

Section by Section: Surface Transportation Investment Act of 2021

Title I – Multimodal and Freight Transportation

SUBTITLE A – MULTIMODAL FREIGHT POLICY

Sec. 1101. Office of Multimodal Freight Infrastructure and Policy.

This section would establish an Office of Multimodal Freight Infrastructure and Policy within the Department of Transportation (DOT). Headed by an Assistant Secretary of Multimodal Freight, the Freight Office would be a one-stop-shop responsible for developing and managing freight policy and funding programs within the DOT.

Sec. 1102. Updates to National Freight Strategic Plan.

This section would update the National Freight Strategic Plan to include best practices for reducing environmental impacts, consider potential impacts of the freight system on rural and historically-disadvantaged communities, strategies for decarbonization, and the impacts of e-commerce on the national multimodal freight system.

Sec. 1103. State Collaboration with National Multimodal Freight Network.

This section would increase the amount of mileage that a State can propose adding to the National Multimodal Freight Network.

Sec. 1104. Improving State Freight Plans.

This section would require State freight plans to include supply chain cargo flows, an inventory of commercial ports, findings and recommendations from any multi-State freight compacts, the impacts of e-commerce on freight infrastructure, the considerations of military freight, and an assessment of truck parking facilities in the State. The section would also change the frequency with which a State must update its freight plan from every five years to every four years.

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Sec. 1105. Implementation of National Multimodal Freight Network.

This section would require the Secretary of Transportation (Secretary) to report to relevant Congressional committees on the status of the final National Multimodal Freight Network as required by the Fixing America's Surface Transportation Act of 2015 (P.L. 114-94).

Sec. 1106. Multi-State Freight Corridor Planning.

This section would authorize States and certain other local governmental entities that are regionally linked with an interest in a specific multi-State freight corridor to enter into multi-State compacts to promote the improved mobility of goods. This section would require the Secretary to establish a grant program to provide financial assistance to compacts in amounts up to \$2 million for a new multi-State compact and \$1 million for an existing multi-State compact.

SUBTITLE B – MULTIMODAL INVESTMENT

Sec. 1201. National Infrastructure Project Assistance.

This section would establish and authorize \$10 billion over five years for the National Infrastructure Project Assistance Program. This program would provide single- or multi-year grants to projects generating national or regional economic, mobility, or safety benefits for large and smaller-scale projects. Eligible projects include highway or bridge projects, freight intermodal or freight rail projects, railway-highway grade separation or elimination projects, intercity passenger rail projects, and certain public transportation projects.

Sec. 1202. Local and Regional Project Assistance.

This section would authorize \$1.5 billion a year for the Local and Regional Project Assistance Program (the RAISE/BUILD program) to provide grants for surface transportation projects that will have significant local or regional impacts. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects. The section would limit the size of each grant to \$25 million and provide an equal split between rural and urban areas.

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Sec.1203. National Culvert Removal, Replacement, and Restoration Grant Program.

This section would authorize \$800 million a year for a National Culvert Removal, Replacement, and Restoration Program to provide grants to States, local governments, and Tribes to address anadromous fish passage as well as provide funding for certain freshwater impacts to marine fish and shellfish species. Requires the Secretary to consult with the Undersecretary of Commerce for Oceans and Atmosphere to prioritize projects that would have a meaningful impact on declining stocks.

Sec. 1204. Nationally Significant Multimodal Freight Projects.

This section would authorize an average of \$1.2 billion each year in addition to funds provided through the Highway Trust Fund for the Nationally Significant Freight and Highway Projects grant program (commonly referred to as INFRA) in addition to the funds provided out of the Highway Trust Fund. This section would increase the amount of funds that can go towards multimodal freight projects.

Sec. 1205. National Multimodal Cooperative Freight Research Program.

This section would authorize \$3.75 million annually for a national cooperative freight transportation research program. This section would direct the Secretary to enter into agreement with the National Academy of Sciences to establish an advisory committee to recommend a national research agenda on ways to improve the efficiency and resiliency of freight movement.

Sec. 1206. Rural and Tribal Infrastructure Advancement.

This section would provide the Secretary an average of \$2 million a year to establish a pilot program within the Build America Bureau to provide assistance to rural and Tribal communities. The pilot would provide financial, technical, and legal assistance to help rural and Tribal communities with development phase activities when evaluating potential transportation projects.

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SUBTITLE C – RAILROAD REHABILITATION AND IMPROVEMENT FINANCING REFORMS

Sec. 1301. Railroad Rehabilitation and Improvement Financing Codification and Reforms.

This section would codify the Railroad Rehabilitation and Improvement Financing (RRIF) program in title 49 and makes reforms to the RRIF program including:

- Adding landside port infrastructure as an eligible project category,
- Making permanent the transit-oriented development project eligibility,
- Codifying the RRIF Express program,
- Providing \$50 million each year to subsidize credit risk premiums, up to \$20 million per loan, and requiring those premiums to be refunded upon repayment.

Sec. 1302. Substantive Criteria and Standards.

This section would require the Secretary to update the publicly available credit program guide.

Sec. 1303. Semi-Annual Report on Transit-Oriented Development Eligibility.

This section would require the Secretary to submit a report to Congress within six months of enactment, and biannually thereafter, that identifies the number of applicants that sought a RRIF loan for a transit-oriented development project, the number of loans provided to such applicants, and the reasons for providing or declining to provide the requested loan for projects.

Title II – Rail

SUBTITLE A – AUTHORIZATION OF APPROPRIATIONS

Sec. 2101. Grants to Amtrak.

