

~~(1) the Secretary of the Treasury shall complete all disbursements and remaining obligations before September 30, 2031; and (2) the unexpended balance of such amounts September 30, 2031, shall be rescinded and deposited into the general fund of the Treasury.~~

Sec. 100702. Office of the Inspector General of the Small Business Administration

In addition to amounts otherwise available, there is appropriated to the Office of the Inspector General of the Small Business Administration for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, ~~\$25,012,500,000~~, to remain available until September 30, 2034, for audits, investigations, and other oversight of projects and activities carried out with funds made available by this title to the Small Business Administration.

Title XI—Committee on Transportation and Infrastructure

Sec. 110001. Affordable housing access program

(a) ~~IN GENERAL.—~~ In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any ~~fundsmoney~~ in the Treasury not otherwise appropriated, ~~\$9,99750,000,000~~, to remain available until September 30, 2026, ~~for competitive grants to support access to affordable housing and the enhancement of mobility for residents in disadvantaged communities or neighborhoods, in persistent poverty communities, or for low-income riders generally.~~ (b) ~~Criteria and process.—~~ ~~To~~ the Secretary of Housing and Urban Development and the Administrator of the Federal Transit Administration ~~shall establish criteria and a process for the allocation of funds made available~~ to make competitive grants under this section in a manner to ensure that such funds 5307, 5311, and 5339(c) of title 49, United States Code, to support—

(1) access to affordable housing;

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

(3) other community benefits for residents of disadvantaged communities or neighborhoods, persistent poverty communities, or for low-income riders generally identified by the Secretary and the Administrator related to enhanced transit service, including—

(A) access to job and educational opportunities;

(B) better connections ~~(d)~~ medical care; ~~or~~ and

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

~~(eb) ADMINISTRATION OF FUNDS.— Funds made available under this section shall—(1) be available to recipients and—~~

~~(1) shall not be~~ subrecipients eligible under chapter 53 of title 49, United States Code; ~~(2) after allocation, be administered by the Administrator of the Federal Transit Administration— (A) to recipients and subrecipients in urban areas, as if such funds were provided to any prior restriction on the total amount of funds available for implementation or execution of programs authorized under sections 5307, 5311, 5312, 5314, or 5339(c) of title 49, United States Code;~~

~~(B) to recipients and subrecipients in rural areas, as if such funds were provided under section 5311 of such title; (C) for any project activities related to the acquisition of zero-emission buses or related infrastructure, as if funds for such activities were awarded under section 5339(c) of such title; (D) for any activities related to research that supports efforts to reduce barriers to the deployment of zero-emission transit vehicles in disadvantaged communities or neighborhoods and rural areas, including barriers related to the cost of such vehicles, as if funds for such activities were provided under notwithstanding requirements related to Government share under such sections, shall be available for up to 100 percent of the net cost of a project;~~

~~(3) notwithstanding section 534207(a)(1) of such title; or (E) for any activities related to the training and development of the transit workforce that provides service to disadvantaged communities or neighborhoods and rural areas, including the creation of new employment opportunities in the transit industry for workers from such communities, neighborhoods or areas, as if funds for such activities were provided under section 5314 of such title; (3) not be subject to any restriction on the total amount of funds available for implementation or execution of programs authorized under section 5307, 5311, 5312, 5314, or 5339 of title 49, United States Code; (4) notwithstanding paragraph (1), be available for grants for up to 100 percent of the net cost of a project; and (5), may be used for operating costs of equipment and facilities in an urbanized area with a population equal to or greater than 200,000 individuals; and~~

~~(4) shall~~ be expended in compliance with the requirements of part 26 of title 49, Code of Federal Regulations.

~~(ec) ELIGIBLE ACTIVITIES.— Eligible activities for funds made available under this subsection (a) shall be—~~

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

~~(2) construction of a bus rapid transit project or a corridor-based bus rapid transit project that utilizes zero-emission vehicles, including costs related to the acquisition of such vehicles and related charging or fueling infrastructure, or a collection of such projects;~~

~~(3) the establishment or expansion of high-frequency bus service that utilizes zero-emission buses, including costs related to the acquisition of such vehicles and~~

~~related charging or fueling infrastructure, but does not have all of the features of a bus rapid transit project or corridor-based bus rapid transit project; (4) an expansion of the service area or the frequency of service of recipients or subrecipients;~~

~~(4) the acquisition of zero-emission vehicles or related infrastructure under section 534439(c) of title 49, United States Code, which may include operational expenses, including the provision of fare-free or reduced-fare service, or the acquisition of vehicles or infrastructure to expand service; (5) notwithstanding subsection (a)(1) of section 5307 of such title, to expand service in urban areas and the acquisition of vehicles under section 5311 of such title to expand service in non-urban areas;~~

~~(5) an expansion of the service area or the frequency of service of recipients under such section, which may include operational expenses or subrecipients under sections 5307 or 5311 of such title, including the provision of fare-free or reduced-fare service, or the acquisition of zero-emission vehicles or infrastructure to expand service;~~

~~(6) renovation or construction of facilities and incidental expenses to continue or expand related to transit service in disadvantaged communities or neighborhoods or service that benefits low-income riders generally;~~

~~(7) research activities and capital expenses related to research under section 5312 of such title that support efforts to reduce barriers to the deployment of zero-emission transit vehicles in disadvantaged communities or neighborhoods and rural areas, including barriers related to the cost of such vehicles; (8) activities under section 5314 of such title that support the training and development of the transit workforce that provides service to disadvantaged communities or neighborhoods and rural areas, including the creation of new employment opportunities in the transit industry for workers from such communities, neighborhoods, or areas; (9) additional assistance to project sponsors of new fixed guideway capital projects, core capacity improvement projects, or corridor-based bus rapid transit projects not yet open to revenue service, notwithstanding applicable requirements regarding Government share of contributions toward net project cost of the project or the share of contributions from a program carried out provided by the Administrator of the Federal Transit Administration, if—~~

~~(A) the applicant demonstrates that the availability of funding under this section provides additional support for access to affordable housing and the enhancement of mobility for residents in disadvantaged communities or neighborhoods, persistent poverty communities, or for low-income riders generally in the service area of the recipient; transit services consistent with the purposes described requirements in subsection (b); and~~

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

~~(i) the Government's share of contributions toward net project cost; or~~

(ii) the Government share of assistance from a program carried out by the Administrator of the Federal Transit Administration;

~~(408)~~ fleet transition, route, or other public transportation planning, including planning related to economic development; ~~or (44) and~~

~~(9)~~ projects to upgrade the accessibility of bus or rail public transportation services for persons with disabilities, including individuals who use wheelchairs, ~~in disadvantaged communities or neighborhood.~~

(d) RESEARCH, TECHNICAL ASSISTANCE, AND TRAINING.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, \$150,000,000, to remain available until September 30, 2026, for grants under sections 5312 or 5314 of title 49, United States Code, (excluding grants related to any activities or agreements with international entities or foreign nationals) for—

(1) activities under section 5312 of such title that support efforts to reduce barriers to the deployment of zero-emission transit vehicles in disadvantaged communities or neighborhoods and rural areas, including barriers related to the cost of such vehicles; and

(2) activities under section 5314 of such title for training and development activities to support the provision of service to disadvantaged communities or neighborhoods and rural areas.

