



MEMORANDUM

To: Sustainable Strategies DC Clients & Associates
From: Matt Ward, CEO
Date: August 6, 2021
Subject: Senate Infrastructure Investment and Jobs Act

This memo provides a summary listing of programs and appropriations included in the Senate Infrastructure Investment and Jobs Act, listing programs that may be of interest to Sustainable Strategies DC's local government and community clients.

Sustainable Strategies DC has reviewed the 2,702-page legislative bill introduced in the U.S. Senate on August 2, which details the funds and programs included in the bipartisan Senate infrastructure deal. Titled the [“Infrastructure Investment and Jobs Act”](#) (a Senate bill amending H.R. 3684), this infrastructure package would provide a historic level of \$1.2 trillion in new and reallocated federal spending for transportation, water, sewer, broadband, energy, environmental project, and other infrastructure and public works programs.

This memo is not a comprehensive list of all the programs, provisions, and appropriations contained in the Infrastructure Investment and Jobs Act, and there are additional items/programs/funds that will flow to federal agencies, states, or through formula that may be of interest to your community. Because we do not summarize every potentially relevant program listed in this 2,702-page bill, we encourage you to review the bill's Table of Contents (attached) in case you wish to review a particular agency or program. At the end of every bullet, we also list the page number(s) of the bill text where the particular program is included, for your reference.

There is significant optimism that this infrastructure legislation will indeed become law soon and be embraced and signed by President Biden, but the legislative process is far from over. The Senate intended to use the week of August 1 for the bill amendment process and a vote to pass the legislation in the full Senate. That amendment process indeed commenced and is underway as of the time this memo was issued. However, an outbreak of COVID-19 infections among some senators may call the timing of the Senate vote into question. Another significant process issue is that there are a good number of House Democrats who believe that the bipartisan Senate infrastructure bill did not include all the programs and provisions that are necessary to meet the nation's most important infrastructure needs, and progress on climate change. Further, key House Democratic leaders and progressive Democrats have stated that the infrastructure bill should not move forward unless there is real action on a broader, \$3.5 trillion “human infrastructure” package of programs and spending on education, child care, elder care, health, and social services; this human infrastructure package is not expected to have much if any Republican support, and must

secure the vote of every Democrat in the Senate through the unique “budget reconciliation” process which avoids the Senate filibuster.

The outcome of these intertwined and complicated congressional legislative moves is not yet set or over. Sustainable Strategies will continue to keep our communities informed as this proceeds, and to urge you to advocate for congressional action when it makes sense. As these legislative packages get enacted and implemented, we will be providing a variety of client memos, webcasts, and direct counsel on how you can put these programs into action to improve your communities.

Transportation Infrastructure

- **Transportation Infrastructure Finance and Innovation Act (TIFIA)** program, which provides credit assistance for qualified surface transportation projects of regional and national significance, funded at \$250 million annually for 2022-2026 (p. 20) (TIFIA reforms at p. 490-502)
- “**Local and Regional Project Assistance**” grants (TIGER/BUILD/RAISE) reauthorized, essentially the same as now, for \$1.5B per year, with 20% match waivable for “persistent poverty”, “historically disadvantaged community” and “rural” applicants. At least \$75M annually must be for planning grants (p. 636-648)
- \$285-309 million annually over 5 years for the **Federal Land Access Program (FLAP)**, which provides grants to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands (p. 23)
- \$1 billion annually over 5 years for **Consolidated Rail Infrastructure and Safety Improvements (CRISI)** grants (p. 701)
- **Railroad Crossing Elimination Program** at \$500M annually for 2022-2026, plus \$15M annually for planning grants (p. 701). 100% federal share for highway grade crossing projects (p. 71). Also, I think, a second and different Rail Crossing Elimination competitive grant program (80% federal share) (p. 767-777)
- \$300-\$700M per year from 2022-2026 for **electric vehicle charging and other alt fuel infrastructure** (p. 25, with detailed program requirements at p. 300-325)
- Requires specified percentages of state and MPO funding to be used for a wide variety of “**carbon reduction projects**” that would fund many of our clients’ TAP-like and clean transportation projects (details at p. 328-338)
- \$250-\$300 million annually for 2022-2026 for competitive **Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)** planning (100% federal share) and construction (80% share) grants for variety of resiliency, emergency evacuation, and similar projects (p. 26, with very extensive details at p. 345-385)
- \$100M annually for new “**Healthy Streets**” grant program for cool and porous pavements and street trees, up to \$15M each with 20% waivable share p. (31, with details at p. 386-392)
- \$110M annually for **ITS** program (p. 32)
- \$200M annually for competitive “**active transportation**” planning and construction grants (biking/pedestrian projects connecting key hubs and anchors) with a total project cost of at least \$15M (p. 479-490)
- \$30M annually for 2022-2026 for “**Reconnecting Communities**” planning grants (up to \$2M each, 20% match) and \$65-\$75M annually over 2022-2026 for capital construction grants (minimum grant \$5M, with 50% waivable match down to 20% match), plus \$15M for

