COMMITTEE PRINT

(Providing for reconciliation pursuant to S. Con. Res. 14, the Concurrent Resolution on the Budget for Fiscal Year 2022)

1 TITLE XI—COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

Sec. 110001. Affordable housing access program.
Sec. 110002. Community climate incentive grants.
Sec. 110003. Neighborhood access and equity grants.
Sec. 110004. Federal Highway Administration section 202 funds.
Sec. 110005. Territorial highway program funding.
Sec. 110006. Traffic safety clearinghouse.
Sec. 110007. Automated vehicles and mobility innovation.
Sec. 110008. Local transportation priorities.
Sec. 110009. Passenger rail improvement, modernization, and emissions reduction grants.
Sec. 110010. Railroad rehabilitation infrastructure and financing credit risk premium assistance.
Sec. 110011. Alternative fuel and low-emission aviation technology program.
Sec. 110012. Implementation of the carbon offsetting and reduction scheme for international aviation.
Sec. 110013. Assistance to update and enforce hazard resistant codes and standards.
Sec. 110014. Hazard mitigation revolving loan fund.
Sec. 110015. Upgrading public alert and warning.
Sec. 110016. Federal assistance for emergency managers.
Sec. 110017. FEMA procurement, construction, and improvements.
Sec. 110018. Economic Development Administration.
Sec. 110019. Recompete Pilot Program.
Sec. 110020. Assistance for Federal buildings.
Sec. 110021. Technology innovation and climate resilience in maritime sector.
Sec. 110022. Climate resilient Coast Guard infrastructure.
Sec. 110023. Great Lakes icebreaker acquisition.
Sec. 110024. Polar security cutters and climate science.
Sec. 110025. Small shipyard grants.
Sec. 110026. Port infrastructure and supply chain resilience.
Sec. 110027. Grants for rural, small, Tribal, and economically disadvantaged municipality technical assistance and circuit rider programs and workforce development.
Sec. 110028. Alternative water source project grants.
Sec. 110029. Sewer overflow and stormwater reuse municipal grants.
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 funds in the Treasury not otherwise appropriated, $9,900,000,000, 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.—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 under this section in a manner to ensure that such funds 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

(3) other community benefits for residents of disadvantaged communities or neighborhoods, per-
sistent 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 to medical care; or

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

(c) ADMINISTRATION OF FUNDS.—Funds made available under this section shall—

(1) be available to recipients and 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 under section 5307 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 in-
fracture, as if funds for such activities were
awarded under section 5339(e) 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 section 5312 of
such title; or

(E) for any activities related to the train-
ing and development of the transit workforce
that provides service to disadvantaged commu-
nities or neighborhoods and rural areas, includ-
ing the creation of new employment opportuni-
ties 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 exe-
cution of programs authorized under section 5307,
5311, 5312, 5314, or 5339 of title 49, United States
Code; and
(4) notwithstanding paragraph (1), be available
for grants for up to 100 percent of the net cost of
a project.

(d) ELIGIBLE ACTIVITIES.—Eligible activities for
funds made available under this section 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 charg-
ing or fueling infrastructure, or a collection of such
projects;

(3) the establishment or expansion of high-fre-
quency bus service that utilizes zero-emission buses,
including costs related to the acquisition of such ve-
hicles 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 fre-
currency of service of recipients or subrecipients under
section 5311 of title 49, United States Code, which
may include operational expenses related to the pro-
vision of fare-free or reduced-fare service or the ac-
quisition of vehicles or infrastructure to expand service;

(5) notwithstanding subsection (a)(1) of section 5307 of such title, an expansion of the service area or the frequency of service of recipients under such section, which may include operational expenses related to 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 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 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;

(8) activities under section 5314 of such title that supports 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 op-
portunities 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, not-
withstanding applicable requirements regarding Gov-
ernment share of contributions toward net project
cost of the project or the share of contributions from
a program carried out by the Administrator of the
Federal Transit Administration, if—

(A) the applicant demonstrates that the
availability of funding under this section pro-
vides 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, consistent with the pur-
poses described in subsection (b); and

(B) assistance under this paragraph does
not increase by more than 10 percentage
points—
(i) the Government 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;

(10) fleet transition, route, or other public transportation planning, including planning related to economic development; or

(11) 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 neighborhoods.

