

[DRAFT LEGISLATIVE TEXT]

119th CONGRESS

1st Session

H. R. _____

IN THE HOUSE OF REPRESENTATIVES

Mr. _____ introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, the Committee on Ways and Means, and the Committee on Energy and Commerce.

A BILL

To reauthorize Federal surface transportation programs, to provide for a transition to a user-based funding mechanism for the Highway Trust Fund, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I — GENERAL PROVISIONS, POLICY, AND AUTHORIZATIONS

SEC. 101. SHORT TITLE AND TABLE OF CONTENTS.

(a) SHORT TITLE.— This Act may be cited as the "Framework for Rebuilding America's Mobility Economy Act" or the "FRAME Act".

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

TITLE I—GENERAL PROVISIONS, POLICY, AND AUTHORIZATIONS

Sec. 101. Short title and table of contents.

Sec. 102. Definitions.

Sec. 103. Findings and declarations of national policy.

Sec. 104. Authorization of appropriati

Sec. 105. Apportionment and suballocation of formula funds.

Sec. 106. The variable Federal cost-share.

Sec. 107. Treatment of technology as infrastructure.

TITLE II—FORMULA BLOCK GRANT PROGRAMS

Subtitle A—State of Good Repair & Resiliency Block Grant

Sec. 201. Repeal of predecessor programs.

Sec. 202. Conforming amendments.

Sec. 203. State of Good Repair & Resiliency Block Grant.

Sec. 204. Apportionment.

Subtitle B—National Commerce & Freight Block Grant

Sec. 205. Repeal of predecessor program.

Sec. 206. Conforming amendments.

Sec. 207. National Commerce & Freight Block Grant.

Sec. 208. Apportionment.

Subtitle C—Community Access & Mobility Block Grant

Sec. 209. Repeal of predecessor programs.

Sec. 210. Conforming amendments.

Sec. 211. Community Access & Mobility Block Grant.

Sec. 212. Apportionment.

TITLE III—CONSOLIDATED COMPETITIVE GRANT PROGRAMS

Subtitle A—Strategic Infrastructure Investment Program (SIIP)

Sec. 301. Repeal of predecessor programs.

Sec. 302. Conforming amendments.

Sec. 303. Strategic Infrastructure Investment Program.

Sec. 304. Federal share.

Subtitle B—Community Mobility Program

Sec. 305. Repeal of predecessor programs.

Sec. 306. Conforming amendments.

Sec. 307. Community Mobility Program.

Sec. 308. Selection criteria and Federal share.

Subtitle C—National Commerce Corridors Program

Sec. 309. Repeal of predecessor programs.

Sec. 310. Conforming amendments.

Sec. 311. National Commerce Corridors Program.

Sec. 312. Selection criteria and Federal share.

TITLE IV—PERFORMANCE, PLANNING, AND DATA MODERNIZATION

Subtitle A—National Transportation Performance Management

Sec. 401. National goals and performance measures.

Sec. 402. "Pay for Performance" framework.

Sec. 403. Safety Performance Forfeiture.

Subtitle B—Workforce Development

Sec. 404. American Infrastructure Workforce Bonus Program.

Sec. 405. Workforce bonus program eligibility and award of funds.

Subtitle C—Modernization of Transportation Planning

Sec. 406. Integration of performance and data into planning.

Sec. 407. State Infrastructure & Transit Report Cards.

Sec. 408. Carbon and Vehicle Miles Traveled Scorecard.

Subtitle D—Data Architecture

Sec. 409. National Transportation Data Standard.

Sec. 410. National Infrastructure Data Portal.

Sec. 411. Modernization of the Bureau of Transportation Statistics.

TITLE V—PROJECT DELIVERY AND REGULATORY MODERNIZATION

Subtitle A—State Environmental Responsibility Act

Sec. 501. Permanent environmental review assignment program.

Sec. 502. Capacity-building grants for State assumption.

Subtitle B—Transparency and Efficiency in Buy America Act

Sec. 503. Short title.

Sec. 504. Findings and purpose.

Sec. 505. National Buy America Digital Portal.

Sec. 506. Streamlined waiver review process.

Subtitle C—Contracting and Innovation

Sec. 507. Purpose.

Sec. 508. Incentives for innovative contracting.

Sec. 509. Technical assistance and best practices.

TITLE VI—INNOVATION AND FUTURE-READY INFRASTRUCTURE

Subtitle A—Mobility Services

Sec. 601. Short title.

Sec. 602. Purpose.

Sec. 603. Program establishment and waiver authority.

Sec. 604. Application and performance contract.

Sec. 605. Oversight and reporting.

Subtitle B—Automated and Connected Vehicles

Sec. 606. Purpose.

Sec. 607. "AV-Ready" infrastructure standards.

Sec. 608. Vehicle-to-Everything (V2X) deployment strategy.

TITLE VII—REVENUE AND FISCAL SUSTAINABILITY

Subtitle A—Transitional Revenue

Part 1—American Steel for American Roads

Sec. 701. Short title.

Sec. 702. Dedication of revenue.

Part 2—Fair Share for Fair Roads

Sec. 703. Short title.

Sec. 704. Establishment of a transitional Electric Vehicle VMT fee.

Sec. 705. The Equity Cap.

Sec. 706. Collection mechanism and administration.

Subtitle B—Long-Term Solvency

Sec. 707. Short title.

Sec. 708. Establishment of a National VMT Pilot Program.

Sec. 709. Pilot program design and incentives.

Sec. 710. Privacy and data security protections.

Sec. 711. Report to Congress and legislative recommendations.

SEC. 102. DEFINITIONS.

In this Act, the following definitions apply:

(1) ANCHOR YEAR.—The term "anchor year" means fiscal year 2026.

(2) DIGITAL INFRASTRUCTURE.—The term "digital infrastructure" means the data, technology, and communications systems used to enhance the operational efficiency, safety, and condition of a physical transportation asset.

(3) DIGITAL TWIN.—The term "digital twin" means a verifiable, data-rich digital model of a physical transportation asset that is updated with real-world data and used for simulation, analysis, and management of the asset.

(4) FISCAL YEAR.—The term "fiscal year" means the fiscal year of the Federal Government.

(5) METROPOLITAN PLANNING ORGANIZATION.—The term "metropolitan planning organization" has the meaning given the term in section 134(b) of title 23, United States Code.

(6) MOBILITY ECONOMY.—The term "mobility economy" means the ecosystem of

public and private activities related to the movement of people and goods, including the supply chains, workforces, and economic outputs that depend on that movement.

(7) PAY FOR PERFORMANCE.—The term "pay for performance" means a framework wherein eligibility for certain Federal funds or bonuses is directly linked to a State's demonstrated progress toward achieving the national performance goals established in this Act.

(8) PREDECESSOR PROGRAMS.—The term "predecessor programs" means the programs authorized under the Infrastructure Investment and Jobs Act (Public Law 117–58) that are repealed and replaced by the programs established under this Act.

(9) PROVEN SAFETY COUNTERMEASURE.—The term "proven safety countermeasure" means a roadway design feature, traffic control device, or other intervention identified in the Highway Safety Manual or otherwise determined by the Secretary to be effective in reducing transportation-related fatalities and serious injuries.

(10) PUBLIC TRANSPORTATION.—The term "public transportation" has the meaning given the term in section 5302 of title 49, United States Code.

(11) RESILIENCY.—The term "resiliency" means the ability of a transportation asset or system to anticipate, prepare for, and adapt to changing conditions and to withstand, respond to, and recover rapidly from disruptions, including those caused by extreme weather, climate change, and other hazards.

(12) SAFE SYSTEM APPROACH.—The term "Safe System Approach" means a

data-driven, holistic approach to roadway safety that anticipates human error and manages crash forces to survivable levels, with the goal of eliminating all fatalities and serious injuries.

(13) SECRETARY.—The term "Secretary" means the Secretary of Transportation.

(14) STATE.—The term "State" has the meaning given the term in section 101(a) of title 23, United States Code.

(15) STATE OF GOOD REPAIR.—The term "state of good repair" has the meaning given the term in section 5302 of title 49, United States Code.

(16) UNIT OF LOCAL GOVERNMENT.—The term "unit of local government" means a city, county, town, township, parish, or other political subdivision of a State.

(17) URBANIZED AREA.—The term "urbanized area" has the meaning given the term in section 5302 of title 49, United States Code.

(18) VEHICLE MILES TRAVELED FEE.—The term "vehicle miles traveled fee" means a charge levied on a vehicle based on the distance traveled by such vehicle over a specific period of time.

(19) VULNERABLE ROAD USER.—The term "vulnerable road user" means a nonmotorist, including a pedestrian or a bicyclist, or an individual on a personal conveyance.

SEC. 103. FINDINGS AND DECLARATIONS OF NATIONAL POLICY.

(a) FINDINGS.— Congress finds that— (1) a safe, efficient, and modern surface transportation network is essential for the economic vitality, global

competitiveness, and national security of the United States; (2) the Nation faces a significant backlog of maintenance and repair on its existing transportation assets, and achieving a state of good repair must be a primary national priority; (3) the Federal gas tax is an obsolete and insolvent funding mechanism, and a transition to a sustainable, user-based revenue source is a fiscal and national imperative; (4) a system of data transparency and performance management is necessary to ensure Federal investments produce measurable results and are accountable to the taxpayer; (5) State and local governments are best positioned to identify and solve local and regional transportation challenges when empowered with flexible funding and authority; and (6) the continuing crisis of roadway fatalities and serious injuries is a preventable public health epidemic that demands a systemic change in the approach to roadway design and safety.

