AMENDMENT TO RULES COMMITTEE
PRINT 117–8
OFFERED BY MR. GRAVES OF LOUISIANA

Page 1202, after line 17, insert the following:

SEC. 5506. TRANSPORTATION RESILIENCE AND ADAPTATION CENTERS OF EXCELLENCE.

(a) In General.—Chapter 5 of title 23, United States Code, is further amended by adding at the end the following:

“§ 521. Transportation resilience and adaptation centers of excellence

“(a) Definitions.—In this section:

“(1) Center of excellence.—The term ‘center of excellence’ means a Center of Excellence for Resilience and Adaptation designated under subsection (b).

“(2) Eligible entity.—The term ‘eligible entity’ means—

“(A) an institution of higher education (as defined in section 102 of the Higher Education Act of 1965 (20 U.S.C. 1002)); or

“(B) a consortium of nonprofit organizations led by an institution of higher education.
“(b) DESIGNATION.—

“(1) IN GENERAL.—The Secretary of Transportation shall select 11 eligible entities to be designated as centers of excellence and to receive grants to advance research and development that improves the resilience of surface transportation infrastructure and infrastructure dependent on surface transportation to natural disasters and extreme weather.

“(2) SELECTION.—

“(A) REGIONAL CENTERS OF EXCELLENCE.—The Secretary shall designate 1 regional center of excellence in each of the 10 Federal regions described in the document titled ‘Standard Federal Regions’ published by the Office of Management and Budget and dated April 1974 (circular A-105).

“(B) NATIONAL CENTER OF EXCELLENCE.—The Secretary shall designate 1 national center of excellence to coordinate the activities of the 10 regional centers of excellence described in subparagraph (A), minimize duplication of activities, and promote coordination and dissemination of research among such regional centers of excellence.
“(3) APPLICATION.—To be eligible to be designated as a center of excellence under paragraph (1), an eligible entity shall submit to the Secretary an application at such time, in such manner, and containing such information as the Secretary may require, including a proposal that includes a description of the activities to be carried out with a grant under this section.

“(4) CRITERIA.—In selecting eligible entities to designate as a center of excellence, the Secretary shall consider—

“(A) the past experience and performance of the eligible entity in carrying out activities described in subsection (d);

“(B) the merits of the proposal of an eligible entity submitted under paragraph (3) and the extent to which the proposal would—

“(i) advance the state of practice in resilience planning and identify innovative resilience solutions for transportation assets and systems;

“(ii) support and build on activities carried out by another Federal agency relating to resilience;
“(iii) inform transportation decision-making at all levels of government;

“(iv) engage local, regional, Tribal, State, and national stakeholders, including, if applicable, stakeholders representing transportation, transit, urban and land use planning, natural resources, environmental protection, hazard mitigation, and emergency management; and

“(v) engage community groups and other stakeholders that will be affected by transportation decisions, including underserved, economically disadvantaged, rural, and predominantly minority communities; and

“(C) the local, regional, Tribal, State, and national impacts of the proposal of an eligible entity submitted under paragraph (3).

“(c) GRANTS.—Subject to the availability of appropriations, the Secretary shall provide to each center of excellence designated under subsection (b) a grant of not less than $5,000,000 for each of fiscal years 2022 through 2031 to carry out the activities described in subsection (d).
“(d) ELIGIBLE ACTIVITIES.—Funds made available under this section may be used by an eligible entity designated as a center of excellence under subsection (b) to establish and operate a center of excellence and for activities that promote resilient transportation infrastructure, including through—

“(1) supporting climate vulnerability assessments informed by climate change science, including national climate assessments produced by the United States Global Change Research Program under section 106 of the Global Change Research Act of 1990 (15 U.S.C. 2936), relevant feasibility analyses of resilient transportation improvements, and transportation resilience planning;

“(2) development of new design, operations, and maintenance standards for transportation infrastructure that can inform Federal and State decision making;

“(3) research and development of new materials and technologies that could be integrated into existing and new transportation infrastructure;

“(4) development, refinement, and piloting of new and emerging resilience improvements and strategies, including natural infrastructure approaches and relocation;
“(5) development of and investment in new approaches for facilitating meaningful engagement in transportation decision making by local, Tribal, regional, or national stakeholders and communities;

“(6) technical capacity building to facilitate the ability of local, regional, Tribal, State, and national stakeholders to—

“(A) assess the vulnerability of transportation infrastructure assets and systems;

“(B) develop community response strategies;

“(C) meaningfully engage with community stakeholders; and

“(D) develop strategies and improvements for enhancing transportation infrastructure resilience under current conditions and a range of potential future conditions;

“(7) workforce development and training;

“(8) development and dissemination of data, tools, techniques, assessments, and information that informs Federal, State, Tribal, and local government decision making, policies, planning, and investments;

“(9) education and outreach regarding transportation infrastructure resilience; and
“(10) technology transfer and commercialization.

“(e) FEDERAL SHARE.—The Federal share of the cost of an activity carried out using a grant under this section shall be 50 percent.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 5 of title 23, United States Code, is amended by adding at the end the following new item:

“521. Transportation resilience and adaptation centers of excellence.”.