(e) Administrative Expenses.—In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds 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 this section.

(2) To make new awards or to increase prior awards to provide technical assistance and capacity building for eligible recipients or subrecipients under this section.
SEC. 110002. COMMUNITY CLIMATE INCENTIVE GRANTS.

(a) Federal Highway Administration Appropriation.—In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds 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) Grants to States.—In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds in the Treasury not otherwise ap-
propriated, $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 under subsection (a)(2); or

(2) have adopted 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) Grants to Other Eligible Entities.—In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds 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 grants, to be awarded on a competitive basis, for carbon reduction projects to eligible entities that are not States.

(d) Use of Funds.—Funds made available under subsections (b) and (c) shall be administered as if made available under chapter 1 of title 23, United States Code, and a project carried out under this section shall be treat-
ed as a project on a Federal-aid highway under such chapter.

(c) **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

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

(g) **Definitions.**—In this section:

(1) **Carbon reduction project.**—A carbon reduction project means a project that is eligible under title 23, United States Code, and that—
(A) will result in significant reductions in greenhouse gas emissions related to a surface transportation facility or project;

(B) provides zero-emission transportation options;

(C) reduces dependence on single-occupant vehicle trips; or

(D) 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);

(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; or

(G) a State.
(3) STATE.—The term “State” has the meaning given the term in section 101 of title 23, United States Code.

SEC. 110003. NEIGHBORHOOD ACCESS AND EQUITY GRANTS.

(a) IN GENERAL.—In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds in the Treasury not otherwise appropriated, $3,950,000,000, to remain available until September 30, 2026, to the Administrator of the Federal Highway Administration—

(1) for grants to eligible entities described in subsection (b) 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 sensitive to the context of the community—

(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 and spines; or

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

(2) for mitigation grants to eligible entities described in subsection (b) to 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;

(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, United States Code);

(4) a recipient of funds under section 202 of title 23, United States Code;

(5) a territory of the United States;

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

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

(c) FACILITY DESCRIBED.—A facility 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.—In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds 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 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 (a) shall be distributed for projects in communities that—

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

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

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

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

(f) ADMINISTRATION.—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 funded under this section shall be treated as a project on a Federal-aid highway under such chapter. 

(g) 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. 

(h) Limitations.—Funds made available under this section—

(1) 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; and 

(2) shall not be used for a project for additional through travel lanes for single-occupant passenger vehicles.
(b) DISTRIBUTION OF FUNDS.—The Administrator
of the Federal Highway Administration shall administer
amounts made available under subsection (a) as if such
funds were allocated under section 202 of title 23, United
States Code.

(c) 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 high-
ways.

SEC. 110005. TERRITORIAL HIGHWAY PROGRAM FUNDING.

(a) IN GENERAL.—In addition to amounts otherwise
made available, there is appropriated for fiscal year 2022,
out of any funds in the Treasury not otherwise appro-
priated, $320,000,000, to remain available until Sep-
tember 30, 2026, to the Administrator of the Federal
Highway Administration for the purposes described under
section 165(c) of title 23, United States Code.

(b) ADMINISTRATION OF FUNDS.—The Adminis-
trator of the Federal Highway Administration shall ad-
minister amounts made available under subsection (a) as
if allocated under section 165(c) of title 23, United States
Code.

(c) 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.

**SEC. 110006. TRAFFIC SAFETY CLEARINGHOUSE.**

(a) **IN GENERAL.**—In addition to amounts otherwise made available, there are appropriated for fiscal year 2022, out of any funds in the Treasury not otherwise appropriated, $100,000,000 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;

(2) research 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 on implementing equitable traffic safety en-
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 and expenses, administration, and oversight of the National Highway Traffic Safety Administration.