DOT technical assistance on these programs annually for 5 years. To remove barriers to accessibility caused by past transportation investments (p. 35-36, with details at p. 419-432)

- New **definition of “natural infrastructure”** for stormwater management, and **“resilience”** (p. 50)
- Adds eligible use of surface transportation block grants to be “projects to enhance **travel and tourism**” (p. 75)
- **“Rural area”** is codified as urbanized area of less than 200,000 in various places (p. 207)
- Requires states and MPOs to reserve 2.5 percent of their funds for **“complete street”** and other TAP-like projects (p. 245-250)
- Section 22214, **Amtrak Daily Long-Distance Service Study**, providing \$7.5M in 2022 and \$7.5M in 2023 to conduct studies and plans (for West Virginia Cardinal line, and for MT-CO-WY-OR-WA corridor) (p. 749-753)
- New funding/authority for competitive grants up to \$1 million (50% match) for **“Interstate Rail Compacts”** (MARC Train, WV Cardinal, Mountain West projects) (777-781), and another program to fund the implementation of those compacts (781-796) and for creating new intercity rail corridors (p. 796-805)
- \$100M annually for over 2022-2026 for competitive **“SMART Grants”** for smart cities technology (transportation and other aspects), with 40% to localities over 400,000, 30% for small rural, and 30% for midsized communities (p. 1089-1104)
- Requires creation of DOT **“National Travel & Tourism Infrastructure Strategic Plan”** and office (p. 1184-1186)
- New **Fixed Guideway** project funding and rules (p. 1236-1253)
- Funds \$13.3B-\$14.6B per year over five years for **FTA 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5335, 5337, 5339, and 5340**, section 20005(b) of the Federal Public Transportation Act of 2012 (49 U.S.C. 5303 note; Public Law 112–141), and section 3006(b) of the Federal Public Transportation Act of 2015 (49 U.S.C. 5310 note; Public Law 114–94) (p. 1287-1297)
- **Bus & Bus Facilities** competitive grants gets \$206M per year over 2022-2026, with 25% dedicated to Low-No buses (p. 1297-1304)
- \$15B total for **Airport Improvement Grants** and \$5B for **airport terminals** (p. 2628-2637)

Energy Infrastructure

- \$6B **electric grid program** including grants to public power and rural cooperatives for greenhouse gas emissions reduction projects from energy generation, energy efficiency, microgrids, and other activities (p. 1332-1338)
- Puts \$200M per year for 5 years into **“Appalachian Regional Energy Hub”** (ethane storage) (p. 412-415)
- \$750 million for new DOE **“Advanced Energy Manufacturing & Recycling Grant”** program to give competitive grants to give to private companies to manufacture renewable energy technologies, energy efficiency technologies, clean fuel vehicles and infrastructure, or for retrofits of manufacturing facilities to use low- or no-carbon heating systems, carbon capture, industrial energy efficiency, or other emissions reducing technologies. Favors low-income communities, coal-impacted communities, and minority-owned manufacturers. (p. 1462-1470)
- New **“Clean Energy Demonstration Program on Current & Former Mine Lands”** sets up \$500 million for a competitive program to select 5 sites for placing solar, geothermal, micro-grids, energy storage, and other energy technologies on SMCRA reclaimed mine lands

(at least 2 must be solar). Competitive factors include coal-impacted and EDA-defined distressed areas. Winners chosen by DOE in consultation with Interior, EPA, and DOL. (p. 1612-1616)