(b) DECLARATIONS OF POLICY.— It is declared to be the policy of the United States that the Federal surface transportation program shall be administered in a manner that— (1) prioritizes safety by adopting a Safe System Approach, with the national goal of moving toward zero roadway fatalities and serious injuries; (2) achieves and maintains a state of good repair for all existing transportation infrastructure assets as the highest priority for Federal investment; (3) enhances economic competitiveness and freight movement through strategic investments in supply chains and the reduction of congestion on critical corridors; (4) accelerates project delivery by streamlining environmental reviews, empowering States, and deploying innovative contracting methods; (5) fosters a culture of innovation and

modernization through the adoption of data-driven decisions and the integration of technology as a core component of infrastructure; and (6) creates a fiscally solvent, user-funded transportation program by beginning the national transition from a tax on gasoline to a fee based on vehicle miles traveled.

SEC. 104. AUTHORIZATION OF APPROPRIATIONS.

(a) IN GENERAL.— There are authorized to be appropriated for fiscal year 2027 the following sums: (1) From the Highway Trust Fund (other than the Mass Transit Account), for the State of Good Repair & Resiliency Block Grant, \$42,024,000,000. (2) From the Highway Trust Fund (other than the Mass Transit Account), for the National Commerce & Freight Block Grant, \$28,016,000,000. (3) From the Highway Trust Fund (including amounts from the Mass Transit Account), for the Community Access & Mobility Block Grant, \$23,347,000,000. (4) From the Highway Trust Fund (other than the Mass Transit Account), for the Strategic Infrastructure Investment Program, \$5,148,000,000. (5) From the Highway Trust Fund (including amounts from the Mass Transit Account), for the Community Mobility Program, \$5,508,000,000. (6) From the Highway Trust Fund (other than the Mass Transit Account), for the National Commerce Corridors Program, \$4,187,000,000. (7) From the General Fund of the Treasury, to carry out the capacity-building grant program under section 502, \$50,000,000. (8) From the General Fund of the Treasury, to carry out the modernization of the Bureau of Transportation Statistics under section 410, \$50,000,000.

(b) ANNUAL INFLATION ADJUSTMENT.— For each of fiscal years 2028 through

2031, the amount authorized to be appropriated for each program under this section shall be an amount equal to 103 percent of the amount authorized for such program for the preceding fiscal year.

(c) OBLIGATION CEILING.— For each of fiscal years 2027 through 2031, the total of all obligations for programs carried out under this Act shall not exceed the aggregate amount authorized for such fiscal year under this section.

(d) ADMINISTRATIVE EXPENSES.— The Secretary may use not more than 1 percent of the amounts made available under this Act for the administrative expenses of the Department of Transportation in carrying out this Act.

(e) AVAILABILITY.— Except as otherwise provided in this Act, amounts made available to carry out this Act shall remain available until expended.

SEC. 105. APPORTIONMENT AND SUBALLOCATION OF FORMULA FUNDS.

(a) CALCULATION OF BASELINE AMOUNTS.— (1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Secretary shall calculate and publish the baseline apportionment and suballocation amounts for each State, urbanized area, and non-urbanized area in accordance with this subsection. (2)

CALCULATION.—The Secretary shall determine for the anchor year, for each State, the aggregate amount apportioned to such State and suballocated within such State under the predecessor programs, as defined in section 102(6).

(b) TRANSITIONAL APPORTIONMENT.— For each of fiscal years 2027 through 2031, the Secretary shall apportion the amounts made available for each of the block grant programs established under title II among the States in the same

proportion that each State received funding from the aggregate of the predecessor programs in the anchor year, as determined by the Secretary under subsection (a).

(c) SUBALLOCATION WITHIN STATES.— (1) GUARANTEE OF FUNDING.—For each of fiscal years 2027 through 2031, a State shall suballocate the funds received under title II in a manner that ensures— (A) each urbanized area in the State receives an amount not less than the aggregate baseline amount calculated for such urbanized area under subsection (a); and (B) the non-urbanized areas of the State, in aggregate, receive an amount not less than the aggregate baseline amount calculated for such non-urbanized areas under subsection (a). (2) USE OF REMAINING FUNDS.—Any funds remaining after the distributions required under paragraph (1) are made may be used by the State, in consultation with metropolitan planning organizations and units of local government, for any eligible activity under title II in any area of the State.

(d) STUDY ON FUTURE APPORTIONMENT FORMULAS.— (1) STUDY.—The Secretary shall conduct a study to evaluate and recommend a new, modernized formula for the apportionment of funds under title II for the reauthorization period subsequent to this Act. (2) CONSIDERATIONS.—The study shall consider, at a minimum, the use of updated data factors, including but not limited to, vehicle miles traveled, population, lane miles, freight volume, and infrastructure condition. (3) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit a report to Congress containing the findings of the study and providing legislative recommendations for a new apportionment

formula.

(e) DISPUTE RESOLUTION.— The Secretary shall establish a process by which a State or metropolitan planning organization may appeal the baseline calculations made under subsection (a) on the basis of clear data or clerical errors. The determination of the Secretary on an appeal under this subsection shall be final.

(f) PERFORMANCE-BASED APPORTIONMENT BONUS.—

(1) ESTABLISHMENT OF BONUS POOL.— For each of fiscal years 2028 through 2031, before making the apportionment under subsection (b), the Secretary shall set aside 5 percent of the total funds made available for the block grant programs under title II to be distributed as a performance bonus under this subsection.

(2) RULEMAKING.— Not later than 18 months after the date of enactment of this Act, the Secretary shall establish, through a public rulemaking process, performance-based criteria for awarding bonus funds to States that demonstrate significant progress in advancing the national goals established in this Act.

(3) CRITERIA.— The criteria established under paragraph (2) shall, at a minimum, provide bonus awards for States that demonstrate exemplary performance, as compared to peer States, in— (A) reducing per-capita vehicle miles traveled; (B) increasing public transportation ridership; and (C) reducing traffic fatalities and serious injuries.

(4) DISTRIBUTION.— For each fiscal year, the Secretary shall distribute the funds in the bonus pool established under paragraph (1) to States that meet the criteria established under paragraph (2) as a supplement to their apportionment under

subsection (b). Funds remaining in the bonus pool after such distribution shall be returned to the States in accordance with the formula under subsection (b).

SEC. 106. THE VARIABLE FEDERAL COST-SHARE.

(a) GENERAL RULE.— Notwithstanding section 120 of title 23, United States Code, and any other provision of law, and except as otherwise provided in this section, the Federal share for any project or activity carried out under this Act shall be 80 percent of the total cost thereof.

(b) INCREASED FEDERAL SHARE FOR NATIONAL PRIORITY PROJECTS.— The Federal share for a project or activity described in this subsection shall be— (1) 90 percent, in the case of a project whose primary purpose is to maintain, repair, or rehabilitate an existing transportation asset to bring such asset into a state of good repair; and (2) 100 percent, in the case of a project whose primary purpose is to deploy a proven safety countermeasure identified in the Highway Safety Manual or a qualified innovation and technology project, including a project for digital infrastructure or the deployment of vehicle-to-everything technology.

(c) MODIFIED FEDERAL SHARE FOR NEW CAPACITY PROJECTS.— The Federal share for a project that adds new general purpose lanes to the National Highway System for a continuous distance of not less than 1 mile shall be 50 percent.

(d) SECRETARIAL DETERMINATION.— The Secretary shall have the authority to make the final determination as to the primary purpose of a project for the purposes of applying the Federal share established under this section.

(e) APPLICABILITY.— The cost-share requirements established in this section shall apply to all funds made available under this Act.

SEC. 107. TREATMENT OF TECHNOLOGY AS INFRASTRUCTURE.

(a) IN GENERAL.— For all purposes under this Act, the term ‘capital project’ shall be construed to include projects for the acquisition, implementation, operation, and maintenance of software, data systems, and other technologies that improve the safety, efficiency, state of good repair, or accessibility of the surface transportation system.

(b) MODERNIZATION AS A CORE ELIGIBILITY.— The modernization of digital and communications assets shall be considered a core eligible activity for all formula and competitive grant programs authorized under this Act.

(c) RULE OF CONSTRUCTION.— Nothing in this section shall be construed to limit the eligibility of traditional infrastructure projects, including projects for construction, reconstruction, rehabilitation, preservation, or maintenance.

TITLE II — FORMULA BLOCK GRANT PROGRAMS

SUBTITLE A — State of Good Repair & Resiliency Block Grant

SEC. 201. REPEAL OF PREDECESSOR PROGRAMS.

(a) NATIONAL HIGHWAY PERFORMANCE PROGRAM.—Section 119 of title 23, United States Code, is repealed.

(b) STATE OF GOOD REPAIR GRANTS.—Section 5337 of title 49, United States

Code, is repealed.

SEC. 202. CONFORMING AMENDMENTS.

(a) The analysis for chapter 1 of title 23, United States Code, is amended by striking the item relating to section 119.