SEC. 110007. AUTOMATED VEHICLES AND MOBILITY INNOVATION.

In addition to amounts otherwise made available, there are appropriated for fiscal year 2022, out of any funds in the Treasury not otherwise appropriated, $8,000,000, to remain available until September 30, 2026, to the Secretary of Transportation to make a grant to a qualified institution of higher education to—

(1) operate a national highly automated vehicle and mobility innovation clearinghouse;

(2) collect, conduct, and support research on the impacts, including secondary impacts such as land use, transportation systems, accessibility, social equity, and availability and quality of jobs, of highly automated vehicles and mobility innovation; and

(3) disseminate and make such research available on a public website to assist communities.
SEC. 110008. LOCAL TRANSPORTATION PRIORITIES.

In addition to amounts otherwise made available, there are appropriated to the Secretary of Transportation for fiscal year 2022, out of any funds in the Treasury not otherwise appropriated, $6,000,000,000 to remain available until September 30, 2026, for projects to advance local surface transportation priorities.

SEC. 110009. 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) ALLOCATION.—Of the funds provided pursuant to subsection (a), not less than 10 percent shall be used for eligible projects as described under subsection (e)(1)(A).

(c) FEDERAL 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 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 under this section.

(e) DEFINITIONS.—In this section:

(1) 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) of title 49, United States Code; or

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

(i) directly serves rail stations within urbanized areas, as defined by the Bureau of the Census, that are located in a census tract, as defined by the Bureau of the Census, within the urbanized area with a greater density population than the urbanized 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) 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 160 miles per hour or more on shared-use right-of-way or 186 miles per hour or more on dedicated right-of-way.

(4) CORRIDOR.—The term “corridor” means an existing, modified, or proposed intercity passenger rail service, as defined in section 26101(b)(5) of title 49, United States Code.

SEC. 110010. RAILROAD REHABILITATION INFRASTRUCTURE AND FINANCING CREDIT RISK PREMIUM ASSISTANCE.

(a) APPROPRIATION.—In addition to amounts otherwise available, there is appropriated to the Secretary of
Transportation, out of any money in the Treasury not otherwise appropriated, $150,000,000, in fiscal year 2022, to remain available until September 30, 2026, to provide credit risk premium assistance to eligible entities through the railroad rehabilitation infrastructure and financing program established by title V of the Railroad Revitalization and Regulatory Reform Act of 1976.

(b) ELIGIBLE ENTITIES.—For purposes of this section, eligible entities shall include—

(1) railroad carriers as defined in section 20102 of title 49, United States Code;

(2) State or local governments; or

(3) government-sponsored authorities or corporations.

(c) ALLOCATION.—

(1) PUBLIC PASSENGER RAIL PROJECTS.—Not less than 50 percent of the amounts appropriated under subsection (a) shall be set aside for publicly owned or operated passenger rail projects.

(2) FREIGHT RAILROADS.—Not less than 25 percent of the amounts appropriated under subsection (a) shall be set aside for freight railroads that are not Class I railroads.
SEC. 110011. ALTERNATIVE FUEL AND LOW-EMISSION AVIATION TECHNOLOGY PROGRAM.

(a) IN GENERAL.—In addition to amounts otherwise made available, there is appropriated 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 Transportation 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 low-emission aviation technologies; or

(2) produce, transport, blend, or store sustainable aviation fuels that would reduce greenhouse gas emissions attributable to the operation of aircraft that have fuel uplift in the United States.