This section would authorize appropriations for grants to Amtrak for activities associated with the Northeast Corridor and the National Network. This section also allocates funding for oversight, the State-Supported Route Committee, the Northeast Corridor Commission, Interstate Rail Compacts, compliance with the Americans with Disabilities Act, and corridor development.

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In total the bill provides an average of \$2.5 billion a year for the National Network, and an average of \$1.3 billion a year for the Northeast Corridor.

Sec. 2102. Federal Railroad Administration.

This section would authorize appropriations for the operations of the Federal Railroad Administration (an average of \$263 million a year) and for activities associated with the agency's railroad research and development activities (an average of \$45 million a year). This section also authorizes the Secretary to withhold funding for certain Transportation Technology Center construction activities and for Rail Research and Development Center of Excellence grants.

Sec. 2103. Consolidated Rail Infrastructure and Safety Improvements Grants.

This section would authorize \$1 billion a year for the Consolidated Rail Infrastructure and Safety Improvements grant program.

Sec. 2104. Railroad Crossing Elimination Program.

This section would authorize \$500 million a year for the new Railroad Crossing Elimination grant program. This includes a small set-aside to carry out a highway-rail grade crossing safety information and education program.

Sec. 2105. Restoration and Enhancement Grants.

This section would authorize \$50 million a year for the Restoration and Enhancement grants program.

Sec. 2106. Federal-State Partnership for Intercity Passenger Rail Grants.

This section would authorize \$1.5 billion a year for the Federal-State Partnership for Intercity Passenger Rail grants program.

Sec. 2107. Amtrak Office of Inspector General.

This section authorizes an average of \$27.5 million a year for the Office of Inspector

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General of Amtrak.

SUBTITLE B – AMTRAK REFORMS

Sec. 2201. Amtrak Findings, Mission, and Goals.

This section would amend Amtrak’s mission and goals to emphasize its role in providing service to rural communities, recognize the value and importance of long-distance routes, and encourage Amtrak to maximize the benefits of the Federal investments.

Sec. 2202. Composition of Amtrak’s Board of Directors.

This section would revise the composition of Amtrak’s Board of Directors to ensure representation across the Amtrak network, and would require regular engagement with the disability community and Amtrak employees.

Sec. 2203. Station Agents.

This section would require that Amtrak ensure at least one Amtrak ticket agent is employed at each station building that averages at least 40 passengers per day.

Sec. 2204. Increasing Oversight of Changes to Amtrak Long-Distance Routes and Other Intercity Services.

This section would require Amtrak to include information regarding any change or plans to change a route, frequency of service, or station stops in its annual operations report and its general and legislative annual report to Congress.

Sec 2205. Improved Oversight of Amtrak Accounting.

This section would require the Secretary, in consultation with Amtrak, to define, maintain, and periodically update an account structure and improve accounting methodologies, as necessary, to support the Northeast Corridor and the National Network. This section would also provide that Amtrak, in consultation with DOT, shall maintain and implement any account structures and improvements to enable Amtrak to produce sources and uses statements for each

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service line and each asset line that identifies sources, uses of revenues, appropriations, and transfers.

Sec. 2206. Improved Oversight of Amtrak Spending.

This section would require the Secretary to establish substantive and procedural requirements, including schedules, for Amtrak grant requests. In their grant requests, Amtrak would have to report a number of specific details, including to categorize and identify the amount of funds each service type receives and spends by operating expenses, debt service, capital expenses, and contingency levels; describe the operations, services, programs, projects, and other activities to be funded, by category; provide the estimated projected scope, schedule, and budget necessary to complete each project and program; describe the performance measures used to quantify expected and actual project outcomes and benefits; and describe the status of efforts to improve Amtrak's safety culture.

Sec. 2207. Increasing Service Line and Asset Line Plan Transparency.

This section would redefine business lines as "service lines" and require Amtrak to submit annual updates on financial sources, uses statements, and forecasts to Congress. The section also would require Amtrak to provide information on access services of Amtrak-owned or controlled infrastructure and facilities as a part of the five-year service line plans, to jointly develop its five-year service line plans with the Secretary, and to submit the State-supported routes service line plan to State-Amtrak Intercity Passenger Rail Committee.

Sec. 2208. Passenger Experience Enhancement.

This section would remove the requirement that food and beverage services on trains may only be provided if their revenues break even during a fiscal year. This section would also require Amtrak to establish a working group to develop recommendations to improve Amtrak's onboard food and beverage services. Amtrak must submit a plan to implement the recommendations to Congress.

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Sec. 2209. Amtrak Smoking Policy.

This section would require Amtrak to prohibit smoking, including the use of electronic cigarettes, onboard Amtrak trains.

Sec. 2210. Protecting Amtrak Routes through Rural Communities.

This section would prohibit Amtrak from discontinuing, reducing the frequency of, suspending, or substantially altering the route of rail service on any segment of any long-distance route if Amtrak receives adequate funding for that route.

Sec. 2211. State-Supported Route Committee.

This section would require the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) to update its cost allocation methodology to improve accountability and transparency, while still requiring States to pay all costs attributable to their services, and to report to Congress on the updated methodology. This section would also direct Amtrak to provide monthly invoices to each State as well as the SAIPRC that describes operating costs of State-supported routes. This section would require Amtrak to consult with stakeholders early in the development of any new State-supported route.

Sec. 2212. Enhancing Cross Border Service.

This section would require Amtrak to report to Congress on how to improve Amtrak passenger rail service between the United States and Canada. The report would identify challenges to Amtrak operations in Canada, such as delays associated with customs and immigration inspections.

Sec. 2213. Creating Quality Jobs.

This section would prohibit Amtrak from contracting out railroad work covered by a collective bargaining agreement during the time such an employee has been laid off and has not been recalled to perform such work.