(b) The analysis for chapter 53 of title 49, United States Code, is amended by striking the item relating to section 5337.

SEC. 203. STATE OF GOOD REPAIR & RESILIENCY BLOCK GRANT.

(a) PURPOSE.— The purpose of the program established under this subtitle is to provide flexible formula funding to States to achieve and maintain a state of good repair for the surface transportation system, improve the resiliency of such system to natural disasters and the changing climate, and enhance safety on existing transportation assets.

(b) PLANNING REQUIREMENTS.— (1) ASSET MANAGEMENT PLAN.—As a condition of receiving funds under this subtitle, a State shall develop and implement a risk-based transportation asset management plan consistent with the requirements of section 119(e) of title 23, United States Code, as in effect on the day before the date of enactment of this Act. Projects funded under this subtitle shall be consistent with such plan. (2) INTEGRATION WITH STATEWIDE PLANNING.— The selection of projects using funds under this subtitle shall be carried out as part of the statewide transportation planning process required under section 135 of title 23, United States Code.

(c) ELIGIBLE ACTIVITIES.— Funds apportioned to a State under this subtitle

may be used for any of the following activities, provided such activities are consistent with the State's transportation asset management plan: (1) Reconstruction, rehabilitation, resurfacing, restoration, and preservation of pavement, bridges, and tunnels on any public road. (2) Retrofitting of existing transportation assets to enhance resilience against extreme weather, climate change, and seismic events. (3) Installation of modern safety countermeasures and hardware on existing roads and bridges. (4) Rehabilitation, repair, and modernization of public transportation assets, including fixed guideway systems, stations, rolling stock, and maintenance facilities. (5) Replacement of public transportation rolling stock that has exceeded its useful life. (6) Acquisition of school buses, with a priority for zero-emission vehicles. (7) Pursuant to section 107, deployment of digital infrastructure on existing assets to improve operational efficiency, safety, and asset management.

(d) **APPLICABILITY OF FEDERAL REQUIREMENTS.**— Except as otherwise provided in this Act, a project carried out with funds made available under this subtitle shall be subject to the requirements of— (1) title 23, United States Code, for a highway project; (2) chapter 53 of title 49, United States Code, for a public transportation project; (3) the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); (4) Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.); and (5) subchapter IV of chapter 31 of title 40, United States Code (commonly known as the "Davis-Bacon Act").

(e) **RELATIONSHIP TO NATIONAL GOALS.**— Projects carried out with funds

under this subtitle shall be designed to support the national goals established in section 103, with a particular focus on achieving and maintaining a state of good repair.

SEC. 204. APPORTIONMENT.

For each of fiscal years 2027 through 2031, the amounts made available to carry out this subtitle shall be apportioned among the States in accordance with the methodology established in section 105 of this Act.

SUBTITLE B — National Commerce & Freight Block Grant

SEC. 205. REPEAL OF PREDECESSOR PROGRAM.

Section 167 of title 23, United States Code, relating to the National Highway Freight Program, is repealed.

SEC. 206. CONFORMING AMENDMENTS.

(a) The analysis for chapter 1 of title 23, United States Code, is amended by striking the item relating to section 167.

(b) Section 134(i)(2)(D)(i) of title 23, United States Code, is amended by striking "section 167(j)(2)" and inserting "section 207(d) of the FRAME Act".

SEC. 207. NATIONAL COMMERCE & FREIGHT BLOCK GRANT.

(a) PURPOSE.— The purpose of the program established under this subtitle is to provide flexible formula funding to States to make strategic investments in freight-related infrastructure and operations that improve the efficiency, reliability, and

resiliency of the national supply chain and support the economic competitiveness of the United States.

(b) STATE FREIGHT PLANNING.— As a condition of receiving funds under this subtitle, a State shall develop and update a State freight plan consistent with the requirements of section 70102 of title 49, United States Code, as in effect on the day before the date of enactment of this Act. Projects funded under this subtitle shall be consistent with such plan.

(c) CONSULTATION.— In administering the program under this subtitle, a State shall consult with metropolitan planning organizations, public port authorities, freight rail operators, and private sector stakeholders involved in the supply chain.

(d) ELIGIBLE ACTIVITIES.— Funds apportioned to a State under this subtitle may be used for any of the following activities, provided such activities are consistent with the State's freight plan: (1) Construction, reconstruction, or operational improvement of highway corridors to relieve freight bottlenecks. (2) Projects to improve surface transportation connections to public ports, intermodal facilities, or other major freight generators. (3) Projects to eliminate at-grade highway-railway crossings. (4) Construction of dedicated truck-only lanes or commercial motor vehicle parking facilities. (5) Pursuant to section 107, deployment of intelligent transportation systems and technologies to improve the operational efficiency of freight corridors.

(e) APPLICABILITY OF FEDERAL REQUIREMENTS.— A project carried out with funds made available under this subtitle shall be subject to the requirements

described in section 203(d).

(f) RELATIONSHIP TO NATIONAL GOALS.— Projects carried out with funds under this subtitle shall be designed to support the national goals established in section 103, with a particular focus on enhancing economic competitiveness and freight movement.

SEC. 208. APPORTIONMENT.

For each of fiscal years 2027 through 2031, the amounts made available to carry out this subtitle shall be apportioned among the States in accordance with the methodology established in section 105 of this Act.

SUBTITLE C — Community Access & Mobility Block Grant

SEC. 209. REPEAL OF PREDECESSOR PROGRAMS.

The following sections are repealed: (1) Section 133 of title 23, United States Code. (2) Section 149 of title 23, United States Code. (3) Section 5307 of title 49, United States Code. (4) Section 5311 of title 49, United States Code.

SEC. 210. CONFORMING AMENDMENTS.

(a) The analysis for chapter 1 of title 23, United States Code, is amended by striking the items relating to section 133 and section 149. (b) The analysis for chapter 53 of title 49, United States Code, is amended by striking the items relating to section 5307 and section 5311.

SEC. 211. COMMUNITY ACCESS & MOBILITY BLOCK GRANT.

(a) PURPOSE.— The purpose of the program established under this subtitle is to provide flexible formula funding to States and local governments to build, maintain, and operate safe, equitable, and accessible transportation networks that connect people to jobs, schools, services, and economic opportunities within their communities.

(b) ADMINISTRATION AND SUBALLOCATION.— (1) SUBALLOCATION.—In carrying out this section, a State shall suballocate funds within the State in a manner consistent with the requirements of section 133(d) of title 23, United States Code, as in effect on the day before the date of enactment of this Act, ensuring local governments and metropolitan planning organizations receive a direct and predictable source of funding. (2) INTEGRATION WITH PLANNING.—Projects funded under this subtitle shall be consistent with the metropolitan transportation plan developed under section 134 of title 23, United States Code, and the statewide transportation plan developed under section 135 of such title. (3)

CONSULTATION.—In developing projects under this subtitle, a State and a metropolitan planning organization shall consult with units of local government and public transportation agencies.

(c) ELIGIBLE ACTIVITIES.— Funds apportioned to a State under this subtitle may be used for any of the following activities: (1) Planning, design, capital cost, and operating cost of public transportation services. (2) Construction, improvement, and maintenance of infrastructure to support active transportation. (3) Projects to implement a Safe System Approach on any public road. (4) Activities to implement

the National Youth Transit Access Program and safety improvements in school zones. (5) Pursuant to section 107, funding of innovative mobility services, including on-demand microtransit and shared mobility programs. (6) Reconstruction, rehabilitation, and resurfacing of locally-owned roads, streets, and bridges. (7) Projects designed to reconnect communities previously divided by transportation infrastructure.

(d) APPLICABILITY OF FEDERAL REQUIREMENTS.— A project carried out with funds made available under this subtitle shall be subject to the requirements described in section 203(d).

(e) RELATIONSHIP TO NATIONAL GOALS.— Projects carried out with funds under this subtitle shall be designed to support the national goals established in section 103, with a particular focus on safety, congestion reduction, and system reliability.

SEC. 212. APPORTIONMENT.

For each of fiscal years 2027 through 2031, the amounts made available to carry out this subtitle shall be apportioned among the States in accordance with the methodology established in section 105 of this Act.

TITLE III — CONSOLIDATED COMPETITIVE GRANT PROGRAMS

SUBTITLE A — Strategic Infrastructure Investment Program (SIIP)

SEC. 301. REPEAL OF PREDECESSOR PROGRAMS.

(a) CAPITAL INVESTMENT GRANTS.—Section 5309 of title 49, United States Code, is repealed.

(b) NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE PROGRAM.—Section 11501 of the Infrastructure Investment and Jobs Act (Public Law 117–58) is repealed.

SEC. 302. CONFORMING AMENDMENTS.

The analysis for chapter 53 of title 49, United States Code, is amended by striking the item relating to section 5309.

SEC. 303. STRATEGIC INFRASTRUCTURE INVESTMENT PROGRAM.

(a) PURPOSE.— The purpose of the program established under this subtitle is to provide dedicated Federal financial assistance, on a competitive basis, for a limited number of large, complex, and transformative infrastructure projects that are difficult to fund through traditional formula programs.

(b) GRANT AUTHORITY.— The Secretary shall award grants under this subtitle to eligible applicants for projects that have been evaluated and rated in accordance with the process established in this section.