(b) SELECTION.—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 potential 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;
(3) the potential for creating new jobs in the United States;

(4) the potential the project has to reduce or displace, on a lifecycle basis, United States greenhouse gas emissions associated with air travel;

(5) the proposed utilization of non-Federal cost-share contributions;

(6) for projects related to the production of sustainable aviation fuel, the potential net greenhouse gas emissions impact of such fuel on a lifecycle basis, which shall include feedstock, 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) the benefits of ensuring a diversity of feedstocks for sustainable aviation fuel, including the use of waste carbon oxides and direct air capture;

(9) 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 subsection (a)(1) and 70 percent of such amount shall be awarded for projects described in 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 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—

(1) 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.
(f) **DEVELOPMENT PROJECTS.**—Section 47112(a) of title 49, United States Code, is amended by inserting “or labor for a project funded under section 110011 of the Act entitled ‘An Act to provide for reconciliation pursuant to title II of S. Con. Res. 14’” after “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 under this section.

(h) **DEFINITIONS.**—In this section:

(1) **ELIGIBLE ENTITY.**—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 education;

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

(2) LOW-EMISSION AVIATION TECHNOLOGY.—The term “low-emission aviation technology” means technologies 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.

(3) SUSTAINABLE AVIATION FUEL.—The term “sustainable aviation fuel” means liquid fuel 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 (as such term is defined in section 45K(e)(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 fuel 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 under an-
other 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.

**SEC. 110012. IMPLEMENTATION OF THE CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION.**

(a) **IN GENERAL.**—In addition to amounts otherwise made available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $6,000,000, to remain available until September 30, 2026, for the Secretary of Transportation to ensure
the United States complies with its obligations with respect to volume IV of annex 16 to the Convention on International Civil Aviation (61 Stat. 1180) (“Carbon Offsetting and Reduction Scheme for International Aviation”, hereinafter “CORSIA”).

(b) Regulations.—

(1) In general.—The Secretary shall issue regulations with requirements to ensure the United States complies with the obligations referenced in subsection (a), including requirements for operators of civil aircraft of the United States with respect to—

(A) monitoring, reporting, and verifying quantities of carbon emissions covered under the CORSIA, cancelling eligible emissions units and reporting and verifying such cancellations, and reporting use of CORSIA eligible fuels; and

(B) submission of such information as the Secretary determines is necessary with respect to implementation of the CORSIA.

(2) Standards and recommended practices.—Regulations issued under this subsection shall be consistent with applicable standards and recommended practices published in volume IV of annex 16 to the Convention on International Civil
Aviation (61 Stat. 1180) and associated implementation elements, adopted by the International Civil Aviation Organization prior to enactment of this Act, and any amendments or updates to such standards and related documents with which the United States concurs.

(e) REPORTS.—Not later than December 31, 2022, and every 3 years thereafter, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Technology of the Senate a report assessing the compliance of operators of civil aircraft registered in the United States with regulations issued under this section as well as the standards and recommended practices referenced in subsection (b)(2), as applicable.

SEC. 110013. 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, $291,000,000, to remain available until expended, to the Administrator of the Federal Emergency Management Agency to carry out activities described in section 203 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5133), including for activities and
grants that provide technical assistance and capacity building for 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 that incorporate hazard-resistant designs and 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 100 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)), there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise available, $9,000,000 to the Administrator of the Federal Emergency Management Agency, to remain available until expended, for administration of this section.

SEC. 110014. HAZARD MITIGATION REVOLVING LOAN FUND.

(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, $495,000,000, to remain available until expended, to the

(b) 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)), there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise available, $5,000,000 to the Administrator of the Federal Emergency Management Agency, to remain available until expended, for administration of this section.

SEC. 110015. UPGRADING PUBLIC ALERT AND WARNING.

(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, $24,000,000, to remain available until September 30, 2024, to the Administrator of the Federal Emergency Management Agency to upgrade the Integrated Public Alert and Warning System for implementation of the Next Generation Warning System.

(b) ASSISTANCE TO CERTAIN ENTITIES.—In carrying out subsection (a), the Administrator of the Federal
Emergency Management Agency is authorized to issue noncompetitive, risk-informed financial assistance to public broadcasting entities, as defined in section 397 of the Communications Act of 1934 (47 U.S.C. 397).

(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)), there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise available, $1,000,000 to the Administrator of the Federal Emergency Management Agency, to remain available until September 30, 2026, for administration of this section.