(e) ADMINISTRATIVE EXPENSES.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any ~~fund~~money in the Treasury not otherwise appropriated, \$100,000,000, to remain available until September 30, 2026, for the following: ~~(1) The costs of administering and overseeing the implementation of administrative expenses and oversight costs of carrying out this section. (2) F and to~~ make new awards or to increase prior awards to provide technical assistance and capacity building for eligible recipients or subrecipients under this section.

(f) PERIOD OF AVAILABILITY.— Any funds provided from the general fund of the Treasury to carry out grants under section 5339(c) of title 49, United States Code, for fiscal years 2025 and 2026 shall remain available until September 30, 2028.

Sec. 110002. Community climate incentive grants ~~(a) Federal Highway Administration appropriation program~~

(a) IN GENERAL.—

Chapter 1 of title 23, United States Code, is amended by adding at the end the following:

"§ 177. Community climate incentive grant program

"(a) ESTABLISHMENT.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any ~~fund~~money in the Treasury not otherwise appropriated, \$50,000,000, to remain available until September 30, 2026, to the Administrator of the Federal Highway Administration—

"(1) to establish a greenhouse gas performance measure that requires States to set performance targets to reduce greenhouse gas emissions;

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

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

"(4) to issue guidance and regulations; and provide technical assistance; as necessary to implement this section; and

"(5) ~~from any remaining amounts after carrying out paragraphs (1) through (4), for operations and administration of the Federal Highway Administration.~~ (b) *G in carrying out this section.*

"(b) INCENTIVE GRANTS TO STATES.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds money in the Treasury not otherwise appropriated, \$950,000,000, to remain available until September 30, 2026, to the Administrator of the Federal Highway Administration; for incentive grants for carbon reduction projects, to be awarded to States that—

"(1) qualify for a reward under the incentive structure established by the Administrator of the Federal Highway Administration under subsection (a)(2); or

"(2) have ~~adopted~~ incorporated carbon reduction strategies that contribute to achieving net-zero greenhouse gas emissions by 2050; ~~and have incorporated such strategies into the transportation plans required under section 135 of title 23, United States Code.~~ (c) *G.*

"(c) COMMUNITY CLIMATE GRANTS TO OTHER ELIGIBLE ENTITIES.—

"(1) IN GENERAL.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds money in the Treasury not otherwise appropriated, \$3,000,000,000, to remain available until September 30, 2026, to the Administrator of the Federal Highway Administration ~~for to award grants, to be awarded~~ on a competitive basis, for carbon reduction projects to eligible entities that are not States. ~~(d) Use of funds.— (1) In general.— Funds made available under subsections (b) and (c) shall be administered as if made available under chapter 4 of title 23, United States Code, and a~~

"(2) FEDERAL SHARE.— The Federal share of the cost of a project carried out with a grant under this subsection may be up to 100 percent.

"(d) USE OF FUNDS.—

"(1) IN GENERAL.— A project carried out under this subsection (b) or (c) shall be treated as a project on a Federal-aid highway under such chapter. (2) Grants to States.— F.

"(2) COMPLIANCE WITH EXISTING REQUIREMENTS.— Funds made available for a grant under subsection (b), and funds made available for a grant under subsection (b); that are administered by or (through a State department of transportation, shall be

expended in compliance with the requirements of part 26 of title 49, Code of Federal Regulations.

~~“(e) Federal share.—(1) In general.—The Federal share for a recipient of funds that is not a State under this section may be up to 100 percent. (2) States.—The Federal share for a recipient of funds under this section that is a State shall be determined in accordance with section 120 of title 23, United States Code. (f) LIMITATION.—Funds made available under this section shall not—~~

~~“(1) be subject to any restriction or limitation on the total amount of funds available for implementation or execution of programs authorized for Federal-aid highways; and or~~

~~“(2) be used for projects that result in additional through travel lanes for single occupant passenger vehicles. (g~~

~~“(f) DEFINITIONS.—In this section:~~

~~“(1) CARBON REDUCTION PROJECT.—A The term 'carbon reduction project' means a project—~~

~~“(A) that is eligible under title 23, United State Code, and his title; and~~

~~“(B) that— (A~~

~~“(i) will result in significant reductions in greenhouse gas emissions related to a surface transportation facility or project; (B~~

~~“(ii) provides zero-emission transportation options; (C~~

~~“(iii) reduces dependence on single-occupant vehicle trips; or (D~~

~~“(iv) advances carbon reduction strategies adopted by an eligible entity that contribute to achieving net-zero greenhouse gas emissions by 2050.~~

~~“(2) ELIGIBLE ENTITY.—The term "eligible entity" means—~~

~~“(A) a unit of local government;~~

~~“(B) a political subdivision of a State;~~

~~“(C) a territory;~~

~~“(D) a metropolitan planning organization (as defined in section 134 of title 23, United States Code (b));~~

~~“(E) a special purpose district or public authority with a transportation function;~~

~~“(F) a recipient of funds under section 202 of title 23, United State Code entity described in section 207(m)(1)(E); or~~

~~“(G) a State.”~~

~~(3b) State.—The term "State" has the meaning given the term in section 101 of title 23, United States Code CLERICAL AMENDMENT.—~~

~~The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following:~~

~~(1)~~

~~"177. Community climate incentive grant program."~~

Sec. 110003. Neighborhood access and equity grants program

(a) IN GENERAL.—

Chapter 1 of title 23, United States Code, is further amended by adding at the end the following:

“§ 178. Neighborhood access and equity grant program

“(a) IN GENERAL.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any ~~fund~~money in the Treasury not otherwise appropriated, \$~~3,952,370,000,000~~, to remain available until September 30, 2026, to the Administrator of the Federal Highway Administration—~~(1) for~~ for competitive grants to eligible entities described in subsection (b)—

“(1) to improve walkability, safety, and affordable transportation access through construction (as such term is defined in section 101 of title 23, United States Code) of projects that are context-sensitive—

“(A) to remove, remediate, or reuse a facility described in subsection (c)(1);

“(B) to replace a facility described in subsection (c)(1) with a facility that is at-grade or lower speed;

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

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

“(E) to provide affordable access to essential destinations, public spaces, or transportation links and hubs;

“(2) ~~for~~ to mitigation grants to eligible entities described in subsection (b) ~~to~~ or remediate negative impacts on the human or natural environment resulting from a facility described in subsection (c)(2) in a disadvantaged or underserved community, including construction (as such term is defined in section 101 of title 23, United States Code) of—

“(A) noise barriers to reduce impacts resulting from a facility described in subsection (c)(2);

“(B) technologies, infrastructure, and activities to reduce surface transportation-related air pollution, including greenhouse gas emissions;

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

“(D) infrastructure and natural features to reduce; or ~~to~~ mitigate; urban heat island hot spots in the transportation right-of-way or on surface transportation facilities; or

“(E) safety improvements for vulnerable road users; and

“(3) ~~for~~ grants to eligible entities described in subsection (b) for planning and capacity building activities in disadvantaged or underserved communities to—

“(A) identify, monitor, or assess local and ambient air quality, emissions of transportation greenhouse gases, hot spot areas of extreme heat or elevated air pollution, gaps in tree canopy coverage, or flood prone ~~locations~~; transportation infrastructure;

“(B) assess transportation equity or pollution impacts and develop local anti-displacement policies and community benefit agreements;

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

“(D) expand public participation in transportation planning by individuals and organizations in disadvantaged or underserved communities; or

“(E) administer or obtain technical assistance related to activities described in this subsection.