- Sets up \$250M “**Energy Efficiency Revolving Loan Fund Capitalization Grant Program**” for capitalizing state funds for loans and grants (up to 25% of RLFs can be used on grants for smaller businesses and low-income residents) to support commercial energy audits, residential energy audits, commercial and residential efficiency retrofits and upgrades (p. 1665)
- Gives \$225 million annually for 5 years to support **local code programs** for efficiency and resilience (ICC) (p. 1684)
- Sets up \$50M annual program over 2022-2026 for “**Smart Manufacturing**” program to provide small and medium manufacturers support for a variety of industrial efficiency, automation, and other technological improvements (p. 1712-1719)
- Sets up \$500M annually between 2022-2026 for grants for wide variety of energy efficiency, renewable energy improvements, or alt fuel vehicles/infrastructure at **public school facilities** (p. 1719-1729)
- Sets up \$50M annually between 2022-2026 for grants of up to \$200,000 for **nonprofit building energy retrofits** (p. 1729-1731)
- **Weatherization Assistance Program** gets \$3.5 billion in FY2022
- **Energy Efficiency & Conservation Block Grants (EECBG)**, aimed at deploying efficient and impactful energy efficiency and renewable energy technologies and practices, gets \$550 million for FY2022 (p. 1732-1733)
- Sets up \$5 billion program to **cap “orphan wells”** and remediate the areas around them, with \$25M going to each state that submits an application to DOE, plus another state formula grant program up to \$20M for each participating state, plus another up to \$30 million per state for matching grants (p. 1744-1775)
- Gives \$11.293 billion for grants of minimum of \$20 million to States for **abandoned mine land reclamation** (p. 1775-1779)
- **Western Water Infrastructure**, mostly Bureau of Reclamation (p. 1838-1866)

Drinking Water and Wastewater Infrastructure

- \$35 million annually for **EPA assessment of lead in drinking water** (p. 1889)
- \$510 million over 5 years for 90% federal share grants (waivable to 0% match) for assistance to **small and disadvantaged communities to deal with drinking water hazards including lead**, including another \$100M to **hook up houses to public water systems**, including with lead issues (p. 1893-1899), and with an additional \$50M annually for competitive grants to states to deal with **drinking water in underserved communities** (p. 1899-1901)
- \$100 million annually over 2022-2026 to for a pilot program to give grants to municipal drinking water systems that have >30% of service lines having **lead contamination** (p. 1901-1904)
- \$200 million total for grants to address and reduce **lead in drinking water at schools** (p. 1929-1934)
- \$14.65B for **EPA Drinking Water State Revolving Fund (SRFs)** over 5 years, 49% as grants and forgivable loans (p. 1891-1892 and p. 2586-2587)
- \$1 billion in grants over 5 years for Clean Water SRF, \$5 billion over 5 years in Clean Water SRF grants for **underserved communities**, and \$4 billion over 5 years, for **emerging chemicals** (PFAFs) (p. 2590-2594)

- \$50 million annually between 2022-2026 for a new “**Midsized and Large Drinking Water System Infrastructure Resilience and Sustainability Program**” for grants for planning and construction of resilience, water efficiency, desalination, watershed management, source water protection, energy efficiency and renewable energy projects in water infrastructure, water reuse, and cybersecurity (p. 1912-1917)
- EPA **Wastewater Efficiency Grant Pilot Program** to POTWs for waste-to-energy projects (p. 1951)
- \$280 million annually for 5 years for **Sewer Overflow and Stormwater Reuse Municipal Grants** (p. 1955-1960)
- \$25 million annually over 2022-2025 for grants for **Clean Water Infrastructure Resiliency and Sustainability Program** for planning or construction of efficiency, clean energy, green infrastructure, resilience, and other programs for wastewater and stormwater (p. 1966)
- **\$11.35B funds EPA Clean Water SRF**, with 49% in form of grants or forgivable loans (p. 1981 and p. 2584-2585)
- \$75 million up front (p. 2495), plus \$50 million annually between 2022-2026 added for **Water Infrastructure Finance & Innovation Act (WIFIA)**, , a federal credit program administered by EPA for eligible water and wastewater infrastructure projects (p. 1992)
- \$10M annually between 2022-2026 for competitive EPA planning/design/partnership grants up to \$200,000 and implementation grants up to \$2 million for “**Stormwater Control Infrastructure Projects**” with preference for CSO communities and small, rural, and disadvantaged communities, with 20% non-federal match (p. 1999-2006)