SEC. 110016. FEDERAL ASSISTANCE FOR EMERGENCY MANAGERS.

(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, $412,000,000, to remain available until expended, to the Administrator of the Federal Emergency Management Agency for grants for construction, retrofit, technological enhancement, and updated planning requirements of State, local, Indian Tribal, and territorial emergency operations centers under section 614 of the Robert T. Stafford...
Disaster Relief and Emergency Assistance Act (42 U.S.C. 5196c).

(b) 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)), there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise available, $13,000,000 to the Administrator of the Federal Emergency Management Agency, to remain available until expended, for administration of this section.

(c) LIMITATION.—The amount of a single grant provided under this section may not exceed $4,000,000.

(d) CODE COMPLIANCE.—In using funds under subsection (a), a grant recipient shall act in compliance with the latest published editions of relevant consensus-based codes, specifications, and standards that incorporate the latest hazard resistant designs and establish minimum acceptable criteria for the design, construction, and maintenance of structures and facilities for the purpose of protecting the health, safety, and general welfare of the building users against disasters.
SEC. 110017. FEMA PROCUREMENT, CONSTRUCTION, AND IMPROVEMENTS.

In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $200,000,000, to remain available until expended, to the Administrator of the Federal Emergency Management Agency for the construction, renovation, retrofit, technological enhancement, and updated planning requirements of Federal emergency training centers and Federal emergency operations centers.

SEC. 110018. 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, $4,000,000,000, to remain available until September 30, 2027, to the Secretary of Commerce 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, 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.—In addition to amounts otherwise available, there is appropriated
for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $1,000,000,000, 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), 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 activities, including activities relating to 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 participation, community outreach and engagement activities, subject to the conditions that—

(A) 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 paragraph; and

(B) not less 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.—In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $500,000,000, to remain available until September 30, 2027, to the Secretary of Commerce for public works projects as authorized by section 201 of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3141).

(d) Administration.—Not more than 3 percent of the amounts made available under this section shall be used for the administrative costs of carrying out this section.

SEC. 110019. RECOMPETE PILOT PROGRAM.

(a) Economic Development Administration Appropriation.—In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $4,000,000,000, to remain available until September 30, 2031, to the Department 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 establish a pilot program, to be known
as the “Recompete Pilot Program”, to provide grants to specified entities to carry out activities in eligible areas and Tribal lands for which a specified entity has jurisdiction or otherwise serves to support local labor markets, local communities, and Tribal governments to alleviate persistent economic distress and labor market dislocation, except that sections 204 and 301 of such Act shall not apply to a grant provided under this section.

(b) TERM.—A grant shall have a term of 10 fiscal years and be disbursed at such time and in such manner as determined by the Secretary of Commerce in accordance with benchmarking requirements established by the Secretary.

(c) USE OF FUNDS.—Of the funds provided by this section—

(1) not less than $3,855,000,000 shall be used for grants to be awarded to at least 20 specified entities representing eligible areas to carry out activities described in a recompete plan approved by the Secretary of Commerce;

(2) not more than $25,000,000 may be used for planning and technical assistance grants to be awarded to not more than 50 specified entities representing eligible areas to develop a recompete plan and carry out predevelopment activities; and
(3) not more than 3 percent shall be used for the administrative costs of carrying out this section.

(d) LIMITATIONS.—

(1) ELIGIBLE AREAS.—An eligible area may not benefit from more than 1 grant and 1 grant described in subsection (c)(2).

(2) LIMITATION ON RECIPIENTS.—For purposes of the program under this section, a specified entity may not receive a grant on behalf of more than 1 eligible area.

(e) MAXIMUM AWARD AMOUNT.—In determining the maximum amount of a grant that a specified entity may be awarded, the Secretary shall use the product obtained by multiplying—

(1) the prime-age employment gap of the eligible area;

(2) the prime-age population of the eligible area; and

(3) either—

(A) $70,585 for local labor markets; or

(B) $53,600 for local communities.