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

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

“(2) a unit of local government;

~~“(3) a political subdivision of a State (as such term is defined in section 101 of title 23;~~

“(4) an entity described in section 207(m)(1)(E);

~~“(5) a territory of the United States Code); (4;~~

~~“(6) a recipient of funds under section 202 of title 23, United States Code; (5) a territory of the United States; (6) a purpose district or public authority with a transportation function;~~

~~“(7) a metropolitan planning organization (as defined in section 134(b) of title 23, United States Code); or (7~~

“(8) with respect to a grant described in subsection (a)(3), in addition to an eligible entity described in paragraphs (1) through (6Z), a nonprofit organization or institution of higher education that has entered into a partnership with an eligible entity described in paragraphs (1) through (6Z).

“(c) FACILITY DESCRIBED.— A facility referred to in subsection (a) is—

“(1) a surface transportation facility for which high speeds, grade separation, or other design factors create an obstacle to connectivity within a community; or

“(2) a surface transportation facility which is a source of air pollution, noise, stormwater, or other burden to a disadvantaged or underserved community.

~~“(d) Local technical assistance/~~INVESTMENT IN ECONOMICALLY DISADVANTAGED COMMUNITIES.—

“(1) IN GENERAL.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022⁽¹⁾, out of any funds money in the Treasury not otherwise appropriated, \$51,580,000,000, to remain available until September 30, 2026, to the

Administrator of the Federal Highway Administration for— ~~(1) guidance, technical assistance, templates, training, or tools to facilitate efficient and effective contracting, design, and project delivery by units of local government; (2) subgrants to units of local government to build capacity of such local government to assume responsibilities to deliver surface transportation projects; and (3) operations and administration of the Federal Highway Administration. (e) Use of funds.— (1) In general.— The Administrator shall provide grants to eligible entities described in subsection (b) that submit an application to the Administrator at such time, in such manner, and containing such information as the Administration requires. (2) Minimum investment.— Not less than \$1,580,000,000 of funds made available under subsection to provide grants for projects in communities described in paragraph (2) for the same purposes and administered in the same manner as described in subsection (a).~~

"(2) COMMUNITIES DESCRIBED.— A community referred to in paragraph (a1) shall be distributed for projects in a communities, that—

"(A) ~~are~~ is economically disadvantaged, including an underserved community or a community located in an area of persistent poverty;

"(B) ~~have~~ s entered or will enter into a community benefits agreement with representatives of the community;

"(C) ~~have~~ s an anti-displacement policy, a community land trust, or a community advisory board in effect; or

"(D) ~~have~~ s demonstrated a plan for employing local residents in the area impacted by the activity or project proposed under this section. ~~(f)~~

"(e) ADMINISTRATION.—

"(1) IN GENERAL.— Amounts made available under subsection (a) shall be administered as if made available under chapter 1 of title 23, United States Code, and a project carried out under this subsection (a) or (d) shall be treated as a project on a Federal-aid highway under such chapter. (2) Grants to State.

"(2) COMPLIANCE WITH EXISTING REQUIREMENTS.— Funds made available for a grant under ~~sub~~this section ~~(a)~~and administered by or through a State department of transportation shall be expended in compliance with the requirements of part 26 of title 49, Code of Federal Regulations. ~~(g)~~

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

"(g) TECHNICAL ASSISTANCE.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, \$50,000,000, to remain available until September 30, 2026, to the Administrator of the Federal Highway Administration for—

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

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

"(3) operations and administration of the Federal Highway Administration.

"(h) LIMITATIONS.— Funds made available under this section shall not—

"(1) be subject to any restriction or limitation on the total amount of funds available for implementation or execution of programs authorized for Federal-aid highways; and

"(2) be used for a project for additional through travel lanes for single-occupant passenger vehicles.—"

(b) CLERICAL AMENDMENT.—

The analysis for chapter 1 of title 23, United States Code, is further amended by adding at the end the following:

"178. Neighborhood access and equity grant program."

Sec. 110004. ~~Feder~~Territorial Highway Administration ~~section 202~~program funding

(a) IN GENERAL.— In addition to amounts otherwise made available, there is appropriated for fiscal year 2022, out of any funds ~~money~~ in the Treasury not otherwise appropriated, \$4,00320,000,000, to remain available until September 30, 2026, to the Administrator of the Federal Highway Administration for ~~the purposes described under section 202 of title 23, United States Code.~~ (b) Distribution of funds.— ~~The Administrator of the Federal Highway Administration shall administer amounts made available under subsection (a) as if allocated under section 202~~ distribution under section 165(c), of title 23, United States Code.

(e) LIMITATION.— Funds made available under this section shall not be subject to any restriction or limitation on the total amount of funds available for implementation or execution of programs authorized for Federal-aid highways.

[NOTE-- MOVED /tXI/s110005 to /tXI/s110019]

[NOTE-- MOVED /tXI/s110006 to /tXI/s110005]

Sec. 110065. Traffic safety clearinghouse

(a) IN GENERAL.— In addition to amounts otherwise made available, there is appropriated for fiscal year 2022, out of any funds ~~money~~ in the Treasury not otherwise appropriated, \$400,047,500,000 to remain available until September 30, 2026, for the Administrator of the National Highway Traffic Safety Administration to make 1 or more grants, cooperative agreements, or contracts with 1 or more qualified institutions to—

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

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

(3) develop recommendations and best practices to help States collect and use traffic safety enforcement data to promote equity and reduce traffic-related fatalities and injuries; and

(4) develop information and educational programs relating to implementing equitable traffic safety enforcement best practices to assist States and local communities.

(b) ADMINISTRATION.— ~~Not more than 5 percent of the amounts made available under this section may be used for salaries, expenses, and administration of the National Highway Traffic Safety Administration~~In addition to amounts otherwise made available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, \$2,500,000 to remain available until September 30, 2026, for the Administrator of the National Highway Traffic Safety Administration for the salaries, expenses, and costs of administering this section.

(c) DEFINITION OF STATE.— In this section the term "State" has the meaning given the term in section 401 of title 23, United States Code.