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SUBTITLE C – INTERCITY PASSENGER RAIL POLICY

Sec. 2301. Northeast Corridor Planning.

This section would require the Northeast Corridor Commission to create a service development plan, to be updated every five years, and to create an annual capital investment plan aligned with categories required for Amtrak capital planning. These plans must all be submitted to Congress. This section would also require Amtrak and each State and public transportation entity that owns infrastructure used for intercity rail passenger transportation along the Northeast Corridor to develop an asset management system to inform the Northeast Corridor Commission's capital investment plan.

Sec. 2302. Northeast Corridor Commission.

This section would require the Northeast Corridor Commission to report on ridership trends and the progress made to eliminate the state-of-good-repair backlog. This section would also require Amtrak and commuter railroads to develop and update timetables for usage agreements of facilities and services.

Sec. 2303. Consolidated Rail Infrastructure and Safety Improvements.

This section would expand eligibility to Tribes and short line associations and clarifies eligibility for projects that prevent trespassing, fund innovative rail technologies, and improve hazardous material response plans. This popular discretionary grant program remains largely unchanged.

Sec. 2304. Restoration and Enhancement Grants.

This section would broaden the applicant eligibility for the Restoration and Enhancement grants program to include Tribes. This section also allows for the program to provide funds to support a route for up to six years (increased from three years), still with a diminishing Federal share each year.

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Sec. 2305. Railroad Crossing Elimination Program.

This section would establish a competitive grant program under which the Secretary shall award grants for projects that make improvements to highway and pathway rail crossings, such as eliminating highway-rail at-grade crossings that are frequently blocked by trains, adding gates or signals, relocating track, or installing a bridge. The program would improve the safety of communities and the mobility of people and goods. At least 20 percent of grant funds are reserved for projects located in rural areas or on Tribal lands.

Sec. 2306. Interstate Rail Compacts.

This section would establish a competitive grant program to provide financial assistance to entities implementing interstate rail compacts for costs of administration, systems planning, and operations coordination. Grants under this program may not exceed \$1,000,000 annually and require a non-Federal match of at least 50 percent.

Sec. 2307. Federal-State Partnership for Intercity Passenger Rail Grants.

This section would reform the Federal-State Partnership grant program by broadening project eligibility beyond Amtrak- and State-owned assets and to allow expansion of or construction on new intercity passenger rail routes, in addition to capital projects that address state-of-good repair. The program requires at least 45 percent of the funds to go to projects located on the Northeast Corridor, and at least 45 percent of the funds to be for projects not located on the Northeast Corridor. In addition, at least 20 percent of such funds for the National Network must benefit a long-distance route. This section would also allow FRA to provide funding to a project over multiple years.

Sec. 2308. Corridor Identification and Development Program.

This section would require the Secretary to establish a program to develop intercity passenger rail corridors. Development would include creating new routes, enhancing service on existing routes, or restoring former service. Each rail corridor selected for development would work with DOT and relevant States to prepare a plan outlining capital projects needed to establish service. This section would also require the Secretary to report annually to Congress on

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rail corridors selected for development.

Sec. 2309. Surface Transportation Board Passenger Rail Program.

This section would direct the Surface Transportation Board to hire additional full-time employees to assist in carrying out its passenger rail responsibilities.

Sec. 2310. Railroad Rights-of-Way.

This section would require the Government Accountability Office (GAO) to study the railroad rights-of-way exemption process under the National Historic Preservation Act of 1966.

SUBTITLE D – RAIL SAFETY

Sec. 2401. Railway-Highway Crossings Program Evaluation.

This section would require the Secretary to evaluate whether the railway-highway crossings program provides sufficient flexibility and resources for States to address grade crossing safety issues. The section also provides for the Secretary to make any recommendations to improve the effectiveness of the program.

Sec. 2402. Grade Crossing Accident Prediction Model.

This section would require the Federal Railroad Administrator to update the Federal Railroad Administration's grade crossing accident prediction and severity model and provide training on the use of the updated model within two years of enactment.

Sec. 2403. Periodic Updates to Highway-Rail Crossing Reports and Plans.

This section would require States to submit annual reports to DOT with information on progress implementing plans to improve safety highway-rail grade crossings, plans that were required by the FAST Act. This section would also require DOT to periodically assess and report to Congress on States' progress implementing their plans, as well as to assess the strategies used by States to improve the safety of highway-rail grade crossings.

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Sec. 2404. Blocked Crossing Portal.

This section would require the Federal Railroad Administration to establish a blocked crossing portal to collect information about blocked highway-rail grade crossings from the public. The Federal Railroad Administration is to use the information to assess the impact of blocked crossings, inform outreach to communities and railroads about blocked crossings, and produce an annual report on the program. This pilot program will expire three years after enactment.

Sec. 2405. Data Accessibility.

This section would require the Chief Information Officer of the DOT to review of the website of the Federal Railroad Administration's Office of Safety Analysis and provide recommendations for improving the website's usability and accessibility to the public. This section would also require that the website be updated, taking into account the Chief Information Officer's recommendations, within one year of receiving them.

Sec. 2406. Emergency Lighting.

This section would direct the Secretary to require all rail carriers that provide intercity passenger rail or commuter rail service to implement periodic inspection plans to ensure that passenger equipment complies with the existing regulations. These regulations include ensuring that rail cars have adequate emergency lighting available if power is lost for passengers, crewmembers, and first responders safely move through and out of a rail car.

Sec. 2407. Comprehensive Rail Safety Review of Amtrak.

This section would require the Secretary to conduct a focused review of Amtrak's overall safety culture, including its safety-related processes and procedures. This section also requires Amtrak to create and annually update a plan to address any findings from the Secretary's review.