Broadband

- \$42.5 billion for **NTIA broadband grants** for most unserved, with 25mbps download and 3 mbps upload, as well as “underserved” with 100mbps download and 25 mbps upload, with minimum allocation to each state of \$100M. Whole new program, with tons of details in statute (p. 2016-2081)
- \$1 billion annually between 2022-2026 for “**middle mile broadband infrastructure**” for census tracts which are “underserved” (100/25 mbps) and unserved areas. Preference for projects that include 1/1 gbps service to “anchor institutions”. 70% federal share. (p. 2150-
- Creates **Appalachian Regional Commission (ARC) broadband** program (p. 408-412)

Wildfire Mitigation

- Establishes a commission to make recommendations to improve Federal policies and assess federal spending related to the **prevention, mitigation, suppression, and management of wildland fires** and the **rehabilitation of land in the U.S. devastated by wildland fires**. (p. 2194-2214)

EPA

- \$1 billion annually 2022-2026 for **Great Lakes Restoration Fund** (waived match) (p. 2577)
- \$238 million annually 2022-2026 for **Chesapeake Bay** (waived match) (p. 2577)
- \$106 million annually 2022-2026 for **Long Island Sound** (waived match) (p. 2577)
- \$16 million annually for **South Florida** (waived match) (p. 2577)
- \$1B annually over 2022-2026 split between **alt fuel school buses and zero-emission school buses** (p. 2386-2397)
- \$1.5 billion for **brownfields** over 5 years (\$300M annually) over 2022-2026, with \$1.2 billion for cleanup grants up to \$5 million each, multipurpose grants up to \$10 million each, \$10 million each for community-wide assessment grants with no limitation on individual site

assessments, \$10 million each for Brownfields Cleanup RLFs, and \$1 million each for Environmental Workforce grants; and the other \$300 million for Section 128 grants to States (p. 2594-2597)

- \$100 million for **EPA Pollution Prevention Act programs** (p. 2597)
- \$275M for **municipal recycling** program, at \$55M per year over 2022-2026 (p. 2598), plus \$75M over 5 years for other material recycling, recovery, management, and reduction projects for an EPA Consumer Recycling Education & Outreach Grant program (p. 2226-2235)

Other

- \$150 million for **Corps Investigations** and \$11.6 billion for **Corps Construction**, divided up among various Corps authorities and programs. Accessing these will require very close work with USACE and Congress. (p. 2482-2494)
- \$200 million annually between 2022-2026 (\$1 billion) for the **Appalachian Regional Commission** (p. 2538)

AMENDMENT NO. _____ Calendar No. _____

Purpose: In the nature of a substitute.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

H. R. 3684

To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT IN THE NATURE OF A SUBSTITUTE intended to be proposed by Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)

Viz:

1 Strike all after the enacting clause and insert the fol-
2 lowing:

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Infrastructure Investment and Jobs Act”.

6 (b) TABLE OF CONTENTS.—The table of contents for
7 this Act is as follows:

Sec. 1. Short title; table of contents.
Sec. 2. References.

DIVISION A—SURFACE TRANSPORTATION

Sec. 10001. Short title.
Sec. 10002. Definitions.

Sec. 10003. Effective date.

TITLE I—FEDERAL-AID HIGHWAYS

Subtitle A—Authorizations and Programs

- Sec. 11101. Authorization of appropriations.
- Sec. 11102. Obligation ceiling.
- Sec. 11103. Definitions.
- Sec. 11104. Apportionment.
- Sec. 11105. National highway performance program.
- Sec. 11106. Emergency relief.
- Sec. 11107. Federal share payable.
- Sec. 11108. Railway-highway grade crossings.
- Sec. 11109. Surface transportation block grant program.
- Sec. 11110. Nationally significant freight and highway projects.
- Sec. 11111. Highway safety improvement program.
- Sec. 11112. Federal lands transportation program.
- Sec. 11113. Federal lands access program.
- Sec. 11114. National highway freight program.
- Sec. 11115. Congestion mitigation and air quality improvement program.
- Sec. 11116. Alaska Highway.
- Sec. 11117. Toll roads, bridges, tunnels, and ferries.
- Sec. 11118. Bridge investment program.
- Sec. 11119. Safe routes to school.
- Sec. 11120. Highway use tax evasion projects.
- Sec. 11121. Construction of ferry boats and ferry terminal facilities.
- Sec. 11122. Vulnerable road user research.
- Sec. 11123. Wildlife crossing safety.
- Sec. 11124. Consolidation of programs.
- Sec. 11125. GAO report.
- Sec. 11126. Territorial and Puerto Rico highway program.
- Sec. 11127. Nationally significant Federal lands and Tribal projects program.
- Sec. 11128. Tribal high priority projects program.
- Sec. 11129. Standards.
- Sec. 11130. Public transportation.
- Sec. 11131. Reservation of certain funds.
- Sec. 11132. Rural surface transportation grant program.
- Sec. 11133. Bicycle transportation and pedestrian walkways.
- Sec. 11134. Recreational trails program.
- Sec. 11135. Updates to Manual on Uniform Traffic Control Devices.