[NOTE-- DELETED /tXI/s110007: ~~Sec. 110007. Automated vehicles and mobility innovation~~]

[NOTE-- DELETED /tXI/s110008: ~~Sec. 110008. Local transportation priorities~~]

[NOTE-- MOVED /tXI/s110009 to /tXI/s110006]

Sec. 1100096. Passenger rail improvement, modernization, and emissions reduction grants

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

(b) DEFINITIONS.— ~~Of~~In the funds provided pursuant to sub~~s~~ section:

(a), not less than 40 percent shall be used for eligible projects as described under subsection (e)(1)(A). (c) FEDERAL SHARE.— The term "corridor" means an existing, modified, or proposed intercity passenger rail share. For any financial assistance provided pursuant to this section, the Federal share may not exceed 90 percent of the total cost of the eligible project. (d) OVERSIGHT.— Not more than 1 percent of the amounts made available service (as defined in section 26106(b)(5) of title 49, United States Code). (1)

(2) ELIGIBLE ENTITY.— The term "eligible entity" means—

~~(A) an entity that is eligible to receive financial assistance under subsection (a) shall be for the use of the Secretary of Transportation for the costs of award and project management of financial assistance provided 26101 of title 49, United States Code; and~~

~~(B) an applicant that is eligible to receive a grant under this section. (e) Definitions.— In this section: 26106 of title 49, United States Code.~~

~~(43) ELIGIBLE PROJECT.— The term "eligible project" means—~~

~~(A) a planning project for high-speed rail corridor development that consists of planning activities eligible to receive financial assistance under section 26101(b)(1) of title 49, United States Code; or and~~

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

~~(i) is eligible to receive a grant for a capital project (as defined in section 26106(b)(3) of title 49, United States Code); and~~

~~(ii) directly serves rail stations within urban areas; (as published by the Bureau of the Census;) that are located in close proximity to a census tract; (as published by the Bureau of the Census;) within the urban area that has a greater density population density than the urban area as a whole; and (ii) is eligible to receive financial assistance for a capital project, as defined in section 26106(b)(3) of title 49, United States Code. (2) Eligible entity.— The term "eligible entity" means— (A) an entity eligible to receive financial assistance under section 26101 of title 49, United States Code; or (B) an applicant eligible to receive a grant under section 26106 of title 49, United States Code. (3.~~

~~(4) HIGH-SPEED RAIL.— The term "high-speed rail" means non-highway ground transportation that is owned or operated by an eligible entity and reasonably expected to reach speeds of—~~

~~(A) 160 miles per hour or more faster on a shared-use right-of-way; or~~

~~(B) 186 miles per hour or more faster on a dedicated right-of-way.~~

~~(4c) Corridor.— The term "corridor" means an existing, modified, or proposed intercity passenger rail service, as defined in section 26106(b) of title 49, United States Code. ALLOCATION.— Not less than \$1,000,000,000 of the amounts appropriated by subsection (a) shall be used for eligible projects described in subsection (b)(3)(A).~~

~~(d) FEDERAL SHARE.— For any financial assistance and grants provided pursuant to this section, the Federal share may not exceed 90 percent of the total cost of the eligible project.~~

~~(e) OVERSIGHT.— Not more than \$100,000,000 of the amounts appropriated by subsection (a) may be used by the Secretary of Transportation for the costs of award and project management of financial assistance provided under this section.~~

[NOTE-- DELETED /XI/s1100/10: Sec. 110010. Railroad rehabilitation infrastructure and financing credit risk premium assistance]

[NOTE-- MOVED /tXI/s110011 to /tXI/s110007]

Sec. 1100407. Alternative fuel and low-emission aviation technology program

(a) ~~In general.—~~ APPROPRIATION AND ESTABLISHMENT.— *For purposes of establishing a competitive grant program to provide grants to eligible entities to carry out projects located in the United States that produce, transport, blend, or store sustainable aviation fuel, or develop, demonstrate, or apply low-emission aviation technologies, in addition to amounts otherwise made available, there is* ~~are~~ *appropriated to the Secretary* for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, ~~\$1,000,000,000,~~ to remain available until September 30, 2026; ~~for the Secretary of Transport—~~

~~(1) \$247,000,000 for projects relating to provide grants to, and enter into cost-sharing agreements with, eligible entities to carry out projects located in the United States that— (1) develop, demonstrate, or apply~~ the production, transportation, blending, or storage of sustainable aviation fuel;

~~(2) \$47,000,000 for projects relating to~~ low-emission aviation technologies; ~~or~~ and

~~(23) produce, transport, blend, or store sustainable aviation fuels that would reduce greenhouse gas emiss~~ \$6,000,000 to fund the award of grants under this sections, attributable to the operation of aircraft that have fuel uplift in the United States. ~~(b) Sele~~ end oversight of the program, by the Secretary.

~~(b) CONSIDERATIONS.—~~ CONSIDERATIONS.— In carrying out subsection (a), the Secretary shall consider, with respect to a proposed project—

~~(1) the anticipated public benefits of the project; (2) the pot~~ capacity for the eligible entity ~~ty~~ to increase the domestic production and deployment of sustainable aviation fuel or the use of low-emission aviation technologies among the United States commercial aviation and aerospace industry;

~~(32) the potential for creating new jobs in the United States; (4)~~ rojected greenhouse gas emissions from such project, including emissions resulting from the development of the project, and the potential the project has to reduce or displace, on a lifecycle basis, United States greenhouse gas emissions associated with air travel;

~~(53) the proposed utilization of non-Federal cost-share contribution~~ capacity to create new jobs and develop supply chain partnerships in the United States;

~~(64) for projects related to the production of sustainable aviation fuel, the potential~~ netrojected lifecycle ~~greenhouse gas emissions impact of such fuel on a lifecycle basis~~ benefits from the proposed project, which shall include feedstock; ~~and~~ fuel production; and potential direct and indirect greenhouse gas emissions (including resulting from changes in land use); (7) how the project will strengthen the leadership of the United States in either sustainable aviation fuels or in low-emission aviation technologies; (8) and

~~(5) the benefits of ensuring a diversity of feedstocks for sustainable aviation fuel, inci~~ uding the use of waste carb ~~(d) oxides and direct air capture;~~

~~(9c) the potential for partnerships with relevant supply chain stakeholders for sustainable aviation fuel; (10) the potential to leverage existing industrial infrastructure to accelerate the deployment of sustainable aviation fuels; (11) aeronautical construction and design improvements that result in more efficient aircraft, including new aircraft architectures, innovative propulsion integration, and high-performance lightweight materials; (12) more efficient aircraft engines, including innovative engine architectures, hybrid-electric engines, and all-electric engines suitable for fully or partially powering aircraft operations; and (13) air traffic management and navigation technologies that permit more efficient flight patterns. (e) Funding distribution.— Of the amount made available under subsection (a), 30 percent of such amount shall be awarded for projects described in COST SHARE.— The Federal share of the cost of a project carried out using grant funds under subsection (a) shall be a maximum of 90 percent of the proposed total cost of the project, and the Secretary shall consider the extent to which a proposed project meets the considerations described in subsection (b) in determining the Federal share under this subsection.~~

~~(a)(1) and 70 percent of such amount shall be awarded for projects described in d) FUEL EMISSIONS REDUCTION TEST.— For purposes of clause (ii) of subsection (a)(2), (d) Federal cost share.— The Secretary shall determine a higher Federal share of project costs for any cost-share agreement or grant awarded to any eligible recipient for a project under subsection (a) that involves a low-emission (E), the Secretary shall, not later than 2 years after the date of enactment of this section, aviation technology that exceeds a 20 percent reduction in fuel burn compared to current best in class aircraft or a sustainable aviation fuel that substantially exceeds a 50 percent lifecycle greenhouse gas emission reduction compared to conventional jet fuels. (e) Program requirements.— As a condition of receiving funds under this section, the Secretary may approve an award under this section only if the Secretary has received written assurances from the recipient that adopt at least 1 methodology for testing lifecycle greenhouse gas emissions that meets the requirements of such clause.~~