(c) ELIGIBLE APPLICANTS.— The following entities shall be eligible to receive a grant under this subtitle: (1) A State or a group of States. (2) A metropolitan planning organization. (3) A unit of local government. (4) A public port authority. (5) A federally recognized Tribal government.

(d) ELIGIBLE PROJECTS.— A project shall be eligible to receive a grant under this

subtitle if the project is— (1) a new high-capacity public transportation system; (2) the replacement or reconstruction of a nationally or regionally significant bridge or tunnel; (3) a project to improve a multistate freight or passenger rail corridor; or (4) a large-scale project to modernize a public port or airport and its surface transportation connections.

(e) PROJECT DEVELOPMENT AND EVALUATION.— (1) IN GENERAL.—The Secretary shall establish and implement a multi-step evaluation process for projects seeking a grant under this subtitle, consistent with the requirements of this subsection. (2) PROJECT JUSTIFICATION CRITERIA.—The Secretary shall evaluate and rate each project based on— (A) the results of a comprehensive cost-benefit analysis and the project's projected impact on economic productivity, congestion reduction, and supply chain efficiency; and (B) the degree to which the project will improve safety and advance the Safe System Approach. (3) PROJECT READINESS CRITERIA.—The Secretary shall evaluate and rate each project based on— (A) the extent to which the project has completed preliminary engineering and all necessary environmental reviews under the National Environmental Policy Act of 1969; (B) the feasibility of the proposed project financing plan, including evidence of stable and reliable capital and, as appropriate, operating funding sources; and (C) the strength of the non-Federal financial commitment, including the degree to which the non-Federal share exceeds the minimum requirement under this subtitle. (4) PUBLICATION OF RATINGS.—After completing the evaluation under this subsection, the Secretary shall rate each

project as "highly recommended", "recommended", or "not recommended" and shall publish such ratings for all projects considered for funding.

(f) APPLICATION TIMING AND PROCESS.— The Secretary shall establish a clear timeline and process for the submission and review of applications under this section, including deadlines for each phase of the multi-step evaluation process required under subsection (e).

(g) GRANT AGREEMENT.— For each grant awarded under this section, the Secretary shall enter into a grant agreement with the recipient that specifies the project scope, budget, performance metrics, and Federal reporting requirements.

(h) APPLICABILITY OF FEDERAL REQUIREMENTS.— A project carried out with a grant under this subtitle shall be subject to all applicable Federal laws and regulations, including the requirements described in section 203(d).

SEC. 304. FEDERAL SHARE.

(a) PROGRAM SHARE.—Notwithstanding any other provision of law, the Federal share of the cost of a project carried out with a grant under this subtitle shall not exceed 50 percent.

(b) TREATMENT OF OTHER FEDERAL FUNDS.—

(1) IN GENERAL.—An eligible applicant may use funds apportioned under title II of this Act to meet the non-Federal share requirement for a grant awarded under this subtitle.

(2) LIMITATION.—The total Federal share of the cost of a project carried out with a grant under this subtitle, including all sources of Federal financial assistance,

shall not exceed 80 percent.

SUBTITLE B — Community Mobility Program

SEC. 305. REPEAL OF PREDECESSOR PROGRAMS.

(a) BUS AND BUS FACILITIES GRANTS.—Section 5339 of title 49, United States Code, is repealed. (b) RAISE GRANTS.—The program authorized under section 21201 of the Bipartisan Infrastructure Law (Public Law 117-58) is repealed. (c) SAFE STREETS AND ROADS FOR ALL.—Section 24112 of the Bipartisan Infrastructure Law (Public Law 117–58) is repealed.

SEC. 306. CONFORMING AMENDMENTS.

The analysis for chapter 53 of title 49, United States Code, is amended by striking the item relating to section 5339.

SEC. 307. COMMUNITY MOBILITY PROGRAM.

(a) PURPOSE.— The purpose of the program established under this subtitle is to provide direct Federal financial assistance, on a competitive basis, to local and regional entities to plan and implement projects that solve community-level transportation challenges, with a focus on improving safety, enhancing mobility options, and bringing local transportation networks into a state of good repair.

(b) GRANT AUTHORITY.— The Secretary shall award grants under this subtitle to eligible applicants for projects and activities described in subsection (d).

(c) ELIGIBLE APPLICANTS.— The following entities shall be eligible to receive a grant under this subtitle: (1) A unit of local government. (2) A metropolitan

planning organization. (3) A federally recognized Tribal government. (4) A public transit agency or authority.

(d) ELIGIBLE ACTIVITIES.— A grant received under this subtitle may be used for any of the following activities: (1) The development or implementation of a comprehensive local safety action plan consistent with the Safe System Approach. (2) The construction of capital projects to improve roadway safety, including the redesign of intersections and corridors to protect vulnerable road users. (3) The acquisition or rehabilitation of buses and other rolling stock, with a priority for zero-emission vehicles. (4) The construction or rehabilitation of bus maintenance facilities and other public transportation infrastructure. (5) The reconstruction or rehabilitation of locally-owned roads, streets, and bridges. (6) The construction of infrastructure to support active transportation. (7) Pursuant to section 107, the deployment of intelligent transportation systems and modern on-demand transit technologies.

(e) APPLICATION TIMING AND PROCESS.— For each fiscal year, the Secretary shall— (1) publish a notice of funding opportunity to solicit applications for grants under this section not later than 120 days after the date on which funds are made available for this program; and (2) provide a period of not less than 90 days for eligible applicants to submit applications.

(f) SECRETARIAL REVIEW AND NOTIFICATION.— Not later than 210 days after the application deadline established under subsection (e), the Secretary shall— (1) complete a thorough evaluation of all applications received in accordance

with the criteria established in section 306; and (2) notify all eligible applicants of their selection or non-selection for a grant.

(g) GRANT AGREEMENT.— For each grant awarded under this section, the Secretary shall enter into a grant agreement with the recipient that specifies, at a minimum— (1) the scope of the project or activities to be carried out; (2) the total estimated cost of the project and the amount of the Federal award; (3) the performance measures that will be used to assess the success of the project; and (4) the Federal reporting requirements.

(h) APPLICABILITY OF FEDERAL REQUIREMENTS.— Notwithstanding any other provision of law, a project carried out with a grant under this section shall be subject to the requirements of— (1) Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.); (2) the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); (3) subchapter IV of chapter 31 of title 40, United States Code (commonly known as the "Davis-Bacon Act"); (4) section 313 of title 23, United States Code (commonly known as the "Buy America" requirements); (5) the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.); and (6) chapter 53 of title 49, United States Code, for a public transportation project.

SEC. 308. SELECTION CRITERIA AND FEDERAL SHARE.

(a) SELECTION CRITERIA.— In selecting projects to receive a grant under this subtitle, the Secretary shall prioritize projects that provide the greatest value in terms of— (1) improving roadway safety, as measured by the project's projected

reduction in traffic fatalities and serious injuries; (2) enhancing mobility and access to jobs, schools, and essential services, particularly for residents of underserved or disadvantaged communities; and (3) bringing the local transportation network into a better state of good repair, as defined in section 102.

(b) **FEDERAL SHARE.**— Notwithstanding any other provision of law, the Federal share for a project carried out with a grant under this subtitle shall be determined in accordance with the provisions of section 106 of this Act.

SUBTITLE C — National Commerce Corridors Program

SEC. 309. REPEAL OF PREDECESSOR PROGRAMS.

(a) **NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS.**—

Section 117 of title 23, United States Code, is repealed. (b) **BRIDGE INVESTMENT PROGRAM.**—Section 23201 of the Bipartisan Infrastructure Law (Public Law 117-58) is repealed. (c) **PORT INFRASTRUCTURE DEVELOPMENT PROGRAM.**—

Section 54301 of title 46, United States Code, is repealed.

SEC. 310. CONFORMING AMENDMENTS.

(a) The analysis for chapter 1 of title 23, United States Code, is amended by striking the item relating to section 117. (b) The analysis for chapter 543 of title 46, United States Code, is amended by striking the item relating to section 54301.

SEC. 311. NATIONAL COMMERCE CORRIDORS PROGRAM.

(a) **PURPOSE.**— The purpose of the program established under this subtitle is to provide competitive Federal financial assistance for strategic infrastructure projects

that improve the efficiency, reliability, and resiliency of the Nation's commerce corridors and strengthen the global competitiveness of the United States economy.

(b) GRANT AUTHORITY.— The Secretary shall award grants under this subtitle to eligible applicants for projects described in subsection (d).

(c) ELIGIBLE APPLICANTS.— The following entities shall be eligible to receive a grant under this subtitle: (1) A State. (2) A metropolitan planning organization. (3) A unit of local government or a group of local governments. (4) A public port authority. (5) A federally recognized Tribal government.

(d) ELIGIBLE PROJECTS.— A grant received under this subtitle may be used for a project that is— (1) the reconstruction, rehabilitation, or replacement of a critical bridge or tunnel on the National Highway System that serves a primary freight corridor; (2) a project to modernize a public port, including improvements to terminals and gate systems to improve throughput; (3) a project to improve a highway freight corridor to relieve bottlenecks; (4) a project to improve multimodal connectivity to a major freight generator; or (5) pursuant to section 107, the deployment of technology to improve freight logistics.