(f) DEFINITIONS.—In this section:

(1) ELIGIBLE AREA.—The term “eligible area” means either of the following:

(A) A local labor market that—
(i) has a prime-age employment gap equal to not less than 2.5 percent; and

(ii) meets additional criteria as the Secretary may establish.

(B) A local community that—

(i) has a prime-age employment gap equal to not less than 5 percent;

(ii) is not located within an eligible local labor market that meets the criteria described in subparagraph (A); and

(iii) has a median annual household income of not more than $75,000.

(2) LOCAL LABOR MARKET.—The term “local labor market” means any of the following areas that contains 1 or more specified entities described in subparagraphs (A) through (D) of paragraph (5):

(A) A commuting zone, as defined by the Economic Research Service of the Department of Agriculture, excluding all core-based statistical areas within the commuting zone described in subparagraph (B).

(B) Subject to subparagraph (C), if 1 or more discrete metropolitan statistical areas or micropolitan statistical areas, as defined by the Office of Management and Budget (collectively
referred to as “core-based statistical areas”),
exists within a commuting zone described in
subparagraph (A), each such core-based statisti-
cal area.

(C) If the remaining area of a commuting zone described in subparagraph (A), excluding all core-based statistical areas within the commuting zone described in subparagraph (B), contains 1 or fewer counties and has a population of 7,500 or fewer residents, that remaining area combined with an adjacent core-based statistical area within the commuting zone.

(D) The Tribal land with a Tribal prime-age population represented by a Tribal government.

(3) LOCAL COMMUNITY.—The term “local community” means the area served by a specified entity described in subparagraphs (A) through (C) of paragraph (5) that—

(A)(i) is located within a local labor market or partial local labor market that is not eligible; or

(ii) is not coexistent with, or encompassing

the entirety of, a local labor market; and
(B) meets such additional criteria, including a minimum population requirement, as the Secretary may establish.

(4) PRIME-AGE EMPLOYMENT GAP.—

(A) IN GENERAL.—The term “prime-age employment gap” means the difference (expressed as a percentage) between—

(i) the national 5-year average prime-age employment rate; and

(ii) the 5-year average prime-age employment rate of the eligible area.

(B) CALCULATION.—For the purposes of subparagraph (A), an individual is prime-age if such individual between the ages of 25 years and 54 years.

(5) RECOMPETE PLAN.—The term “recompete plan” means a comprehensive 10-year economic development plan that—

(A) includes—

(i) proposed programs and activities to be carried out with a grant awarded under this section to address the economic challenges of the eligible area in a manner that promotes long-term, sustained eco-
nomic growth and reduction in the prime-
age employment gap of the eligible area;

(ii) projected costs and annual ex-
penditures and proposed disbursement
schedule; and

(iii) other information as the Sec-
retary determines appropriate;

(B) is developed by a specified entity that
is the recipient of a planning and technical as-
sistance grant described in subsection (c)(2);

and

(C) is submitted to the Secretary for ap-
proval for a specified entity to be considered for
a grant under this section.

(6) SPECIFIED ENTITY.—The term “specified
entity” means—

(A) a unit of local government;

(B) the District of Columbia;

(C) a territory or possession of the United
States;

(D) a Tribal government;

(E) a State-authorized political subdivision
or other entity, including a special-purpose enti-
ty engaged in economic development activities;
(F) a public entity or nonprofit organization, acting in cooperation with the officials of a political subdivision or entity described in subparagraph (E);

(G) an economic development district (as defined in section 3 of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3122); and

(H) a consortium of any of the specified entities described in this paragraph which serve or are contained within the same eligible area.

(7) Tribal Government.—The term “Tribal government” means the recognized governing body of any Indian or Alaska Native tribe, band, nation, pueblo, village, community, component band, or component reservation, individually identified (including parenthetically) in the list published by the Bureau of Indian Affairs on January 29, 2021, pursuant to section 104 of the Federally Recognized Indian Tribe List Act of 1994 (25 U.S.C. 5131).