Sec. 2408. Completion of Hours of Service and Fatigue Studies.

This section would direct the Federal Railroad Administration to start pilot programs required under Federal law to analyze practices that could reduce fatigue for train and other

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railroad employees.

Sec. 2409. Positive Train Control Study.

This section would require the GAO to examine the annual costs to public commuter railroads to operate and maintain positive train control systems, and to submit a summary report on the findings to Congress.

Sec. 2410. Operating Crew Member Training, Qualification, and Certification.

This section would require the Secretary to initiate audits of railroads' training and certification programs for locomotive engineers and conductors. The section requires audits of Class I railroads, including Amtrak and other intercity passenger rail providers, at least once every five years. The section requires audits of a select number of Class II and Class III railroads annually. The section requires railroads to update their training and certification programs to eliminate any deficiencies identified by an audit. The section also requires the Secretary to publish an annual report summarizing the results of its audits.

Sec. 2411. Transparency and Safety.

This section would revise the Secretary's authority to issue nonemergency waivers and suspend compliance with rail safety regulations by requiring a public notice and comment process in regards to such a waiver or suspension. This section also provides that, not later than one year after the date on which a waiver has been in continuous effect for a six-year period, the Secretary shall review and determine whether a rulemaking consistent with the waiver is in the public interest and consistent with railroad safety. The Secretary shall publish the review and analysis of the waiver, and may initiate a rulemaking to incorporate relevant aspects of the waiver.

Sec. 2412. Research and Development.

This section would provide the Secretary with express authority to construct or repair the Federal Railroad Administration's Transportation Technology Center's (TTC) buildings and facilities, including both outdoor infrastructure and indoor training areas. This section also

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authorizes the Secretary to collect fees or rents from facility users to offset appropriated amounts for the cost of providing facilities or other services at the TTC, and to establish a revolving fund for such amounts for operation, maintenance, repair, or improvement of the TTC. This section also would authorize the Secretary to allow TTC lessees and contractors to purchase insurance for activities and assets at TTC to mitigate risk. This section also authorizes the Secretary to enter into a contract for the purchase of electric power to enable use of the land at TTC for projects to produce energy from renewable sources.

Sec. 2413. Rail Research and Development Center of Excellence.

This section establishes a Center of Excellence to advance research and development that improves the safety, efficiency, and reliability of passenger and freight rail transportation. This section authorizes the Secretary to issue grants in support of this program. The Center would support basic and applied research, including research on advances in rolling stock, advanced positive train control, human factors, inspection technology, and remote sensing, the Federal share of costs under this program would be 50 percent.

Sec. 2414. Quarterly Report on Positive Train Control System Performance.

This section requires each railroad required to implement positive train control to submit a quarterly report on positive train control system performance to the DOT. The report is to contain information on the number of system initialization failures and system malfunctions, among other data points. This section allows the Secretary, three years after enactment, to reduce the frequency of reporting to not less than twice per year or justify maintaining quarterly reporting.

Sec. 2415. Speed Limit Action Plans.

This section requires railroad carriers to submit a speed limit action plan and for carriers to annually review their action plans to ensure effectiveness. The section requires a carrier to submit a revised speed limit action plan at least 90 days prior to implementing any significant operational or territorial operating changes.

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Sec. 2416. New Passenger Service Pre-Revenue Safety Validation Plan.

This section requires any railroad providing new, regularly scheduled intercity or commuter rail passenger transportation, or expanding or reinitiating service, to create a comprehensive, pre-revenue safety validation plan. Once submitted, the railroad must comply with the plan as it prepares to start the new service. This section requires the agency to develop conforming regulations to implement this section.

Sec. 2417. Federal Railroad Administration Accident and Incident Investigations.

This section requires the Secretary to create a standardized accident and rail investigation process and, when developing the process, to consider ways to maintain the confidentiality of certain entities involved in investigations, when requested.

Sec. 2418. Civil Penalty Enforcement Authority.

This section amends the Federal Railroad Administration's existing rail safety civil penalty authority to add a provision allowing the agency to resolve civil penalty assessments for non-hazardous materials regulation violations administratively, without having to refer the disputes to the Department of Justice for litigation.

Sec. 2419. Advancing Safety and Innovation Technology.

This section requires the Secretary to issue safety regulations necessary for high-speed rail services and, before issuing any safety regulations, to consult with developers of new high-speed rail technologies to inform methods for evaluating safety performance.

Sec. 2420. Passenger Rail Vehicle Occupant Protection Systems.

This section requires the Federal Railroad Administration to complete a study on how passenger rail vehicle occupant protection systems could materially improve passenger safety. Upon completion of the study, the Administrator must report on the findings to Congress. In addition, the section provides that the agency may issue a rule with standards for the use of occupant protection systems in new passenger rail rolling stock.

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Sec. 2421. Federal Railroad Administration Safety Reporting.

This section requires the Secretary to update its accident and incident reporting form to collect additional information on the train equipment and crew involved in an accident or incident.

Sec. 2422. National Academies Study On Trains Longer Than 7,500 Feet.

This section requires the Secretary to spend between \$1 million and \$2 million on a report by the National Academies on the operations, safety, and efficiency of trains longer than 7,500 feet, to be submitted to relevant Congressional committees within two years.

Sec. 2423. High-Speed Train Noise Emissions.

This section authorizes the Secretary to lead, though still in consultation with the Environmental Protection Agency, when prescribing regulations governing railroad-related noise emission standards for trains operating on the general railroad system at speeds greater than 160 miles per hour.

Sec. 2424. Critical Incident Stress Plans.

This section requires the Secretary to amend critical incident stress plan regulations encompass employees of commuter railroads and intercity passenger railroads who directly interact with passengers and to ensure that assaults of such employees are included in the definition of critical incident under the regulations.