~~(e) DEFINITIONS.— In this section:~~

~~(1) ELIGIBLE ENTITY.— The term "eligible entity" means—~~

~~(A) a State or local government, including the District of Columbia, other than an airport sponsor;~~

~~(B) an air carrier;~~

~~(C) an airport sponsor;~~

~~(4D) any low-emission aviation technology that is funded or is part of a project funded by a grant under subsection (a)(1) is produced in the United States; (2) any sustainable aviation fuel that is part of a project funded by a grant under subsection (a)(2) is— (A) produced in the United States; and (B) is not derived from feedstocks that are developed through practices that threaten mass deforestation, harm biodiversity, or otherwise promote environmentally unsustainable processes; and (3) the recipient of grant funding has adequately~~

~~considered the environmental justice and equity impacts of any project on underserved communities~~ accredited institution of higher education;

~~(E) a research institution;~~

~~(F) a person or entity engaged in the production, transportation, blending, or storage of sustainable aviation fuel in the United States or feedstocks in the United States that could be used to produce sustainable aviation fuel;~~

~~(G) a person or entity engaged in the development, demonstration, or application of low-emission aviation technologies; or~~

~~(H) nonprofit entities or nonprofit consortia with experience in sustainable aviation fuels, low-emission aviation technologies, or other clean transportation research programs.~~

~~(f2) Development projects.— Section 47112(a) of title 49, United States Code, is amended by inserting "or labor for a project funded under section 110041 of the Act entitled "An Act to provide for reconciliation pursuant to title II of S. Con. Res. 14" at~~ FEEDSTOCK.— The term "feedstock" means sources of hydrogen and carbon not originating from unrefined or refined petrochemicals.

~~(3) INDUCED LAND-USE CHANGE VALUES.— The term "this subchapter". (g) Administrative expenses.— The Secretary may retain up to 1 percent of the funds provided under this section to fund the award of, and oversight by the Secretary of, grants made unde~~ induced land-use change values" means the greenhouse gas emissions resulting from the conversion of land to the production of feedstocks and from the conversion of other land due to the displacement of crops or animals for t ~~his~~ section. ~~(h) Definitions.— In this section:~~ ch the original land was previously used.

~~(44) Eligible entity~~ LIFECYCLE GREENHOUSE GAS EMISSIONS.— The term "eligible entity" means ~~(A) a State or local government other than an airport sponsor; (B) an air carrier; (C) an airport sponsor; (D) an accredited institution of higher e~~ feedstock production; (E) a person or entity engaged in the production, transportation, blending or storage of sustainable aviation fuel or, collection of feedstock, transportation of feedstocks that could be used to produce sustainable aviation fuel; (F) a po fuel production facilities, conversion or entity engaged in the development, demonstration, or application of low-emission aviation technologies; or (G) nonprofit entities or nonprofit consortia with experience in sustainable aviation fuel, low-emission technology, or other clean transportation research program feedstock to fuel, transportation and distribution of fuel, and fuel combustion in an aircraft engine, as well as from induced land-use change values.

~~(25) LOW-EMISSION AVIATION TECHNOLOGIES.— The term "low-emission aviation technologies" means technologies,~~ produced in the United States, that significantly—

(A) improve aircraft fuel efficiency;

(B) increase utilization of sustainable aviation fuels; or

(C) reduce greenhouse gas emissions produced during operation of civil aircraft.

~~(36)~~ SECRETARY.— The term "Secretary" means the Secretary of Transportation.

~~(Z)~~ SUSTAINABLE AVIATION FUEL.— The term "sustainable aviation fuel" means liquid fuel, produced in the United States, that—

(A) consists of synthesized hydrocarbons;

(B) meets the requirements of—

(i) ASTM International Standard D7566; or

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

(C) is derived from biomass (in a similar manner as such term is defined in section 45K(c)(3) of the Internal Revenue Code of 1986), waste streams, renewable energy sources, or gaseous carbon oxides;

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

(E) achieves at least a 50 percent lifecycle greenhouse gas emissions reduction in comparison with petroleum-based jet fuel, as determined by a test that shows—

(i) the fuel production pathway achieves at least a 50 percent reduction of the aggregate attributional core lifecycle ~~greenhouse gas~~ emissions and the induced land use change values under ~~the~~ lifecycle methodology for sustainable aviation fuels similar to that adopted by the International Civil Aviation Organization for the ~~Carbon Offsetting and Reduction Scheme for International Aviation~~ with the agreement of the United States; or

(ii) the fuel production pathway achieves at least a 50 percent reduction of the aggregate attributional core lifecycle greenhouse gas emissions values and the induced land-use change values under another methodology that the Secretary, ~~in consultation with the Administrator of the Environmental Protection Agency~~, determines is—

(I) reflective of the latest scientific understanding of lifecycle greenhouse gas emissions; and

(II) as stringent as the requirement under clause (i). ~~(i) Time limit for adoption of new sustainable aviation fuel emissions reduction test. For purposes of clause (ii) of subsection (h)(3)(E), the Secretary, in consultation with the Administrator of the Environmental Protection Agency, shall, not later than 2 years after the date of the enactment of this section, adopt at least 1 methodology for testing lifecycle greenhouse gas emissions that meets the requirements of such clause.~~

[NOTE-- DELETED /tXI/s110012: ~~Sec. 110012: Implementation of the carbon offsetting and reduction scheme for international aviation~~]

~~Sec. 110012~~ ⁽¹⁾ Sec. 110012. Assistance to update and enforce hazard resistant codes and standards

(a) ~~IN GENERAL.~~— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, ~~\$291,0145,500,000~~, to remain available until expended, to the Administrator of the Federal Emergency Management Agency ~~to carry out activities described in section 203(i) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5133(i)); notwithstanding section 203(f)(2) of such Act (42 U.S.C. 5133(f)(2)), including for the Building Resilient Infrastructure and Communities Program for activities and grants that provide technical assistance and capacity building, for which the Federal cost share shall be 100 percent, to State, local, Indian Tribal, or territorial governments for establishing, implementing, and carrying out enforcement activities of the latest published editions of relevant performance-based and consensus-based codes, specifications, and standards, including amendments made by State, local, Indian Tribal, or territorial governments during the adoption process, that incorporate—~~

(1) the latest hazard-resistant designs; and

(2) the latest requirements for the maintenance and inspection of existing buildings to address hazard risk.

(b) ~~Cost share.~~— The Federal share of the assistance provided in this section shall be 400 percent. (c) ~~Administration.~~— In addition to amounts made available for administrative expenses under section 205(d)(2) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5135(d)(2)) ADMINISTRATION.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise available, ~~\$9,04,500,000~~ to the Administrator of the Federal Emergency Management Agency, to remain available until expended, for administration of ve expenses of carrying out this section.