(8) Tribal Land.—The term “Tribal land” means any land—

(A) any land located within the boundaries of an Indian reservation, pueblo, or rancheria;
(B) any land not located within the boundaries of an Indian reservation, pueblo, or rancheria, the title to which is held—

(i) in trust by the United States for the benefit of an Indian Tribe or an individual Indian;

(ii) by an Indian Tribe or an individual Indian, subject to restriction against alienation under laws of the United States; or

(iii) by a dependent Indian community.

(9) **TRIBAL PRIME-AGE POPULATION.**—

(A) **IN GENERAL.**—The term “Tribal prime-age population” shall be equal to the sum obtained by adding—

(i) the product obtained by multiplying—

(I) the total number of individuals ages 25 through 54 residing on the Tribal land of the Tribal government; and

(II) 0.65; and

(ii) the product obtained by multiplying—
(I) the total number of individuals ages 25 through 54 included on the membership roll of the Tribal government; and

(II) 0.35.

(B) USE OF DATE.—A calculation under subparagraph (A) shall be determined based on data provided by the applicable Tribal government to the Department of the Treasury under the Coronavirus State and Local Fiscal Recovery Fund programs under title VI of the Social Security Act (42 U.S.C. 801 et seq.).

SEC. 110020. ASSISTANCE FOR FEDERAL BUILDINGS.

In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any funds in the Treasury not otherwise appropriated, $1,000,000,000, 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)).
SEC. 110021. TECHNOLOGY INNOVATION AND CLIMATE RESILIENCE IN MARITIME SECTOR.

In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $100,000,000, to remain available until September 30, 2027, to the Maritime Administration, for the maritime environmental and technical assistance program under section 50307 of title 46, United States Code, to reduce carbon emissions, reduce vessel noise pollution, and improve the climate resiliency of the marine shipping and the maritime industry.

SEC. 110022. CLIMATE RESILIENT COAST GUARD INFRASTRUCTURE.

In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $1,000,000,000, to remain available until September 30, 2029, 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 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.
SEC. 110023. GREAT LAKES ICEBREAKER ACQUISITION.

In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of funds in the Treasury not otherwise appropriated, $350,000,000, to remain available until September 30, 2029, 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).

SEC. 110024. POLAR SECURITY CUTTERS AND CLIMATE SCIENCE.

In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $788,000,000, to remain available until September 30, 2027, to the Coast Guard, for the acquisition of the fourth heavy Polar Security Cutter, including scientific laboratory and berthing facilities, to expand access for scientists to the polar regions, to improve climate and weather research, for other polar missions, and for other purposes, as authorized under section 561 of title 14, United States Code.

SEC. 110025. SMALL SHIPYARD GRANTS.

In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $300,000,000,
to remain available until September 30, 2027, to the Maritime Administration for the purposes of making grants under the assistance for small shipyards program, as authorized by section 54101 of title 46, United States Code, to improve the climate resiliency and environmental sustainability of the maritime industry and maritime transportation system, including workforce training and equipment acquisition projects that improve the efficiency of shipyard operations, vessel construction and vessel repair. The deadlines established in paragraphs (2) and (3) of subsection (b) and paragraph (1) of subsection (f) of section 54101 of such title shall not apply to amounts made available in this section.

SEC. 110026. PORT INFRASTRUCTURE AND SUPPLY CHAIN RESILIENCE.

In addition to amounts otherwise available, there is appropriated for fiscal year 2022, out of any money in the Treasury not otherwise appropriated, $2,500,000,000, to remain available until September 30, 2027, to the Maritime Administration for the purposes of making grants for projects to support supply chain resilience, reduction in port congestion, the development of offshore wind support infrastructure, and environmental remediation, projects to reduce the impact of ports on the environment, and for other purposes. Such grants shall be administered in acc-
cordance with the requirements applicable to grants under section 50302 of title 46, United States Code.