Title III – Motor Carrier Safety

Sec. 3001. Authorization of Appropriation.

This section would authorize appropriations out of the Highway Trust Fund for administrative expenses of the Federal Motor Carrier Safety Administration, including appropriations to carry out the motor carrier safety assistance program, the high priority program, the commercial motor vehicle enforcement training and support grant program, the commercial motor vehicle operators grant program, and the financial assistance program for

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commercial driver's license implementation.

Sec. 3002. Motor Carrier Safety Advisory Committee.

This section would revise the Motor Carrier Safety Advisory Committee to include small business motor carriers and extend the committee through September 2025.

Sec. 3003. Combating Human Trafficking.

This section would allow funding to support the recognition, prevention, and reporting of human trafficking as well as the detection of and enforcement of laws relating to such criminal activity.

Sec. 3004. Immobilization Grant Program.

This section would establish a grant program to provide discretionary grants to States to immobilize or impound passenger-carrying commercial motor vehicles that are determined to be unsafe or fail inspection. This section would require the Secretary to work with States to develop a list of safety violations that would warrant the immediate immobilization or impoundment of a passenger-carrying commercial motor vehicle.

Sec. 3005. Commercial Motor Vehicle Enforcement Training and Support.

This section would establish a grant program to provide discretionary grants for nonprofit organization to provide training to non-Federal employees who conduct commercial motor vehicle enforcement activities and to develop related training materials.

Sec. 3006. Study of Commercial Motor Vehicle Crash Causation.

This section would require the Secretary to carry out a comprehensive study to determine the causes of, and contributing factors to, crashes that involve a commercial motor vehicle, as well as to identify data requirements, data collection procedures, reports, and any other measures that can help improve the ability of States and the Secretary to evaluate future crashes, monitor crash trends, and develop effective safety policies. This section would also require the Secretary to submit a report to Congress describing the results of the study and any legislative

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recommendations.

Sec. 3007. Promoting Women in the Trucking Workforce.

This section would establish the Women of Trucking Advisory Board to identify barriers and industry trends that directly or indirectly discourage women from pursuing and retaining careers in trucking, and examine ways to facilitate support for women pursuing careers in trucking including training and outreach programs.

Sec. 3008. State Inspection of Passenger-Carrying Commercial Motor Vehicles.

This section would require the Secretary to solicit additional comment on the advance notice of proposed rulemaking entitled “State Inspection Programs for Passenger-Carrier Vehicles” within one year, and to issue a final rule if supported by the data and information.

Sec. 3009. Truck Leasing Task Force.

This section would require the Secretary, in consultation with the Secretary of Labor, to establish a Truck Leasing Task Force. The Task Force shall examine common truck leasing arrangements, including the impact of inequitable leasing agreements on the industry, and resources to assist commercial motor vehicle drivers in assessing the financial impacts of leasing agreements. This section requires the Task Force to submit its findings and recommendations to Congress, as well as the Secretary of Transportation, and the Secretary of Labor.

Sec. 3010. Automatic Emergency Braking.

This section would require the Secretary, not later than two years after enactment, to prescribe a motor vehicle safety standard and accompanying performance requirements for automatic emergency braking systems for heavy-duty commercial motor vehicles, and to require that systems installed in such vehicles be in use during operation. This section would also direct the Secretary to study equipping other commercial motor vehicles with an automatic emergency braking system and, if warranted, develop performance standards for such systems.

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Sec. 3011. Underride Protection.

This section would direct the Secretary, within one year of enactment, to strengthen rear underride guard standards and to conduct additional research on the design and development of rear impact guards to prevent crashes at higher speeds. This section would also require the Secretary, within one year of enactment, to amend regulations on minimum periodic inspection standards and reports to include rear impact guards and rear end protection. The Secretary would also be directed to complete additional research on side underride guards, and, if warranted, develop performance standards for side underride guards. This section also creates an Advisory Committee on Underride Protection.

Sec. 3012. Providers of Recreational Activities.

This section would exempt providers of recreational activities operating small passenger vehicles from Federal registration requirements if they operate within a 150 air-mile radius.

Sec. 3013. Amendments to Regulations Relating to Transportation of Household Goods in Interstate Commerce.

This section would direct the DOT to update regulations relating to the interstate transportation of household goods, and to consider changes recommended by the Household Goods Consumer Protection Working Group.

Sec. 3014. Improving Federal-State Motor Carrier Safety Enforcement Coordination.

This section would require the Secretary to publish in the Federal Register a process to review each out-of-service order issued by a covered State within 30 days after the date on which the out-of-service order is submitted to the Secretary. This section also requires the Secretary to publish a process under which the Secretary shall review imminent hazard determinations made by covered States.

Sec. 3015. Limousine Research.

This section would require the Secretary to conduct research on crashworthiness and evacuation standards for limousines, and prescribe motor vehicle safety standards based upon

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that research. This section would also prevent a limousine operator from introducing a limousine into interstate commerce unless the operator has displayed the date of the most recent inspection under Federal or State law, the results of the inspection, and any corrective action to ensure the limousine passed inspection. This section provides that the Federal Trade Commission (FTC) shall enforce these requirements.

Sec. 3016. National Consumer Complaint Database.

This section would require GAO to examine the National Consumer Complaint Database of the Federal Motor Carrier Safety Administration, and to evaluate the effectiveness of efforts to consider and follow-up on complaints submitted to the database, the types of complaints, and awareness of the database.

Sec. 3017. Electronic Logging Device Oversight.

This section would require the Secretary to submit a report to Congress on the processes used by the Federal Motor Carrier Safety Administration to review electronic logging device logs and to protect proprietary and personally identifiable information.