(e) APPLICATION TIMING AND PROCESS.— For each fiscal year, the Secretary shall— (1) publish a notice of funding opportunity to solicit applications for grants under this section not later than 120 days after the date on which funds are made available for this program; and (2) provide a period of not less than 90 days for eligible applicants to submit applications.

(f) APPLICABILITY OF FEDERAL REQUIREMENTS.— A project carried out with

a grant under this subtitle shall be subject to all the requirements of title 23, United States Code, that would apply to a project carried out under chapter 1 of such title, including the requirements described in section 307(h) of this Act.

(g) GRANT AGREEMENT.— For each grant awarded under this section, the Secretary shall enter into a grant agreement with the recipient that specifies, at a minimum, the project scope, budget, performance measures, and Federal reporting requirements.

(h) APPLICABILITY OF FEDERAL REQUIREMENTS.— A grant received under this section shall be subject to the requirements of title 23, United States Code, and any other Federal laws applicable to Federal-aid highway projects.

SEC. 312. SELECTION CRITERIA AND FEDERAL SHARE.

(a) SELECTION CRITERIA.— In selecting projects to receive a grant under this subtitle, the Secretary shall evaluate each project on the extent to which the project will— (1) improve supply chain efficiency, as measured by projected reductions in freight travel times and shipping costs; (2) bring critical commerce-related assets into a state of good repair; and (3) improve the safety and resiliency of nationally significant freight corridors.

(b) FEDERAL SHARE.— Notwithstanding any other provision of law, the Federal share for a project carried out with a grant under this subtitle shall be determined in accordance with the provisions of section 106 of this Act.

TITLE IV — PERFORMANCE, PLANNING, AND DATA MODERNIZATION

SUBTITLE A — National Transportation Performance Management

SEC. 401. NATIONAL GOALS AND PERFORMANCE MEASURES.

(a) NATIONAL GOALS.— It is the policy of the United States that the Federal surface transportation program shall be administered to achieve the following national goals: (1) Safety.— To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. (2) Infrastructure Condition.— To maintain the surface transportation system in a state of good repair. (3) Congestion Reduction.— To achieve a significant reduction in congestion on the National Highway System. (4) System Reliability.— To improve the efficiency and reliability of the surface transportation system for all users. (5) Freight Movement and Economic Vitality.— To improve the performance of the national freight network and support the economic vitality of the United States. (6) Environmental Sustainability.— To enhance the performance of the transportation system while protecting and enhancing the natural environment.

(b) PERFORMANCE MEASURES.— Not later than 18 months after the date of enactment of this Act, the Secretary shall promulgate a rule in accordance with section 553 of title 5, United States Code, to establish clear, data-driven performance measures for States to use in carrying out the requirements of this subtitle.

SEC. 402. "PAY FOR PERFORMANCE" FRAMEWORK.

(a) STATE TARGETS.— (1) IN GENERAL.—Not later than 1 year after the promulgation of the final rule under section 401(b), and for each fiscal year thereafter, each State shall set data-driven performance targets for its own system for each of the performance measures established under such section. (2)

COORDINATION.—In setting targets under this subsection, a State shall coordinate with relevant metropolitan planning organizations and public transportation providers within the State to ensure consistency to the maximum extent practicable. (3) SECRETARIAL REVIEW.—The Secretary shall review the targets established by a State under this subsection. If the Secretary determines that a target is not supported by the best available data or is not a reasonable measure of progress, the Secretary may require the State to adjust the target.

(b) REPORTING.— Each State shall report to the Secretary on the progress of the State toward achieving the targets established under subsection (a) in the annual State Infrastructure Health Report Card required under section 406.

(c) DETERMINATION OF SIGNIFICANT PROGRESS.— (1) IN GENERAL.— The Secretary shall determine, on an annual basis, whether a State has made significant progress toward achieving each of its performance targets. (2)

TECHNICAL ASSISTANCE.— If the Secretary determines that a State is not making significant progress, the Secretary shall provide technical assistance to the State and shall identify potential actions the State may take to achieve its targets.

SEC. 403. SAFETY PERFORMANCE FORFEITURE.

(a) IDENTIFICATION OF NON-COMPLIANCE.— For each fiscal year, the

Secretary shall identify any State that has failed to make significant progress, as determined under section 402(c), toward achieving the State's safety performance targets for 3 consecutive fiscal years.

(b) FORFEITURE OF FUNDS.— Notwithstanding any other provision of law, a State identified under subsection (a) shall forfeit an amount equal to 1 percent of the funds apportioned to such State under subtitle B of title II for the first fiscal year following such identification.

(c) REINVESTMENT OF FORFEITED FUNDS.— Any funds forfeited by a State under this section shall be made available as competitive grants to eligible applicants, as defined in section 305(c), within that State for projects that the Secretary determines will most effectively contribute to the reduction of traffic fatalities and serious injuries.

SUBTITLE B — Workforce Development

SEC. 404. AMERICAN INFRASTRUCTURE WORKFORCE BONUS PROGRAM PURPOSE AND ESTABLISHMENT.

(a) PURPOSE.— The purpose of this subtitle is— (1) to address the national shortage of skilled labor in the transportation construction, maintenance, and operations sectors; (2) to create pathways to good-paying jobs and long-term careers for American workers; and (3) to ensure the timely and efficient delivery of the projects funded under this Act by developing a robust and qualified workforce.

(b) BONUS PROGRAM ESTABLISHED.— There is established a performance bonus program, to be known as the "American Infrastructure Workforce Bonus

Program", to provide a significant financial reward to States that demonstrate excellence in growing and sustaining their transportation workforce.

SEC. 405. WORKFORCE BONUS PROGRAM ELIGIBILITY AND AWARD OF FUNDS.

(a) PERFORMANCE METRICS.— (1) RULEMAKING.—Not later than 1 year after the date of enactment of this Act, the Secretary, in consultation with the Secretary of Labor, shall establish, through a public rulemaking process, a series of clear, outcome-based performance metrics for States to measure the growth of their transportation workforce. (2) CONSULTATION.—In developing the metrics under this subsection, the Secretary shall consult with State departments of transportation, representatives of the construction and engineering industries, and national labor organizations. (3) CONTENTS.—Such metrics shall include, but are not be limited to, the year-over-year percentage increase in individuals graduating from certified trade programs, the increase in active registered apprenticeships, and a reduction in the median time-to-hire for critical positions.

(b) AWARD OF BONUS FUNDS.— A State that the Secretary determines has significantly exceeded its workforce performance targets for a given fiscal year shall receive, in the subsequent fiscal year, an additional amount of funds equal to 10 percent of the total amount apportioned to such State under title II of this Act.

(c) USE OF FUNDS.— A State may use bonus funds received under this section for any eligible activity under this Act.

(d) DATA COLLECTION AND REPORTING.— A State shall include verified data

on its performance with respect to the metrics established under subsection (a) in the State Infrastructure Health Report Card required under section 406.

SUBTITLE C — Modernization of Transportation Planning

SEC. 406. INTEGRATION OF PERFORMANCE AND DATA INTO PLANNING.

(a) METROPOLITAN TRANSPORTATION PLANNING.—Section 134 of title 23, United States Code, is amended— (1) in subsection (i), by adding at the end the following: "(7) PERFORMANCE-BASED PROJECT SELECTION.—In developing the transportation improvement program, a metropolitan planning organization shall include a description of the anticipated effect of the program toward achieving the performance targets established under section 402 of the FRAME Act."; and (2) in subsection (k), by adding at the end the following: "(4) LOCAL CONCURRENCE.—For any project carried out with funds from a block grant program established under title II of the FRAME Act that is located within the boundaries of a metropolitan planning area, the State shall obtain the concurrence of the metropolitan planning organization before such project may be included in the statewide transportation improvement program.".

(b) STATEWIDE TRANSPORTATION PLANNING.—Section 135 of title 23, United States Code, is amended— (1) in subsection (g), by adding at the end the following: "(10) PERFORMANCE-BASED PROJECT SELECTION.—The statewide transportation improvement program shall include, to the maximum extent practicable, a discussion of the anticipated effect of the program toward achieving the performance targets established under section 402 of the FRAME Act."; and (2)

by adding at the end the following: "(k) STATE INFRASTRUCTURE HEALTH REPORT CARD.—As an annual output of the planning process under this section, each State shall develop and publish a State Infrastructure Health Report Card that includes the contents described in section 407 of the FRAME Act."

SEC. 407. STATE INFRASTRUCTURE & TRANSIT REPORT CARDS.

(a) PURPOSE.— The purpose of the report card required under this section is to provide a simple, data-driven, and publicly accessible annual summary of the condition, performance, funding, and climate impact of a State's transportation system, to be developed as an output of the statewide transportation planning process under section 135 of title 23, United States Code.

(b) CONTENTS.— A Report Card developed under this section shall include, at a minimum—

(1) a description of the State's progress toward achieving its performance targets under section 402;

(2) a summary of the condition of the State's major transportation assets, based on the data from the State's transportation asset management plan;

(3) the "Carbon and Vehicle Miles Traveled Scorecard" as required under section 408;

(4) a summary of the total annual non-Federal investment, including from State, local, and other non-Federal sources, in public transportation operating assistance; and

(5) a transparent, searchable list of the major projects in which the State invested

funds during the preceding fiscal year, which shall be made available on the National Infrastructure Data Portal.