Subtitle B—Planning and Performance Management

- Sec. 11201. Transportation planning.
- Sec. 11202. Fiscal constraint on long-range transportation plans.
- Sec. 11203. State human capital plans.
- Sec. 11204. Prioritization process pilot program.
- Sec. 11205. Travel demand data and modeling.
- Sec. 11206. Increasing safe and accessible transportation options.

Subtitle C—Project Delivery and Process Improvement

- Sec. 11301. Codification of One Federal Decision.
- Sec. 11302. Work zone process reviews.
- Sec. 11303. Transportation management plans.
- Sec. 11304. Intelligent transportation systems.

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- Sec. 11305. Alternative contracting methods.
- Sec. 11306. Flexibility for projects.
- Sec. 11307. Improved Federal-State stewardship and oversight agreements.
- Sec. 11308. Geomatic data.
- Sec. 11309. Evaluation of projects within an operational right-of-way.
- Sec. 11310. Preliminary engineering.
- Sec. 11311. Efficient implementation of NEPA for Federal land management projects.
- Sec. 11312. National Environmental Policy Act of 1969 reporting program.
- Sec. 11313. Surface transportation project delivery program written agreements.
- Sec. 11314. State assumption of responsibility for categorical exclusions.
- Sec. 11315. Early utility relocation prior to transportation project environmental review.
- Sec. 11316. Streamlining of section 4(f) reviews.
- Sec. 11317. Categorical exclusion for projects of limited Federal assistance.
- Sec. 11318. Certain gathering lines located on Federal land and Indian land.
- Sec. 11319. Annual report.

Subtitle D—Climate Change

- Sec. 11401. Grants for charging and fueling infrastructure.
- Sec. 11402. Reduction of truck emissions at port facilities.
- Sec. 11403. Carbon reduction program.
- Sec. 11404. Congestion relief program.
- Sec. 11405. Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.
- Sec. 11406. Healthy Streets program.

Subtitle E—Miscellaneous

- Sec. 11501. Additional deposits into Highway Trust Fund.
- Sec. 11502. Stopping threats on pedestrians.
- Sec. 11503. Transfer and sale of toll credits.
- Sec. 11504. Study of impacts on roads from self-driving vehicles.
- Sec. 11505. Disaster relief mobilization study.
- Sec. 11506. Appalachian Regional Commission.
- Sec. 11507. Denali Commission.
- Sec. 11508. Requirements for transportation projects carried out through public-private partnerships.
- Sec. 11509. Reconnecting communities pilot program.
- Sec. 11510. Cybersecurity tool; cyber coordinator.
- Sec. 11511. Report on emerging alternative fuel vehicles and infrastructure.
- Sec. 11512. Nonhighway recreational fuel study.
- Sec. 11513. Buy America.
- Sec. 11514. High priority corridors on the National Highway System.
- Sec. 11515. Interstate weight limits.
- Sec. 11516. Report on air quality improvements.
- Sec. 11517. Roadside highway safety hardware.
- Sec. 11518. Permeable pavements study.
- Sec. 11519. Emergency relief projects.
- Sec. 11520. Study on stormwater best management practices.
- Sec. 11521. Stormwater best management practices reports.
- Sec. 11522. Invasive plant elimination program.
- Sec. 11523. Over-the-road bus tolling equity.
- Sec. 11524. Bridge terminology.

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- Sec. 11525. Technical corrections.
- Sec. 11526. Working group on covered resources.
- Sec. 11527. Blood transport vehicles.
- Sec. 11528. Pollinator-friendly practices on roadsides and highway rights-of-way.
- Sec. 11529. Active transportation infrastructure investment program.

TITLE II—TRANSPORTATION INFRASTRUCTURE FINANCE AND
INNOVATION

- Sec. 12001. Transportation Infrastructure Finance and Innovation Act of 1998 amendments.