Title IV – Highway and Motor Vehicle Safety

SUBTITLE A—HIGHWAY TRAFFIC SAFETY

Sec. 4101. Authorization of Appropriations.

This section would authorize appropriations for highway safety programs, research and development, high-visibility enforcement, priority safety programs, and operations of the National Highway Traffic Safety Administration.

Sec. 4102. Highway Safety Programs.

This section would create new highway safety program eligibilities to promote widespread and proper use of child restraints, improve recall awareness, prevent child heatstroke fatalities, reduce deaths and injuries from vehicles not moving over for stopped emergency response vehicles, and educate drivers to prevent misuse or misunderstanding of new vehicle

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technology. This section would also require States that have legalized marijuana to consider additional programs to educate drivers on the risks associated with marijuana-impaired driving. This section would change the frequency of State Highway Safety Plans from annual to triennial and require the Secretary to publish approved State Highway Safety Plans, State performance targets, and State progress toward meeting performance targets on a website.

Sec. 4013. Highway Safety Research and Development.

This section would increase funding for a cooperative program to research and evaluate priority highway safety countermeasures from \$2.5 million to \$3.5 million annually. The section also would direct the Secretary to evaluate the effectiveness of innovative behavioral traffic safety countermeasures to inform guidance for State highway safety officials.

Sec. 4104. High-Visibility Enforcement Programs.

This section would require the Secretary to conduct three high-visibility enforcement campaigns each year.

Sec. 4105. National Priority Safety Programs.

The section would make improvements to priority safety programs, such as clarifying or expanding eligibility, to address underutilization of certain programs, including programs that address distracted driving and impaired driving. This section would also clarify the goals and allowable uses of funds for programs, such as for State traffic safety information system improvement grants, to improve the consistency and quality of State data. This section would also establish new priority programs to educate drivers and law enforcement officers about proper law enforcement practices for traffic stops and to prevent deaths and injuries involving motor vehicles stopped on the side of the road.

Sec. 4106. Multiple Substance-Impaired Driving Prevention.

This section would expand the use of penalty funds for States that have not enacted or are not enforcing open container laws for impaired driving countermeasures beyond those focused

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on alcohol-impaired driving. This section would also require a GAO study on State and local agency reporting of impaired driving data into federal databases.

Sec. 4107. Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence.

This section would expand the use of penalty funds for States that have not enacted or are not enforcing a repeat intoxicated driver law to include multiple-substance impaired driving countermeasures, rather than only alcohol-impaired countermeasures.

Sec. 4108. Crash Data.

This section would require the Secretary to revise crash data systems to be able to distinguish bicycles, electric scooters, and other individual personal conveyance vehicles from other vehicles involved in a crash. This section would establish a grant program to States to modernize data collection systems to enable them to more efficiently share data with the National Highway Traffic Safety Administration.

Sec. 4109. Review of Move Over or Slow Down Law Public Awareness.

This section would require the GAO to study Federal and State efforts to improve awareness and enforcement of laws that require vehicles to change lanes or slow down when approaching an emergency vehicle on the roadside.

Sec. 4110. Review of Laws, Safety Measures, and Technologies Relating to School Buses.

This section would require the Secretary to study the effectiveness of State laws that make it illegal to pass a stopped school bus on the road and identify best practices to address vehicles that illegally pass stopped school buses. This section would also require the Secretary to conduct a public safety messaging campaign to help prevent the illegal passing of school buses and improve the safe loading and unloading of school buses. This section would also direct the Secretary to research vehicle technologies and driver education methods that could further improve school bus safety.

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Sec. 4111. Motorcyclist Advisory Council.

This section would establish a Motorcyclist Advisory Council to advise the DOT on motorcycle safety issues, including road design and maintenance, barrier design, and use of intelligent transportation systems. The section would require the Council to make recommendations on motorcycle safety to the Secretary, and for the Secretary to accept or reject the recommendations and report to Congress on these decisions.

Sec. 4112. Safe Streets and Roads for All Grant Program.

This section would establish a grant program for metropolitan planning organizations, local governments, and Tribal governments to develop and carry out comprehensive safety plans to prevent death and injury on roads and streets, commonly known as “Vision Zero” or “Toward Zero Deaths” initiatives. The section would authorize \$1 billion for this program, with no less than 40 percent allocated to support the development of comprehensive safety plans.

Sec. 4113. Implementation of GAO Recommendations.

This section would require the Secretary to implement GAO recommendations related to the national 911 program and to improve safety relating to pedestrians and cyclists.

SUBTITLE B—VEHICLE SAFETY

Sec. 4201. Authorization of Appropriations.

This section would authorize appropriations for the National Highway Traffic Safety Administration to carry out motor vehicle safety programs and activities.

Sec. 4202. Recall Completion.

This section would require motor vehicle manufacturers to report to DOT information on recall campaigns, including the number of affected vehicles and the number of repaired vehicles. The section would also require DOT to annually publish data on recall campaigns, including the percentage of vehicles that were repaired.

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Sec. 4203. Recall Engagement.

This section would require the GAO to examine the reasons vehicle owners do not have repairs performed to address recalls for safety defects and what steps could help more vehicle owners have repairs performed. This section would also require the GAO to conduct a study to determine the number of motor vehicles used by transportation network companies (for purposes such as ridesharing) that are subject to recalls and have not been repaired. This section would also require the DOT to identify methods to improve communications to vehicle owners to inform them about recalls and encourage them to have repairs performed.

Sec. 4204. Motor Vehicle Seat Back Safety Standards.

This section would require the Secretary to examine updating seat back safety standards for motor vehicles.

Sec. 4205. Automatic Shutoff.