(c) PUBLIC ACCESSIBILITY.— Each State shall make its full Report Card publicly available on its website and shall submit all data to the National Infrastructure Data Portal established under section 410.

SEC. 408. CARBON AND VEHICLE MILES TRAVELED SCORECARD.

(a) REQUIREMENT.— The State Infrastructure Health Report Card required under section 407 shall contain a section to be known as the "Carbon and Vehicle Miles Traveled Scorecard".

(b) CONTENTS.— The scorecard required under this section shall provide a transparent accounting of the State's investment performance by including, at a minimum, the following:

(1) SYSTEM-WIDE RETURN ON INVESTMENT.— To assess the aggregate impact of State investments on the efficiency and sustainability of the transportation system, the scorecard shall report on the year-over-year trend of— (A) total vehicle miles traveled per capita across the State's network; and (B) estimated total annual carbon dioxide emissions generated by the State's surface transportation system.

(2) MAJOR PROJECT IMPACT ANALYSIS.— (A) REQUIREMENT.— For any project described in subparagraph (B), the scorecard shall include a publicly accessible analysis detailing— (i) the projected net change in vehicle miles traveled resulting from the project, including an assessment of induced demand; and (ii) the estimated lifetime carbon dioxide emissions impact of the project, calculated in

accordance with the methodology established under subsection (c). (B)

APPLICABILITY.— The requirements of subparagraph (A) shall apply to any project that— (i) adds one or more new general purpose through travel lanes to a highway, bridge, or tunnel; or (ii) constructs a new roadway on a new alignment. (C)

CONDITIONAL EXEMPTION FOR STATE OF GOOD REPAIR.— (i) IN

GENERAL.—A project whose primary purpose is the maintenance, repair, reconstruction, resurfacing, or rehabilitation of an existing transportation asset shall be exempt from the requirements of subparagraph (A). (ii) LIMITATION.— The exemption under clause (i) shall not apply to any project that results in an increase in the number of general purpose through travel lanes for a continuous distance of not less than 0.5 miles, regardless of whether such project is classified by the State as a maintenance or modernization activity.

(c) METHODOLOGY.— Not later than 18 months after the date of enactment of this Act, the Secretary, in consultation with the Administrator of the Environmental Protection Agency, shall develop and issue, through a public rulemaking process, a standardized methodology for States to use in making the calculations required under this section.

SUBTITLE D — Data Architecture

SEC. 409. NATIONAL TRANSPORTATION DATA STANDARD.

(a) PURPOSE.— The purpose of the standard required under this section is to ensure that all transportation data required to be reported under this Act is consistent, comparable, machine-readable, and of high quality across all 50 States.

(b) ESTABLISHMENT.— Not later than 2 years after the date of enactment of this Act, the Secretary, acting through the Director of the Bureau of Transportation Statistics, shall establish, through a public rulemaking process in accordance with section 553 of title 5, United States Code, a "National Transportation Performance Data Standard".

(c) CONTENTS.— The standard established under this section shall, at a minimum, establish uniform definitions and machine-readable data formats for the reporting of— (1) infrastructure condition data for pavement and bridges; (2) safety performance data, including data on traffic fatalities and serious injuries; (3) system reliability and congestion data; (4) freight movement data; and (5) the data required for the Carbon and Vehicle Miles Traveled Scorecard under section 407.

(d) COMPLIANCE.— Beginning in the first fiscal year that begins 1 year after the date on which the standard is finalized, adherence to the data standard established under this section shall be a condition of receiving Federal funds under this Act.

SEC. 410. NATIONAL INFRASTRUCTURE DATA PORTAL.

(a) PURPOSE.— The purpose of the portal required under this section is to provide a single, authoritative, and publicly accessible source for all data related to the performance and condition of the Nation's surface transportation system.

(b) ESTABLISHMENT.— Not later than 3 years after the date of enactment of this Act, the Secretary, acting through the Director of the Bureau of Transportation Statistics, shall establish and maintain a public website to be known as the "National Infrastructure Data Portal".

(c) CONTENTS.— The portal established under this section shall serve as the primary repository for all data collected under the National Transportation Data Standard and shall display, in a user-friendly and searchable format— (1) every State's annual Infrastructure Health Report Card, as required under section 406; and (2) the status, funding, and key performance metrics of all major projects funded under this Act.

(d) PUBLIC ACCESS.— All data on the portal shall be made available to the public in an open, machine-readable format via a publicly documented Application Programming Interface (API) to foster research, innovation, and accountability.

SEC. 411. MODERNIZATION OF THE BUREAU OF TRANSPORTATION STATISTICS.

(a) ELEVATION OF MISSION.— Section 6302(b) of title 49, United States Code, is amended to read as follows: "(b) MISSION.—The mission of the Bureau of Transportation Statistics shall be to serve as the lead Federal agency for transportation data standardization, collection, analysis, and dissemination to create a transparent, data-driven, and accountable surface transportation system."

(b) RESPONSIBILITIES.— The Bureau of Transportation Statistics shall be responsible for— (1) establishing the National Transportation Data Standard under section 408 of the FRAME Act; and (2) operating and maintaining the National Infrastructure Data Portal under section 409 of the FRAME Act.

(c) AUTHORITY.— To carry out the responsibilities under this subtitle, the Director of the Bureau of Transportation Statistics is granted the authority to

require data submission from any recipient of Federal funds under this Act.

(d) AUTHORIZATION OF APPROPRIATIONS.— In addition to any other funds made available, there is authorized to be appropriated to the Bureau of Transportation Statistics \$50,000,000 for each of fiscal years 2027 through 2031 for a complete modernization of the Bureau's technology stack, including investments in cloud infrastructure, advanced data science tools, and cybersecurity.

TITLE V—PROJECT DELIVERY AND REGULATORY MODERNIZATION

SUBTITLE A — State Environmental Responsibility Act

SEC. 501. PERMANENT ENVIRONMENTAL REVIEW ASSIGNMENT PROGRAM.

(a) PURPOSE.— The purpose of this section is to accelerate transportation project delivery by empowering States to assume the environmental review responsibilities of the Secretary of Transportation under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

(b) AMENDMENT TO EXISTING LAW.— Section 327 of title 23, United States Code, is amended—

- (1) in the section heading, by striking "Surface transportation project delivery program" and inserting "State assumption of environmental review responsibility";
- (2) in subsection (a)(1), by striking "a pilot program" and inserting "a program"; and
- (3) in subsection (a)(2)(A), by striking "for 1 or more highway projects" and inserting "for all or a portion of the highway, public transportation, and other surface

transportation projects in the State".

(c) MEMORANDUM OF UNDERSTANDING.— A memorandum of understanding entered into under this section shall—

(1) be for a term of not more than 10 years, renewable upon the agreement of the Secretary and the State;

(2) specify the responsibilities of the Secretary and the State for compliance with all applicable Federal laws; and

(3) require the State to—

(A) provide the Secretary with any information the Secretary reasonably considers necessary to ensure that the State is adequately carrying out the responsibilities assigned; and

(B) as part of the environmental review for any project that adds new general purpose lane capacity, include a public analysis of the project's anticipated impact on vehicle miles traveled and carbon dioxide emissions, consistent with the methodology established under section 408 of the FRAME Act.

(d) AUDITS AND OVERSIGHT.—

(1) IN GENERAL.—The Secretary shall conduct an audit of the performance of any State participating in the program under this section not less frequently than once every 2 years.

(2) CONTENTS.—An audit conducted under this subsection shall review the performance of the State and determine whether the State is in compliance with the terms of the memorandum of understanding.

(3) PUBLIC AVAILABILITY.—A copy of each audit report shall be made available to the public on the website of the Department.

(e) REPORT TO CONGRESS.— Not later than 3 years after the date of enactment of this Act, and every 2 years thereafter, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on the administration of the program under this section.

SEC. 502. CAPACITY-BUILDING GRANTS FOR STATE ASSUMPTION.

(a) PROGRAM ESTABLISHED.— There is established a competitive grant program, to be administered by the Secretary, to provide financial assistance to States to build the technical and administrative capacity needed to successfully assume and manage the environmental review responsibilities assigned under this subtitle.

(b) ELIGIBLE APPLICANTS.— A State department of transportation shall be eligible to receive a grant if the State is— (1) actively seeking to enter into a memorandum of understanding with the Secretary to assume responsibilities under this subtitle; or (2) currently participating in the program under this subtitle and seeking to improve its processes or expand its capacity.

(c) ELIGIBLE ACTIVITIES.— A grant under this section may be used for— (1) the hiring and training of environmental, legal, and technical staff dedicated to conducting environmental reviews; (2) the development and implementation of efficient, data-driven environmental review processes and analytical tools, including

geographic information systems and project tracking software; (3) the provision of training and technical assistance to other State and local agencies involved in the environmental review process; and (4) other activities the Secretary determines will enhance a State's ability to conduct timely, efficient, and effective environmental reviews in accordance with Federal law.

(d) **SELECTION CRITERIA.**— In awarding grants under this section, the Secretary shall prioritize applicants that demonstrate— (1) the greatest need for capacity-building assistance, as measured by the State's current staffing levels and the anticipated complexity of the responsibilities to be assumed; and (2) the strongest commitment to successfully assuming the responsibilities under this subtitle in an expedited manner.