SEC. 110027. GRANTS FOR RURAL, SMALL, TRIBAL, AND ECONOMICALLY DISADVANTAGED MUNICIPALITY TECHNICAL ASSISTANCE AND CIRCUIT RIDER PROGRAMS AND WORKFORCE DEVELOPMENT.

(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, $495,000,000, to remain available until expended, for the Administrator of the Environmental Protection Agency—

(1) to provide technical assistance to rural, small, Tribal, and economically disadvantaged municipalities for the purposes identified in subsection (b)(8) of section 104 of the Federal Water Pollution Control Act (33 U.S.C. 1252); and

(2) for grants for manpower development and training and retraining of workforce employees of publicly owned treatment works in accordance with subsection (g) of such section.

(b) DETERMINATION OF ECONOMIC DISADVANTAGE.—In determining whether a municipality is economically disadvantaged for the purposes of this section, the
Administrator shall, to the maximum extent practicable, take into consideration—

(1) the criteria under paragraph (1) or (2) of section 301(a) of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3161); and

(2) any affordability criteria established by the State in which the municipality is located pursuant to section 603(i)(2) or 221(c) of the Federal Water Pollution Control Act (33 U.S.C. 1383(i)(2); 1301(c)).

SEC. 110028. 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 a grant 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.

SEC. 110029. 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, $1,000,000,000, 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 a grant 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, $1,000,000,000, 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 financially distressed communities (as defined in such section), including rural financially distressed communities, 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 Protec-
tion Agency may not require a financially distressed
community receiving a grant pursuant to this sub-
section to provide, as a condition of eligibility to re-
ceive such grant, a share of the cost of the activity
for which the grant was made.

SEC. 110030. INDIVIDUAL HOUSEHOLD DECENTRALIZED
WASTEWATER TREATMENT SYSTEM GRANTS.

(a) APPROPRIATION.—In addition to amounts other-
wise 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), to States, mu-
nicipalities, 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)).

(b) 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.

SEC. 110031. TRIBAL CLEAN WATER 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, $500,000,000, to remain available until expended, to make grants, in accordance with subsection (b), to Indian tribes and other entities described in section 518(c)(3) of the Federal Water Pollution Control Act (33 U.S.C. 1377)—

(1) for—

(A) projects and activities eligible for assistance under section 603(c) of such Act (33 U.S.C. 1383); and

(B) training, technical assistance, and educational programs related to the operation and management of treatment works eligible for assistance pursuant to such section 603(c); and

(2) subject to the condition that—
(A) any project or 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 project or activity (including through the implementation of technologies to recover and reuse energy produced in the treatment of wastewater); and

(B) all of the iron and steel used in any project carried out using such funds are produced in the United States in accordance with section 608 of such Act (33 U.S.C. 1388).

(b) LIMITATION.—In carrying out subsection (a), the Administrator of the Environmental Protection Agency may not require an Indian tribe or other entity receiving a grant under this section to provide, as a condition of eligibility to receive such grant, a share of the cost of the project or activity for which the grant was made.

SEC. 110032. WASTEWATER INFRASTRUCTURE ASSISTANCE TO COLONIAS.

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 the Administrator of the Environ-
mental Protection Agency for carrying out section 307 of
the Safe Drinking Water Act Amendments of 1996 (33
U.S.C. 1281 note; 110 Stat. 1688), which funds may be
used to award grants under such section to a border State
or municipality with jurisdiction over an eligible commu-
nity (as such terms are defined in 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);

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

(3) an eligible community receiving assistance
for such project pursuant to this section shall not be
required to provide a share of the costs of carrying
out the project.

SEC. 110033. CLEAN WATER NEEDS SURVEY.
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, $5,000,000, to remain available until expended, for grants to States and municipalities to carry out a detailed estimate of the cost of construction of all needed publicly owned treatment works pursuant to section 516(b)(1)(B) of the Federal Water Pollution Control Act (33 U.S.C. 1375(b)(1)(B)).