This section would require the Secretary to update safety standards for vehicles with keyless ignition devices so that the vehicle automatically shuts off after it has idled for a designated period of time.

Sec. 4206. Petitions by Interested Persons for Standards and Enforcement.

This section would clarify language regarding petitions by interested persons.

Sec. 4207. Child Safety Seat Accessibility Study.

This section would require the Secretary to coordinate with other Federal agencies to study whether low-income families and underserved populations have access to child safety seats and to take steps to improve access based on the study.

Sec. 4208. Crash Avoidance Technology.

This section would require the Secretary to require that all new motor vehicles be equipped with two crash avoidance technologies—forward collision warning and automatic emergency braking systems, and lane departure and lane keeping assist systems.

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Sec. 4209. Reduction of Driver Distraction.

This section would require the Secretary to study driver monitoring systems to minimize driver distraction and disengagement, and, if warranted based on the results of the study, require a rulemaking.

Sec. 4210. Rulemaking Report.

This section would require the Secretary to regularly provide a written notification to Congress on the status of regulations or rulemakings that have not been finalized, including for several rulemakings required in the FAST Act and MAP-21. For each covered rulemaking, the notification must include an updated timeline, an expected date of completion, and a list of factors causing delays, among other details on outstanding rulemakings.

Sec. 4211. Global Harmonization.

This section would require the Secretary to cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups on global harmonization of vehicle regulations to improve motor vehicle safety.

Sec. 4212. Headlamps.

This section would require the Secretary to update the safety standard for headlamp systems, including to allow for vehicles to have adaptive headlamp systems.

Sec. 4213. New Car Assessment Program.

This section would require the Secretary to update and modernize the New Car Assessment Program (NCAP). Required changes to NCAP would include implementing a rating system for crash-avoidance technologies, similar to the rating system currently in place for the crashworthiness of vehicles. This section would also require the Secretary to establish and regularly update a roadmap to plan for and implement additional improvements to NCAP.

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Sec. 4214. Hood and Bumper Standards.

This section would require the Secretary to examine updating hood and bumper safety standards for motor vehicles considering, in particular, crash avoidance technologies and technologies to prevent injuries and fatalities suffered by pedestrians, bicyclists, or other vulnerable road users.

Sec. 4215. Emergency Medical Services and 9-1-1.

This section would end the requirement for the National Highway Traffic Safety Administration and the National Telecommunications and Information Administration to report annually to Congress on how the agencies coordinate regarding 911 services.

Sec. 4216. Early Warning Reporting.

This section would direct manufacturers to comply with requirements to report data and information to DOT help identify possible safety defects, including information on crashes and incidents.

Sec. 4217. Improved Vehicle Safety Databases.

This section would require the Secretary to improve the organization, functionality, and search capability of the National Highway Traffic Safety Administration's publicly accessible vehicle safety databases.

Sec. 4218. National Driver Register Advisory Committee Repeal.

This section would repeal the National Driver Register Advisory Committee.

Sec. 4219. Research on Connected Vehicle Technology.

This section would require DOT to conduct research to examine how connected vehicle systems can safely account for bicyclists and other vulnerable road users.

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Sec. 42020. Advanced Impaired-Driving Technology.

This section would require the Secretary to require all new passenger motor vehicles to be equipped with advanced drunk driving prevention technology that can passively monitor and accurately detect that a driver is impaired.

Title V – Research and Innovation

Sec. 5001. Intelligent Transportation Systems Program Advisory Committee.

This section would expand the membership of the Intelligent Transportation Systems Program Advisory Committee to include additional areas of expertise and experience, sets member terms at three years, and provides for virtual meetings.

Sec. 5002. Smart Community Resource Center.

This section would require the Secretary to create a website with resources on smart community transportation projects—projects that use innovative technologies, data, and other means to address local challenges—including technical assistance, training, and examples of projects.

Sec. 5003. Federal Support for Local Decision-Making.

This section would direct the Bureau of Transportation Statistics (BTS) to conduct outreach and identify data needs of local government officials to make informed decisions about infrastructure investments. BTS would also have to create a plan to develop relevant data analysis tools for infrastructure investments in rural and urban communities.

Sec. 5004. Bureau of Transportation Statistics.

This section would authorize \$10 million annually for BTS.

Sec. 5005. Strengthening Mobility and Revolutionizing Transportation Grant Program.

This section would establish a competitive grant program for city or community demonstration project that incorporate innovative transportation technologies or uses of data,

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including coordinated automation, connected vehicles, and intelligent sensor-based infrastructure. The Secretary is directed to consider geographic diversity and select projects across rural, midsized, and large communities. Both the Secretary and the GAO must report on the progress of the program. The section would authorize \$100 million annually for the program.

Sec. 5006. Electric Vehicle Working Group.

This section would establish a 25-member electric vehicle working group, comprising a variety of Federal and non-Federal stakeholders, to provide Federal guidance and strategy for the development, adoption, and integration of electric vehicles into the nation's transportation and energy systems. The Secretaries of Transportation and Energy will lead the working group, and the working group is required to prepare a series of reports to Congress on barriers to electric vehicle adoption and possible opportunities and solutions.

Sec. 5007. Risk and System Resilience.

This section would direct the Secretary to develop a process for States, Tribes, local governments, and other entities to make quantitative risk assessments that can help to enhance the resilience of the surface transportation system, building on existing work by the Transportation Research Board and National Institute of Standards and Technology. This section would also direct the Secretary to provide technical assistance to these entities to help ensure system resilience.

Sec. 5008. Coordination on Emerging Transportation Technology.

This section would codify the Nontraditional and Emerging Transportation Technology Council, which improves agency coordination to enable and regulate new and novel transportation technologies through adoption of best practices and identification of a lead modal administration for a given technology.