Sec. 11004809. Economic Development Administration

(a) ~~ECONOMIC DEVELOPMENT ASSISTANCE FOR REGIONAL ECONOMIC GROWTH CLUSTERS.~~— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, ~~\$4,003,360,000,000~~, to remain available until September 30, 2027~~31~~, to the Secretary of Commerce (referred to in this section as the "Secretary") for grants under section 209 of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3149) to develop regional economic growth clusters, including grants for technical assistance, planning, and predevelopment activities, subject to the condition that sections 204 and 301 of such Act (42 U.S.C. 3144 and 3161) shall not apply to grants made with amounts made available under this subsection.

(b) ~~Economic adjustment assistance.~~ RECOMPETE GRANTS FOR PERSISTENTLY DISTRESSED COMMUNITIES.—

(1) IN GENERAL.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, ~~\$1,0200,000,000~~, to remain available until September 30, 2027~~31~~, to the Secretary of Commerce for economic adjustment assistance as authorized by section

209 of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3149), of which— (1) \$500,000,000 shall be to provide assistance to energy and industrial transition communities, including coal, oil and gas, and nuclear transition communities; and (2) \$50,000,000 shall be to provide grants for project predevelopment and capacity building to provide grants to eligible recipients (as defined in section 3 of such Act) to alleviate economic distress and support long-term comprehensive economic development and job creation in persistently distressed local labor markets and local communities, except that sections 204 and 301 of such Act (42 U.S.C. 3144 and 3161) shall be inapplicable to such grants.

(2) RECOMPETE PLAN.— As a condition of receipt of a grant described under paragraph (1), an eligible recipient shall submit a comprehensive 10-year economic development plan for approval by the Secretary that includes—

(A) proposed programs and activities to be carried out with a grant awarded under this subsection to address the economic challenges of the local labor market or local community in a manner that promotes long-term, sustained economic growth, quality job creation, and local prime-age employment growth;

(B) projected costs, annual expenditures, and a proposed grant disbursement schedule; and

(C) other local economic information and periodic benchmarking criteria as the Secretary determines appropriate.

(3) MAXIMUM AWARD AMOUNT.— In determining the maximum amount of a grant that may be awarded under paragraph (1) for the purposes of implementing and carrying out the programs and activities, including activities relating to identified in an approved recompete plan described in paragraph (2), the Secretary shall use the product obtained by multiplying—

(A) the difference in the writing of grant applications (consistent with section 213 of such Act (42 U.S.C. 3153)) and stipends to local community organizations for planning prime-age employment rate between the United States and the local labor market or local community;

(B) the prime-age population of the local labor market or local community; and

(C) either—

(i) \$70,585 for local labor markets with a prime-age employment rate not less than 2.5 percent below the United States; or

(ii) \$53,600 for local communities with a prime-age employment rate not less than 5 percent below the United States.

(4) DEFINITIONS.— In this subsection:

(A) LOCAL LABOR MARKET.— The term "local labor market" means any of the following participation, community outreach and engagement activities, as that contains 1 or more recipient(s) eligible under paragraph (1);

(i) A metropolitan statistical area or micropolitan statistical area, excluding any area described in clause (iii).

(ii) A commuting zone, excluding any areas described in clauses (i) and (iii).

(iii) Tribal land subject to the jurisdictions that— of an Indian Tribe.

(A) sections 204 and 301 of such Act (42 U.S.C. 3144 and 3164) shall not apply to grants made with amounts made available under this paragraph; and LOCAL COMMUNITY.— The term "local community" means the area served by a unit of general local government that is located within, but does not cover the entire area of, a local labor market that does not meet the criteria described in paragraph (3)(C)(i).

(B) not less ECONOMIC ADJUSTMENT ASSISTANCE FOR ENERGY AND INDUSTRIAL TRANSITION COMMUNITIES.— In addition to amounts other than 50 percent of the amounts made available under this paragraph shall be for activities that are carried out in underserved communities. (c) Grants for public works and economic development otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, \$240,000,000, to remain available until September 30, 2027, to the Secretary of Commerce for economic adjustment assistance as authorized by section 209 of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3149) to provide assistance, including grants for technical assistance, planning, and predevelopment activities, to energy and industrial transition communities, including oil, gas, coal, nuclear, and biomass transition communities, and manufacturing transition communities.

(d) ECONOMIC ADJUSTMENT ASSISTANCE FOR TECHNICAL ASSISTANCE, PROJECT PREDEVELOPMENT, AND CAPACITY BUILDING.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, \$50240,000,000, to remain available until September 30, 2027, to the Secretary of Commerce for economic adjustment assistance as authorized by section 209 of the Public Works projects as authorized by and Economic Development Act of 1965 (42 U.S.C. 3149) to provide grants for technical assistance, project predevelopment, and capacity building activities, including activities relating to the writing of grant applications (consistent with section 2013 of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3144). (d) Administration.— Not more 53)) and stipends to local community organizations for planning participation, community outreach and engagement activities, subject to the conditions that—

(1) sections 204 and 301 of such Act shall not apply to grants made with amounts made available under this subsection; and

(2) not less than 350 percent of the amounts made available under this subsection shall be used for activities that are carried out in underserved communities.

(e) ADMINISTRATION.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, \$210,000,000, to remain available until September 30, 2031, for the administrative expenses of carrying out this section.

[NOTE-- DELETED /tXI/s110019: ~~Sec. 110019. Recompete Pilot Program~~]

[NOTE-- MOVED /tXI/s110020 to /tXI/s110010]

Sec. 1100210. Assistance for Federal buildings

In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds ~~money~~ in the Treasury not otherwise appropriated, \$4,050,000,000, to remain available until September 30, 2031, to be deposited in the Federal Buildings Fund established under section 592 of title 40, United States Code, for measures necessary to convert facilities of the Administrator of General Services to high-performance green buildings (as defined in section 401 of the Energy Independence and Security Act of 2007 (42 U.S.C. 17061)).

[NOTE-- DELETED /tXI/s110021: ~~Sec. 110021. Technology innovation and climate resilience in maritime sector~~]

[NOTE-- MOVED /tXI/s110022 to /tXI/s110011]

[NOTE-- MOVED /tXI/s110023 to /tXI/s110012]

Sec. 11002211. Climate resilient Coast Guard infrastructure

In addition to amounts otherwise available, there is appropriated to the Coast Guard for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, \$4,0050,000,000, to remain available until September 30, 2031, ~~to the account under the heading "Coast Guard Procurement, Construction, and Improvements",~~ for the acquisition, design, and construction of new, or replacement of existing, climate resilient facilities, including personnel readiness facilities such as family support services facilities, that are threatened by or have been impacted by climate change, as authorized under sections 504(e) and 1101(b)(1) of title 14, United States Code. ~~The Coast Guard shall return to the Treasury any funds appropriated under this section that have not been expended by September 30, 2031.~~

Sec. 1100123. Great Lakes icebreaker acquisition

(a) IN GENERAL.— In addition to amounts otherwise available, there is appropriated to the Coast Guard for fiscal year 2022, out of funds ~~any money~~ in the Treasury not otherwise appropriated, \$350,000,000, to remain available until September 30, 2031, ~~to the Coast Guard,~~ for acquisition, design, and construction of a Great Lakes heavy icebreaker, as authorized under section 8107 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283). ~~The Coast Guard shall return to the Treasury any funds appropriated under this section that have not been expended by September 30, 2031.~~

(b) LIMITATION.— ⁽¹⁾ The funds made available under this section are subject to the condition that the Coast Guard shall not—

(1) enter into an agreement involving funds made available under subsection (a) if such agreement—

(A) is for a term extending beyond September 30, 2031; or

(B) involves any payment that could be made or funds disbursed using amounts made available under subsection (a) after September 30, 2031; or

(2) use any other funds available to the Coast Guard to satisfy obligations initially made under subsection (a).