(e) **FEDERAL SHARE.**— The Federal share of the cost of an activity carried out with a grant under this section shall be 100 percent.

(f) **GRANT AGREEMENT.**— As a condition of receiving a grant under this section, a State shall enter into a grant agreement with the Secretary that specifies the activities to be carried out and the performance metrics that will be used to measure the success of such activities.

SUBTITLE B — Transparency and Efficiency in Buy America Act

SEC. 503. SHORT TITLE.

This subtitle may be cited as the "Transparency and Efficiency in Buy America Act".

SEC. 504. FINDINGS AND PURPOSE.

(a) FINDINGS.— Congress finds that— (1) a strong domestic manufacturing base is essential to the economic and national security of the United States; (2) the application of Buy America requirements is a foundational tool for supporting such manufacturing base; but (3) a slow, opaque, and inconsistent waiver process can act as a significant impediment to the efficient delivery of critical infrastructure projects, creating uncertainty for State and local partners and for industry.

(b) PURPOSE.— The purpose of this subtitle is to establish a modern, data-driven, and transparent process for the implementation of Buy America requirements that provides certainty and predictability for all stakeholders without weakening domestic preference standards.

SEC. 505. NATIONAL BUY AMERICA DIGITAL PORTAL.

(a) ESTABLISHMENT.— Not later than 18 months after the date of enactment of this Act, the Secretary shall establish and maintain a single, publicly accessible website, to be known as the "National Buy America Digital Portal," to serve as the central hub for all Buy America-related actions and information.

(b) CONTENTS.— The Digital Portal established under subsection (a) shall include, at a minimum, the following machine-readable and searchable components: (1) A real-time waiver database that tracks every waiver request received by the Department, including, for each request, the identity of the applicant, the specific product or material, the justification provided, the current status, and the final determination document. (2) A national domestic supplier directory that lists domestic manufacturers for products and materials for which a waiver has been

denied on the basis of domestic availability. (3) A centralized guidance repository containing all current regulations, policy guidance, and best practices for Buy America compliance.

(c) REPORTING.— The Secretary shall submit an annual report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate that summarizes the usage of the Digital Portal, analyzes waiver trends, and identifies any persistent gaps in domestic manufacturing capacity based on the data collected.

SEC. 506. STREAMLINED WAIVER REVIEW PROCESS.

(a) EXPEDITED REVIEW FOR PREVIOUSLY APPROVED WAIVERS.— In the case of a request for a waiver on the basis of non-availability for a product or material for which a waiver on such basis has been granted within the previous 5 years, as documented in the Digital Portal, the Secretary shall grant an expedited approval not later than 30 days after the date on which the request is received, unless the Secretary has received credible new evidence of domestic availability.

(b) PERFORMANCE DEADLINE FOR NEW WAIVERS.— For any new waiver request not otherwise subject to subsection (a), the Secretary shall issue a final determination not later than 120 days after the date on which the request and all necessary supporting documentation are determined to be complete.

(c) NOTIFICATION TO CONGRESS.— Not later than 7 days after the date on which the Secretary approves a waiver under this subtitle, the Secretary shall provide a detailed justification for such approval to the Committee on

Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

SUBTITLE C — Contracting and Innovation

SEC. 507. PURPOSE.

The purpose of this subtitle is to accelerate the delivery of transportation projects, improve cost-effectiveness, and foster private sector innovation by promoting the widespread use of modern contracting and project management techniques.

SEC. 508. INCENTIVES FOR INNOVATIVE CONTRACTING.

(a) ELIGIBLE METHODS.— For the purposes of this section, the term ‘innovative contracting method’ shall include— (1) a design-build contract; (2) a construction manager/general contractor contract; and (3) a public-private partnership agreement entered into in accordance with the laws of the applicable State.

(b) INCREASED FEDERAL SHARE.— Notwithstanding any other provision of law, for any project carried out using an eligible innovative contracting method, the Federal share for such project, as determined under section 106, shall be increased by 5 percentage points, except that the total Federal share shall not exceed 95 percent.

SEC. 509. TECHNICAL ASSISTANCE AND BEST PRACTICES.

(a) ESTABLISHMENT.— The Secretary shall establish and operate a Center of Excellence for Project Delivery (in this section referred to as the ‘Center’) to provide technical assistance, training, and standardized contract templates to State and

local agencies to facilitate the successful adoption and administration of the methods promoted in this subtitle.

(b) DUTIES.— The Center shall— (1) develop and maintain a public repository of best practices and case studies on the use of innovative contracting methods; and (2) provide direct, hands-on technical assistance to State and local agencies seeking to use such methods for the first time.

(c) REPORT TO CONGRESS.— Not later than 2 years after the date of enactment of this Act, and every 2 years thereafter, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report that— (1) identifies the number of projects that have utilized the incentive under section 508; and (2) provides an assessment of the impact of such methods on project delivery schedules and costs.

TITLE VI — INNOVATION AND FUTURE-READY INFRASTRUCTURE

SUBTITLE A — Mobility Services

SEC. 601. SHORT TITLE.

This subtitle may be cited as the "Paratransit Modernization Pilot Program Act".

SEC. 602. PURPOSE.

The purpose of this subtitle is to authorize the Secretary to provide transit agencies with the regulatory flexibility to leverage new technologies and mobility models to

deliver a more efficient, convenient, and dignified transportation service for individuals with disabilities.

SEC. 603. PROGRAM ESTABLISHMENT AND WAIVER AUTHORITY.

(a) ESTABLISHMENT.—The Secretary shall establish a competitive pilot program, to be known as the "Paratransit Modernization Pilot Program", to grant not more than 20 waivers from the complementary paratransit service requirements under the Americans with Disabilities Act of 1990.

(b) WAIVER AUTHORITY.— The Secretary may grant a waiver under this section to an applicant that, in a binding performance contract submitted under section 604, demonstrates to the satisfaction of the Secretary that its proposed new service delivery model will provide a "quantifiably superior service" for its paratransit-eligible riders, as defined in subsection (c).

(c) QUANTIFIABLY SUPERIOR SERVICE.—

(1) RULEMAKING.— Not later than 1 year after the date of enactment of this Act, the Secretary, in consultation with the National Council on Disability and representatives of local disability advisory committees, shall issue a final rule establishing clear and mandatory performance metrics to define the term "quantifiably superior service" for the purposes of this subtitle.

(2) MINIMUM REQUIREMENTS.— The metrics established under paragraph (1) shall, at a minimum, require a waiver recipient to demonstrate—

(A) a measurable reduction in average trip wait times as compared to the complementary paratransit service provided by the recipient in the year prior to the

waiver;

(B) a measurable reduction in the rate of trip denials; and

(C) an expansion of service, as measured by an increase in the total hours of operation or an expansion of the geographic service area.

SEC. 604. APPLICATION AND PERFORMANCE CONTRACT.

To be eligible to receive a waiver, a public transit agency shall submit an application that shall serve as a binding performance contract, including— (1) a detailed service plan with commitments to— (A) an expanded service area; (B) on-demand trip requests with a maximum guaranteed wait time; and (C) a fare structure consistent with the Americans with Disabilities Act; (2) a description of the modern, on-demand dispatching technology to be used; and (3) a formal letter of support from the local disability advisory committee.

SEC. 605. OVERSIGHT AND REPORTING.

(a) ANNUAL REVIEW.—The Secretary shall, on an annual basis, review the performance of each waiver recipient. (b) REVOCATION.—If the Secretary determines that a recipient is failing to meet the standards in its performance contract, the Secretary may revoke the waiver. (c) REPORT TO CONGRESS.—Not later than 3 years after the date of enactment of this Act, the Secretary shall submit a report to Congress evaluating the pilot program and providing legislative recommendations for a permanent program.

SUBTITLE B — Automated and Connected Vehicles

SEC. 606. PURPOSE.

The purpose of this subtitle is to facilitate the safe and efficient deployment of automated and connected vehicle technologies by creating a national framework for "AV-Ready" infrastructure.

SEC. 607. "AV-READY" INFRASTRUCTURE STANDARDS.

(a) ESTABLISHMENT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall, in consultation with representatives of State departments of transportation, the automotive industry, automated driving system developers, and national safety organizations, establish voluntary minimum standards for "AV-Ready" infrastructure.

(b) CONTENTS.—The standards shall include best practices for— (1) uniform, machine-readable pavement markings; (2) digitally readable traffic control devices; and (3) the development of a digital twin of the National Highway System.

(c) FUNDING ELIGIBILITY.—An activity to bring a facility into compliance with the "AV-Ready" standards shall be an eligible activity under the State of Good Repair & Resiliency Block Grant.

SEC. 608. VEHICLE-TO-EVERYTHING (V2X) DEPLOYMENT STRATEGY.

(a) NATIONAL STRATEGY.—Not later than 1 year after the date of enactment of this Act, the Secretary shall develop a National Vehicle-to-Everything Deployment Strategy to guide the public and private investment in V2X communications technology.

(b) FUNDING ELIGIBILITY.— An activity that is consistent with the National

Strategy established under subsection (a) shall be an eligible use of funds under the National Commerce & Freight Block Grant and the Community Access & Mobility Block Grant, including— (1) the installation of roadside units; and (2) the integration of V2X data into traffic management centers.

