activity carried out, in whole or in part, under this section in the same manner those sections apply to a treatment works for which a grant is made available under the Federal Water Pollution Control Act.

(5) ADMINISTRATION.—The Administrator may enter into an agreement to manage the implementation of this subsection with the North American Development Bank or a similar organization that offers grant management services.

(d) ANNUAL REPORTS.—Not later than 180 days after the date of enactment of this Act, and annually thereafter, the Administrator shall submit to Congress a report on the implementation of this section, including a description of each project that has received funding under this section and the status of all such projects that are in progress on the date of submission of the report.