

**AMENDMENT TO THE AMENDMENT IN THE
NATURE OF A SUBSTITUTE TO H.R. 4669
OFFERED BY MR. GRAVES OF MISSOURI**

Page 77, strike lines 3 through 12 and insert the following:

1 “(4) ENDANGERED SPECIES ACT EXEMPTION.—
2 An exemption from the requirements of the Endan-
3 gered Species Act of 1973 (16 U.S.C. 1531 et seq.)
4 pursuant to section 7(p) of that Act (16 U.S.C.
5 1536(p)) shall apply to repair, restoration, recon-
6 struction, or replacement under subsection (a), and
7 the determinations required under subsections (p),
8 (g), and (h) of such section shall be deemed to be
9 made.”.

Page 100, line 24, strike “and” at the end.

Page 101, line 5, strike the period and insert “;
and”.

Page 101, after line 5, insert the following:

10 (E) identify best practices for collaboration
11 with State and local environmental, water, and

1 wildlife experts during critical decision points in
2 debris removal management.

Page 155, line 19, strike the period and insert “and for property acquisitions and relocations in accordance with 404(b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170c(b)).”.

Page 164, line 6, insert “, conditioned on completion of any final environmental and historic preservation reviews” after “section”.

Page 181, line 12, strike “and” at the end.

Page 181, line 14, strike the period and insert “; and”.

Page 181, after line 14, insert the following:

3 (6) may be improved through the uptake of in-
4 novative or emerging mitigation strategies.

Page 181, line 23, strike “and” at the end.

Page 182, before line 1, insert the following (and re-designate the subsequent paragraph accordingly):

5 (4) assessments of the cost-effectiveness and
6 benefits of incorporating practical, multipurpose so-
7 lutions, including natural and nature-based ap-
8 proaches, into disaster resilience efforts;

1 (5) identification of best practices, innovative
2 techniques, and effective mitigation strategies that
3 can improve outcomes and maximize taxpayer value
4 in projects; and

Page 214, after line 11, insert the following (and re-
designate the subsequent subsection accordingly):

5 (d) SEVERE WEATHER AWARENESS AND PREPARED-
6 NESS PROGRAM.—Not later than 1 year after the con-
7 vening of the working group pursuant to subsection (a),
8 the Administrator shall, in consultation with the members
9 of the working group, establish a program on severe
10 weather awareness and preparedness to facilitate imme-
11 diate and long-term solutions to reduce deaths related to
12 fast-moving disasters, including—

13 (1) in collaboration with the Agency’s Inte-
14 grated Public Alert and Warning System, assist in
15 improving and ensuring integration with early warn-
16 ing systems;

17 (2) establishing goals and measurable perform-
18 ance standards for related preparedness activities;

19 (3) facilitating coordination with relevant fed-
20 eral, State, local, Tribal, non-profit organizations
21 and other private sector entities; and

22 (4) developing and implementing a severe
23 weather awareness program for public and inter-

1 agency preparedness for fast-moving and cata-
2 strophic events.

Page 214, line 16, insert “earthquakes, volcanos,
tsunamis,” after “mudslides,”.

At the end of title IV of division B, insert the fol-
lowing:

3 **SEC. 422. REPORT ON FLOOD RESILIENCY ON KEY TRAVEL**
4 **CORRIDORS.**

5 (a) IN GENERAL.—Not later than 2 years after the
6 date of enactment of this Act, the Administrator of the
7 Federal Emergency Management Agency, in coordination
8 with the Secretary of Transportation, shall submit to the
9 Committee on Homeland Security and Governmental Af-
10 fairs of the Senate and the Committee on Transportation
11 and Infrastructure of the House of Representatives a re-
12 port on the need for major flood resiliency investments,
13 including the installation of pump stations, drainage pipes,
14 and check valves, to safeguard key travel corridors from
15 the impact of coastal storms while improving road safety.

16 (b) CONTENTS.—The report under subsection (a)
17 shall include the following:

18 (1) An evaluation of the current state of flood
19 risk on key travel corridors, and its impact on driver
20 and pedestrian safety.

1 (2) An evaluation of the potential and real haz-
2 ards of Federal under-investment in flood resiliency
3 on key travel corridors.

4 (3) An evaluation of the impact that flood resil-
5 iency construction projects have on regular travel,
6 traffic patterns, and road safety.

7 (4) Recommendations on addressing flooding
8 issues on key travel corridors.