TITLE VII — REVENUE AND FISCAL SUSTAINABILITY

SUBTITLE A — Transitional Revenue

PART 1 — AMERICAN STEEL FOR AMERICAN ROADS

SEC. 701. SHORT TITLE.

This part may be cited as the "American Steel for American Roads Act".

SEC. 702. DEDICATION OF REVENUE.

Notwithstanding any other provision of law, the Secretary of the Treasury shall deposit into the Highway Trust Fund an amount equivalent to the revenues collected from tariffs and duties imposed on articles of steel and iron imported into the United States under the authority of section 232 of the Trade Expansion Act of 1962 (19 U.S.C. 1862).

PART 2 — FAIR SHARE FOR FAIR ROADS

SEC. 703. SHORT TITLE.

This part may be cited as the "Fair Share for Fair Roads Act".

SEC. 704. ESTABLISHMENT OF A TRANSITIONAL ELECTRIC VEHICLE VMT FEE.

(a) IN GENERAL.— Beginning in the first calendar year that begins 2 years after the date of enactment of this Act, the Secretary of the Treasury, in consultation with the Secretary of Transportation, shall establish and assess a fee based on vehicle miles traveled on all battery electric vehicles registered in the United States.

(b) EXEMPTION FOR PILOT PROGRAM PARTICIPANTS.— Notwithstanding subsection (a), any owner of a battery electric vehicle who is an active participant in the pilot program established under section 708 shall be exempt from the assessment of the fee under this section for the duration of such active participation.

SEC. 705. THE EQUITY CAP.

The total annual fee collected from any individual vehicle under this part shall not exceed an amount equal to the Federal gasoline taxes that would be paid by a light-duty vehicle with the average fuel economy traveling the average number of vehicle miles in the most recent calendar year for which such data is available, as determined by the Secretary.

SEC. 706. COLLECTION MECHANISM AND ADMINISTRATION.

(a) IN GENERAL.— The fee established under this part shall be collected annually by the Internal Revenue Service. The fee shall be calculated based on a certified odometer reading provided by the taxpayer at the time of the filing of the taxpayer's

Federal income tax return.

(b) REGULATIONS.— Not later than 18 months after the date of enactment of this Act, the Secretary of the Treasury, in consultation with the Secretary of Transportation, shall issue regulations to carry out this part. Such regulations shall, at a minimum, establish— (1) ENFORCEMENT MECHANISMS.— Procedures for the assessment and collection of the fee, including penalties for non-payment or the fraudulent reporting of mileage, consistent with the authorities under the Internal Revenue Code of 1986. (2) PRORATING PROCEDURES.—A methodology for prorating the fee in the case of a vehicle that is— (A) sold or otherwise transferred during the taxable year; (B) rendered inoperable or totaled during the taxable year; or (C) moved to or from a State or jurisdiction outside the United States during the taxable year. (3) TAXPAYER PRIVACY PROTECTIONS.—Robust standards and procedures to protect the privacy of any taxpayer information, including odometer readings, collected for the purpose of administering the fee under this part. (4) APPEALS PROCESS.— A formal process for a taxpayer to appeal the assessment of the fee on the basis of a billing error or a dispute over the certified mileage.

(c) DATA VERIFICATION.— To ensure the accuracy of the fee assessed under this section, the Secretary of the Treasury is authorized to enter into agreements with State Departments of Motor Vehicles to cross-reference the odometer readings provided by a taxpayer with the most recent readings collected by the State.

SUBTITLE B — Long-Term Solvency

SEC. 707. SHORT TITLE.

This subtitle may be cited as the "American VMT Choice Pilot Program Act".

SEC. 708. ESTABLISHMENT OF A NATIONAL VMT PILOT PROGRAM.

(a) PURPOSE.— The purpose of this subtitle is to test, at a national scale, the feasibility and public acceptance of a fee based on vehicle miles traveled as a sustainable, user-based replacement for the Federal gas tax, and to provide Congress with a final report and legislative recommendations for a permanent, nationwide implementation.

(b) PILOT PROGRAM ESTABLISHED.— The Secretary shall establish a 5-year, nationwide, voluntary pilot program, to be known as the "American VMT Choice Pilot Program", to test a fee based on vehicle miles traveled.

SEC. 709. PILOT PROGRAM DESIGN AND INCENTIVES.

(a) VOLUNTARY PARTICIPATION.— The pilot program shall be open to voluntary participation from owners of light-duty vehicles registered in all 50 States.

(b) FINANCIAL INCENTIVES.— To encourage widespread and diverse participation, the Secretary shall provide the following financial incentives to participants in the pilot program: (1) REVENUE NEUTRALITY.—A participant shall be held harmless for the cost of participating in the pilot. The Secretary of the Treasury shall develop a mechanism to provide each participant with a full credit or refund for any Federal taxes on gasoline and diesel fuel paid during the period of participation. (2) PARTICIPANT STIPEND.—The Secretary is authorized to provide an annual stipend to each individual who enrolls and actively participates

in the pilot program for a full calendar year.

(c) THE AMERICAN VMT CHOICE MODEL.— The pilot program shall be designed to test, at a minimum, the following two technology and rate structure options:

(1) THE SIMPLE ODOMETER SYSTEM.—An option that—

(A) uses a non-Global-Positioning-System-enabled device or other approved method that securely records only the total miles traveled by a vehicle;

(B) assesses a single, flat national rate per mile, calculated to be revenue neutral with the average Federal gas tax paid; and

(C) does not collect or store any location-based data.

(2) THE SMART VMT SYSTEM.—A voluntary, opt-in option that—

(A) uses a Global-Positioning-System-enabled telematics device or a certified software application; and

(B) assesses a variable rate per mile that includes, at a minimum—

(i) a lower rate for miles traveled on designated rural roads; and

(ii) a higher rate for miles traveled in designated, highly congested urban areas during peak hours of travel.

(d) PROGRAM ADMINISTRATION AND PARTICIPANT SELECTION.— (1) APPLICATION.—The Secretary shall establish a simple, publicly accessible online application process for individuals to volunteer for the pilot program. (2)

DIVERSITY OF PARTICIPANTS.—In selecting participants for the pilot program, the Secretary shall ensure, to the maximum extent practicable, that the

participants represent a geographically and demographically diverse cross-section of the United States, including— (A) drivers from urban, suburban, and rural areas; (B) drivers from different income levels; and (C) drivers who operate a variety of vehicle types, including gasoline, hybrid, and electric vehicles. (3) STIPEND AMOUNT.—The annual stipend authorized under subsection (b)(2) shall be in an amount of not less than \$100 and not more than \$400, as determined by the Secretary.

(e) DISTRIBUTION OF REVENUE COLLECTED.— (1) DEPOSIT OF REVENUE.—All revenue collected by the Secretary from participants in the pilot program established under section 708 shall be deposited in a separate account in the Treasury. (2) DISTRIBUTION.—Not later than 60 days after the end of each calendar quarter, the Secretary of the Treasury shall distribute the revenues collected under paragraph (1) as follows: (A) REVENUE FROM BASE PER-MILE FEE.—An amount equivalent to the revenue collected from the base per-mile fee described in subsection (c)(1)(B) shall be deposited into the Highway Trust Fund. (B) REVENUE FROM URBAN CONGESTION SURCHARGE.—An amount equivalent to the revenue collected from any variable surcharge for travel in designated, highly congested urban areas, as described in subsection (c)(2)(B)(ii), shall be transferred directly to the metropolitan planning organization or public transportation agency for the area in which the revenue was collected. (3) USE OF RETURNED FUNDS.—Funds received by an entity under paragraph (2)(B) shall be used for projects that provide transportation alternatives to single-occupancy

vehicle travel, including for the capital and operating costs of public transportation, and for projects to improve safety and accessibility for vulnerable road users.

SEC. 710. PRIVACY AND DATA SECURITY PROTECTIONS.

(a) DATA MINIMIZATION.— The Secretary shall ensure that any system used to administer the pilot program under this subtitle collects only the minimum data necessary to assess the functionality and public acceptance of a vehicle miles traveled fee.

(b) PROHIBITION ON SURVEILLANCE.— The use of any data collected under this subtitle for law enforcement purposes or any purpose other than the administration of the pilot program, without a specific warrant from a court of competent jurisdiction, is expressly prohibited.

(c) ANONYMIZATION AND SECURITY.— The Secretary shall, through a public rulemaking process, establish robust and legally binding standards for the anonymization, encryption, and secure storage of all data collected under this program to protect the privacy of all participants.

SEC. 711. REPORT TO CONGRESS AND LEGISLATIVE RECOMMENDATIONS.

(a) FINAL REPORT.— Not later than 1 year after the conclusion of the 5-year pilot program, the Secretary shall submit a final report to Congress detailing the findings of the pilot, including an analysis of the technological feasibility, public acceptance, and administrative complexity of each model tested.

(b) LEGISLATIVE RECOMMENDATIONS.— The report required under this section shall include specific legislative recommendations for a phased, nationwide,

and mandatory transition to a universal vehicle miles traveled fee, including— (1) a recommended per-mile rate structure that would ensure the long-term solvency of the Highway Trust Fund; and (2) a proposed timeline and legislative framework for the full repeal of the Federal taxes on gasoline and diesel fuel.