Sec. 5009. Interagency Infrastructure Permitting Improvement Center.

This section would codify the duties and responsibilities of the Infrastructure Permitting Improvement Center. The Center will seek to expedite permitting and environmental reviews for

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projects, work with DOT modal administrations to modernize and improve permitting and project reviews, and develop metrics to assess the timeliness of permitting and projects reviews.

Sec. 5010. Rural Opportunities to Use Transportation for Economic Success Initiative.

This section would codify the Rural Opportunities to Use Transportation for Economic Success Initiative (ROUTES) Council and establish an Office within DOT to identify and address the needs of entities seeking Federal grants and assistance for rural projects. The ROUTES Office would also collect relevant data and coordinate rural-related funding programs across modal administrations.

Sec. 5011. Advanced Transportation Technologies Deployment Program.

This section would rename the Advanced Transportation and Congestion Management Technologies Deployment as the Advanced Transportation Technology Deployment Program and recodify the program in title 49. This section would also expand the program's objectives to include improving the mobility of people and goods, improving the durability and extending the life of transportation infrastructure, and preserving the environment, among other objectives. This section maintains funding for the program at \$60 million annually.

Sec. 5012. Safety Data Initiative.

This section would establish the Safety Data Initiative, to be developed through collaboration among DOT leadership, through which the Secretary can conduct demonstration projects, award grants, and use other strategies that develop new data visualization, sharing, and analytic tools that Federal, State, and local entities can use to enhance surface transportation safety.

Sec. 5013. Advanced Transportation Research.

This section would establish the Advanced Research Projects Agency-Infrastructure (ARPA-I) to fund research and development on advanced transportation infrastructure technologies. ARPA-I would support novel, early stage research as well as advance conceptual research into testing and development. The section would provide for a Director to lead ARPA-I,

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and require that the Director ensure that the activities of ARPA-I do not duplicate other DOT research activities and programs. This section would require an evaluation of how well ARPA-I is achieving its goals within three years.

Sec. 5014. Open Research Initiative.

The section would establish a pilot program for universities, nonprofit organizations, and other entities can submit research proposals to the Secretary. This section would require the Secretary to coordinate any research carried out under the pilot program with other DOT research activities to avoid duplication of efforts.

Sec. 5015. Transportation Research and Development 5-year Strategic Plans.

This section would require the Secretary to update DOT's Research and Development Strategic Plan every five years. This section also would amend the Strategic Plan to include reducing transportation cybersecurity risks.

Sec. 5016. Research Planning Modifications.

This section would require that annual research plans for the modal administrations describe the proposed research for the upcoming years and the potential impact of this proposed research. This section would also require DOT to publish a database with information on individual research projects, including the objectives of a research project and the amount of funds provided to a research project.

Sec. 5017. Incorporation of Department of Transportation Research.

This section would require the Secretary to review the results of research conducted by DOT every five years to identify opportunities to inform changes to laws, regulations, and policies that would improve the safety or efficiency of the transportation system. The section would require the Secretary to report to Congress on changes made as a result of research conducted by DOT, as well as any additional changes to statute or regulation.

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Sec 5018. University Transportation Centers Program.

This section would make technical revisions related to University Transportation Centers and would require the Secretary to publish a description of the process used to select University Transportation Centers on the DOT's website.

Sec. 5019. National Travel and Tourism Infrastructure Strategic Plan.

This section would require the Secretary to revise the national travel and tourism infrastructure strategic plan to consider the impacts of the COVID-19 pandemic.

Sec. 5020. Local Hiring Preference for Construction Jobs.

This section would require the Secretary, in collaboration with the Secretary of Labor, to study means to increase the diversity of the transportation workforce, including examining the use of pre-apprenticeship programs and local hiring preferences. The section would also require the Secretary use the results of the study resources for States, local governments, and private entities to increase diversity within the transportation workforce.

Sec. 5021. Transportation Workforce Development.

This section would call for a National Academy of Sciences study on the workforce needs of intelligent transportation technologies and systems industry. Using the results of this study, the section would require the Secretary to create a working group and a plan to address the recommendations and issues outlined in the National Academy of Sciences' study. This section would also require the Secretary to conduct a public service announcement campaign to increase awareness of career opportunities in the transportation sector across diverse segments of the population.

Sec. 5022. Intermodal Transportation Advisory Board Repeal.

This section would repeal Section 5502 of title 49.

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Sec. 5023. GAO Cybersecurity Recommendations.

This section would require the Secretary to implement GAO recommendations related to cybersecurity risk management and cybersecurity workforce needs. GAO would also be required to study DOT's approach to managing cybersecurity for its systems and information, including the roles, responsibilities, and reporting relationships of senior officials with respect to cybersecurity.

Sec. 5024. Volpe Oversight.

This section would require the Secretary to implement recommendations from the Inspector General to strengthen its oversight of Volpe. This section would also require the GAO to submit a report examining the Volpe Center's surface transportation activities.

Title VI – Hazardous Materials

Sec. 6001. Authorization of Appropriations.

This section would authorize appropriations to the Secretary an average of about \$130 million a year for hazardous materials emergency preparedness and other safety programs.

Sec. 6002. Assistance for Local Emergency Response Training Grant Program.

This section would authorize the Assistance for Local Emergency Response Training (ALERT) grant program, which promotes hazardous material response training for volunteer or remote emergency responders.

Sec. 6003. Real-time Emergency Response Information.

This section would amend a requirement for Class I railroads that transport hazardous materials to share train consist information, including the quantity of hazardous materials and the origin and destination of the train, so that railroads provide this information electronically to appropriate State and local officials, rather than through a third party.