[NOTE-- DELETED /tXI/s110024: ~~Sec. 110024. Polar security cutters and climate science~~]

[NOTE-- DELETED /tXI/s110025: ~~Sec. 110025. Small shipyard grants~~]

[NOTE-- DELETED /tXI/s110026: ~~Sec. 110026. Port infrastructure and supply chain resilience~~]

[NOTE-- DELETED /tXI/s110027: ~~Sec. 110027. Grants for rural, small, Tribal, and economically disadvantaged municipality technical assistance and circuit rider programs and workforce development~~]

[NOTE-- MOVED /tXI/s110028 to /tXI/s110014]

[NOTE-- MOVED /tXI/s110029 to /tXI/s110015]

[NOTE-- MOVED /tXI/s110030 to /tXI/s110016]

Sec. 110013. Port infrastructure and supply chain resilience

(a) IN GENERAL.— In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, \$600,000,000, to remain available until September 30, 2026, to the Maritime Administration for the purposes of making grants for projects to support supply chain resilience, reduction in port congestion, and the development of offshore wind through the program under section 50302(c) of title 46, United States Code.

(b) LIMITATIONS.— The funds made available under this section are subject to the condition that the Secretary of Transportation shall not—

(1) enter into an agreement involving funds made available under subsection (a) if such agreement—

(A) is for a term extending beyond September 30, 2031; or

(B) involves any payment that could be made or funds disbursed using amounts made available under subsection (a) after September 30, 2031; or

(2) use any other funds available to the Secretary to satisfy obligations initially made under subsection (a).

(l)

Sec. 11002814. Alternative water source project grants

(a) APPROPRIATION.— In addition to amounts otherwise available, there is appropriated to the Environmental Protection Agency for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, \$125,000,000, to remain available until expended, for carrying out section 220 of the Federal Water Pollution Control Act (33 U.S.C. 1300), in accordance with subsection (b), which funds may be used to make grants under such section on the condition that—

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

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

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

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

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

(c) ADMINISTRATIVE COSTS.— Of the amounts made available under subsection (a), the Administrator of the Environmental Protection Agency shall reserve 4 percent for the administrative costs of carrying out this section.

Sec. 11002915. Sewer overflow and stormwater reuse municipal grants

(a) GENERAL ASSISTANCE.— In addition to amounts otherwise available, there is appropriated to the Environmental Protection Agency for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, ~~\$4,050,000,000~~, to remain available until expended, for carrying out section 221 of the Federal Water Pollution Control Act (33 U.S.C. 1301), which funds may be used to make grants under such section on the condition that any activity carried out using such funds shall, to the maximum extent practicable, maximize the avoidance, minimization, or mitigation of climate change impacts on, and of, any constructed part of the activity (including through the implementation of technologies to recover and reuse energy produced in the treatment of wastewater).

(b) FINANCIALLY DISTRESSED COMMUNITIES.—

(1) APPROPRIATION.— In addition to amounts otherwise available, there is appropriated to the Environmental Protection Agency for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, ~~\$1,00350,000,000~~, to remain available until expended, for carrying out section 221 of the Federal Water Pollution Control Act (33 U.S.C. 1301), which funds may be used to make grants under such section to a financially distressed⁽⁴⁾ community (as defined in such section), including rural financially distressed communities or an Indian tribe or other entity described in

section 518(c)(3) of such Act, on the condition that any activity carried out using such funds shall, to the maximum extent practicable, maximize the avoidance, minimization, or mitigation of climate change impacts on, and of, any constructed part of the activity (including through the implementation of technologies to recover and reuse energy produced in the treatment of wastewater).

(2) LIMITATION.— In carrying out paragraph (1), the Administrator of the Environmental Protection Agency may not require a financially distressed community, Indian tribe, or entity receiving a grant pursuant to this subsection to provide, as a condition of eligibility to receive such grant, a share of the cost of the activity for which the grant was made.

(c) ADMINISTRATIVE COSTS.— Of the amounts made available under each of subsections (a) and (b), the Administrator of the Environmental Protection Agency shall reserve 4 percent for the administrative costs of carrying out this section.

Sec. 11003~~9~~16. Individual household decentralized wastewater treatment system grants

(a) APPROPRIATION.— In addition to amounts otherwise available, there is appropriated to the Environmental Protection Agency for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, ~~\$450,000,000~~, to remain available until expended, ~~to make grants, in accordance with subsection (b),—~~

(1) \$75,000,000 to make grants to States, municipalities, and nonprofit entities under the Federal Water Pollution Control Act for the construction, repair, or replacement of individual household decentralized wastewater treatment systems of eligible individuals (as such term is defined in section 603(j) of the Federal Water Pollution Control Act (33 U.S.C. 1383(j))); and

~~(b2) Priority.— In carrying out subsection (a), the Administrator of the Environmental Protection Agency shall prioritize the issuance of grants to assist eligible individuals (as such term is defined in section 603(j) of the Federal Water Pollution Control Act (33 U.S.C. 1383(j)) residing in households that are not connected to a system or technology designed to treat domestic sewage, including eligible individuals using household cesspools.~~ \$75,000,000 to make grants to States, municipalities, and nonprofit entities under such Act for the construction, repair, or replacement of individual household decentralized wastewater treatment systems of eligible individuals (as so defined) residing in households that are not connected to a system or technology designed to treat domestic sewage, including eligible individuals using household cesspools.

(b) ADMINISTRATIVE COSTS.— Of the amounts made available under subsection (a), the Administrator of the Environmental Protection Agency shall reserve 7 percent for the administrative costs of carrying out this section.

(l)

[NOTE-- DELETED /tXI/s110031: ~~Sec. 110031. Tribal clean water grants~~]

[NOTE-- DELETED /tXI/s110032: ~~Sec. 110032. Wastewater infrastructure assistance to colonias~~]

[NOTE-- DELETED /tXI/s110033: ~~Sec. 110033. Clean water needs survey~~]

[NOTE-- DELETED /tXI/s110034: ~~Sec. 110034. Prohibition on use of funds~~]

[NOTE-- DELETED /tXI/s110035: ~~Sec. 110035. Policy of the United States on child labor~~]

Sec. 110017. Disaster relief

The Administrator of the Federal Emergency Management Agency may provide financial assistance through September 30, 2026, pursuant to section 203(h), 404(a), and 406(b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5133(h); 42 U.S.C. 5170c(a); 42 U.S.C. 5172(b)) for—

- (1) costs associated with low-carbon materials; and
- (2) incentives that encourage low-carbon and net-zero energy projects, which may include an increase in the Federal cost share.