TITLE III—RESEARCH, TECHNOLOGY, AND EDUCATION

- Sec. 13001. Strategic innovation for revenue collection.
- Sec. 13002. National motor vehicle per-mile user fee pilot.
- Sec. 13003. Performance management data support program.
- Sec. 13004. Data integration pilot program.
- Sec. 13005. Emerging technology research pilot program.
- Sec. 13006. Research and technology development and deployment.
- Sec. 13007. Workforce development, training, and education.
- Sec. 13008. Wildlife-vehicle collision research.
- Sec. 13009. Transportation Resilience and Adaptation Centers of Excellence.
- Sec. 13010. Transportation access pilot program.

TITLE IV—INDIAN AFFAIRS

- Sec. 14001. Definition of Secretary.
- Sec. 14002. Environmental reviews for certain tribal transportation facilities.
- Sec. 14003. Programmatic agreements for tribal categorical exclusions.
- Sec. 14004. Use of certain tribal transportation funds.
- Sec. 14005. Bureau of Indian Affairs road maintenance program.
- Sec. 14006. Study of road maintenance on Indian land.
- Sec. 14007. Maintenance of certain Indian reservation roads.
- Sec. 14008. Tribal transportation safety needs.
- Sec. 14009. Office of Tribal Government Affairs.

DIVISION B—SURFACE TRANSPORTATION INVESTMENT ACT OF
2021

- Sec. 20001. Short title.
- Sec. 20002. Definitions.

TITLE I—MULTIMODAL AND FREIGHT TRANSPORTATION

Subtitle A—Multimodal Freight Policy

- Sec. 21101. Office of Multimodal Freight Infrastructure and Policy.
- Sec. 21102. Updates to National Freight Plan.
- Sec. 21103. State collaboration with National Multimodal Freight Network.
- Sec. 21104. Improving State freight plans.
- Sec. 21105. Implementation of National Multimodal Freight Network.
- Sec. 21106. Multi-State freight corridor planning.
- Sec. 21107. State freight advisory committees.

Subtitle B—Multimodal Investment

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- Sec. 21201. National infrastructure project assistance.
- Sec. 21202. Local and regional project assistance.
- Sec. 21203. National culvert removal, replacement, and restoration grant program.
- Sec. 21204. National multimodal cooperative freight research program.
- Sec. 21205. Rural and Tribal infrastructure advancement.

Subtitle C—Railroad Rehabilitation and Improvement Financing Reforms

- Sec. 21301. RRIF codification and reforms.
- Sec. 21302. Substantive criteria and standards.
- Sec. 21303. Semiannual report on transit-oriented development eligibility.

TITLE II—RAIL

- Sec. 22001. Short title.

Subtitle A—Authorization of Appropriations

- Sec. 22101. Grants to Amtrak.
- Sec. 22102. Federal Railroad Administration.
- Sec. 22103. Consolidated rail infrastructure and safety improvements grants.
- Sec. 22104. Railroad crossing elimination program.
- Sec. 22105. Restoration and enhancement grants.
- Sec. 22106. Federal-State partnership for intercity passenger rail grants.
- Sec. 22107. Amtrak Office of Inspector General.

Subtitle B—Amtrak Reforms

- Sec. 22201. Amtrak findings, mission, and goals.
- Sec. 22202. Composition of Amtrak's Board of Directors.
- Sec. 22203. Station agents.
- Sec. 22204. Increasing oversight of changes to Amtrak long-distance routes and other intercity services.
- Sec. 22205. Improved oversight of Amtrak accounting.
- Sec. 22206. Improved oversight of Amtrak spending.
- Sec. 22207. Increasing service line and asset line plan transparency.
- Sec. 22208. Passenger experience enhancement.
- Sec. 22209. Amtrak smoking policy.
- Sec. 22210. Protecting Amtrak routes through rural communities.
- Sec. 22211. State-Supported Route Committee.
- Sec. 22212. Enhancing cross border service.
- Sec. 22213. Creating quality jobs.
- Sec. 22214. Amtrak daily long-distance service study.