Sec. 110018. Environmental review implementation funds

(a) IN GENERAL.—

Chapter 1 of title 23, United States Code, is further amended by adding at the end the following:

"§ 179. Environmental review implementation funds

"(a) ESTABLISHMENT.— In addition to amounts otherwise available, for fiscal year 2022, there is appropriated to the Administrator, out of any money in the Treasury not otherwise appropriated, \$50,000,000, to remain available until September 30, 2026, for the purpose of facilitating the development and review of documents for the environmental review process for proposed projects, including through—

"(1) the provision of guidance, technical assistance, templates, training, or tools to facilitate an efficient and effective environmental review process for surface transportation projects, including any administrative expenses of the Federal Highway Administration to conduct such activities; and

"(2) providing funds made available under this subsection to eligible entities—

"(A) to build capacity of such eligible entities and facilitate the environmental review process for proposed projects, including—

"(i) defining the scope or study areas;

"(ii) identifying impacts, mitigation measures, and reasonable alternatives;

"(iii) preparing planning and environmental studies and other documents prior to and during the environmental review process, for potential use in the environmental review process in accordance with applicable statutes and regulations;

"(iv) conducting public engagement activities; and

"(v) carrying out other activities, including permitting activities, as the Administrator determines to be appropriate, to support the timely completion of an environmental review process required for a proposed project; and

"(B) for administrative expenses of the eligible entity to conduct any of the activities described in subparagraph (A).

"(b) COST SHARE.—

"(1) IN GENERAL.— The Federal share of the cost of an activity carried out under this section by an eligible entity shall be not more than 80 percent.

"(2) SOURCE OF FUNDS.— The non-Federal share of the cost of an activity carried out under this section by an eligible entity may be satisfied using funds made available to the eligible entity under any other Federal, State, or local grant program, including funds made available to the eligible entity under this section or title 49.

"(c) DEFINITIONS.— In this section:

"(1) ADMINISTRATOR.— The term 'Administrator' means the Administrator of the Federal Highway Administration.

"(2) ELIGIBLE ENTITY.— The term 'eligible entity' means—

"(A) a State;

"(B) a unit of local government;

"(C) a political subdivision of a State;

"(D) a territory of the United States;

"(E) an entity described in section 207(m)(1)(E);

"(F) a recipient of funds under section 203; or

"(G) a metropolitan planning organization (as defined in section 134(b)).

"(3) ENVIRONMENTAL REVIEW PROCESS.— The term 'environmental review process' has the meaning given the term in section 139.

"(4) PROPOSED PROJECT.— The term 'proposed project' means a surface transportation project for which an environmental review process is required."

(b) CLERICAL AMENDMENT.—

The analysis for chapter 1 of title 23, United States Code, is further amended by adding at the end the following:

"179. Environmental review implementation funds."⁽¹⁾

Sec. 110005. Territorial highway program funding (a) In general**19. Low-carbon transportation materials grants**

(a) IN GENERAL.—

Chapter 1 of title 23, United States Code, is further amended by adding at the end the following:

"§ 180. Low-carbon transportation materials grants

"(a) FEDERAL HIGHWAY ADMINISTRATION APPROPRIATION.— In addition to amounts otherwise made available, there is appropriated for fiscal year 2022, out of any funds ~~money~~ in the Treasury not otherwise appropriated, \$~~32900~~0,000,000, to remain available until September 30, 2026, to the Administrator of the Federal Highway Administration for the purposes described under section 165(e) of title 23, United States Code. **(b) Administration of funds.—** The Administrator of the Federal Highway Administration shall administer amounts made available under ~~substo~~ reimburse eligible recipients for the incremental costs of using low-embodied carbon construction materials and products in projects and for the administrative costs of carrying out this section.

"(b) REIMBURSEMENT OF INCREMENTAL COSTS; INCENTIVES.—

"(1) REIMBURSEMENT OF INCREMENTAL COSTS.—

"(A) IN GENERAL.— The Administrator shall, subject to the availability of funds, reimburse eligible recipients that use low-embodied carbon construction materials and products on a project funded under this title.

"(B) AMOUNT.— The amount of reimbursement under subparagraph (A) shall be the incrementally higher cost of using such materials relative to the cost of using traditional materials, as determined by the eligible recipient and verified by the Administrator.

"(2) INCENTIVE.— If a reimbursement is provided under paragraph (1), the total Federal share payable for the project for which the reimbursement is provided shall be up to 100 percent.

"(3) LIMITATIONS.—

"(A) IN GENERAL.— The Administrator shall only provide a reimbursement under paragraph (1) for a project on a—

"(i) Federal-aid highway;

"(ii) tribal transportation facility;

"(iii) Federal lands transportation facility; or

"(iv) Federal lands access transportation facility.

"(B) OTHER RESTRICTIONS.— Amounts made available under this section shall not be subject to any restriction or limitation on the total amount of funds available for implementation or execution ~~(a) as if allocated of programs authorized for Federal-aid highways.~~

"(C) SINGLE OCCUPANT PASSENGER VEHICLES.— Funds made available under this section 165(e) of title 23, United States Code. ~~(e) Limitation.—~~ Funds made

~~available under this section shall not be subject to any restriction or limitation on the total amount of funds available for implementation or ex~~shall not be used for projects that result in additional through travel lanes for single occupant passenger vehicles.

"(4) MATERIALS IDENTIFICATION.— The Administrator shall review the low-embodied carbon construction materials and products identified by the Administrator of the Environmental Protection Agency and shall identify low-embodied carbon construction materials and products—

"(A) appropriate for use in projects eligible under this title; and

"(B) eligible for reimbursement under this section.

"(c) DEFINITIONS.— In this section:

"(1) ADMINISTRATOR.— The term 'Administrator' means the Administrator of the Federal Highway Administration.

"(2) ELIGIBLE RECIPIENT.— The term 'eligible recipient' means—

"(A) a State;

"(B) a unit of local government;

"(C) a political subdivision of a State;

"(D) a territory of the United States;

"(E) an entity described in section 207(m)(1));

"(F) a recipient of funds under section 203; or

"(G) a special purpose district or public authority with a transportation function.

"(3) EMBODIED CARBON.— The term 'embodied carbon' means the quantity of greenhouse gas emissions associated with all relevant stages of production of a material or product, measured in kilograms of carbon dioxide-equivalent per unit of such material or product.

"(4) LOW-EMBODIED CARBON CONSTRUCTION MATERIALS AND PRODUCTS.— The term 'low-embodied carbon construction materials and products' means materials and products identified by the Administrator of the Environmental Protection Agency as having substantially lower levels of embodied carbon compared to estimated industry averages of similar products or materials."

(b) CLERICAL AMENDMENT.—

The analysis for chapter 1 of title 23, United States Code, is further amended by adding at the end the following:

"180. Low-carbon transportation materials grants."

(l)