Subtitle C—Intercity Passenger Rail Policy

- Sec. 22301. Northeast Corridor planning.
- Sec. 22302. Northeast Corridor Commission.
- Sec. 22303. Consolidated rail infrastructure and safety improvements.
- Sec. 22304. Restoration and enhancement grants.
- Sec. 22305. Railroad crossing elimination program.
- Sec. 22306. Interstate rail compacts.
- Sec. 22307. Federal-State partnership for intercity passenger rail grants.
- Sec. 22308. Corridor identification and development program.
- Sec. 22309. Surface Transportation Board passenger rail program.

Subtitle D—Rail Safety

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- Sec. 22401. Railway-highway crossings program evaluation.
- Sec. 22402. Grade crossing accident prediction model.
- Sec. 22403. Periodic updates to highway-rail crossing reports and plans.
- Sec. 22404. Blocked crossing portal.
- Sec. 22405. Data accessibility.
- Sec. 22406. Emergency lighting.
- Sec. 22407. Comprehensive rail safety review of Amtrak.
- Sec. 22408. Completion of hours of service and fatigue studies.
- Sec. 22409. Positive train control study.
- Sec. 22410. Operating crew member training, qualification, and certification.
- Sec. 22411. Transparency and safety.
- Sec. 22412. Research and development.
- Sec. 22413. Rail research and development center of excellence.
- Sec. 22414. Quarterly report on positive train control system performance.
- Sec. 22415. Speed limit action plans.
- Sec. 22416. New passenger service pre-revenue safety validation plan.
- Sec. 22417. Federal Railroad Administration accident and incident investigations.
- Sec. 22418. Civil penalty enforcement authority.
- Sec. 22419. Advancing safety and innovative technology.
- Sec. 22420. Passenger rail vehicle occupant protection systems.
- Sec. 22421. Federal Railroad Administration reporting requirements.
- Sec. 22422. National Academies study on trains longer than 7,500 feet.
- Sec. 22423. High-speed train noise emissions.
- Sec. 22424. Critical incident stress plans.
- Sec. 22425. Requirements for railroad freight cars placed into service in the United States.
- Sec. 22426. Railroad point of contact for public safety issues.
- Sec. 22427. Controlled substances testing for mechanical employees.

TITLE III—MOTOR CARRIER SAFETY

- Sec. 23001. Authorization of appropriations.
- Sec. 23002. Motor carrier safety advisory committee.
- Sec. 23003. Combating human trafficking.
- Sec. 23004. Immobilization grant program.
- Sec. 23005. Commercial motor vehicle enforcement training and support.
- Sec. 23006. Study of commercial motor vehicle crash causation.
- Sec. 23007. Promoting women in the trucking workforce.
- Sec. 23008. State inspection of passenger-carrying commercial motor vehicles.
- Sec. 23009. Truck Leasing Task Force.
- Sec. 23010. Automatic emergency braking.
- Sec. 23011. Underride protection.
- Sec. 23012. Providers of recreational activities.
- Sec. 23013. Amendments to regulations relating to transportation of household goods in interstate commerce.
- Sec. 23014. Improving Federal-State motor carrier safety enforcement coordination.
- Sec. 23015. Limousine research.
- Sec. 23016. National Consumer Complaint Database.
- Sec. 23017. Electronic logging device oversight.
- Sec. 23018. Transportation of agricultural commodities and farm supplies.
- Sec. 23019. Modification of restrictions on certain commercial driver's licenses.
- Sec. 23020. Report on human trafficking violations involving commercial motor vehicles.

- Sec. 23021. Broker guidance relating to Federal motor carrier safety regulations.
- Sec. 23022. Apprenticeship pilot program.

TITLE IV—HIGHWAY AND MOTOR VEHICLE SAFETY

Subtitle A—Highway Traffic Safety

- Sec. 24101. Authorization of appropriations.
- Sec. 24102. Highway safety programs.
- Sec. 24103. Highway safety research and development.
- Sec. 24104. High-visibility enforcement programs.
- Sec. 24105. National priority safety programs.
- Sec. 24106. Multiple substance-impaired driving prevention.
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1 **SEC. 2. REFERENCES.**

2 Except as expressly provided otherwise, any reference
3 to “this Act” contained in any division of this Act shall
4 be treated as referring only to the provisions of that divi-
5 sion.

6 **DIVISION A—SURFACE**
7 **TRANSPORTATION**

8 **SEC. 10001. SHORT TITLE.**

9 This division may be cited as the “Surface Transpor-
10 tation Reauthorization Act of 2021”.

11 **SEC. 10002. DEFINITIONS.**

12 In this division: