

THUD FY25
AMENDMENT #1
ADOPTED VV

Rep. Steve Womack
FY25 – THUD
Amendment #1

**MANAGER’S AMENDMENT TO TRANSPORTATION-HUD APPROPRIATIONS BILL
OFFERED BY MR. WOMACK OF ARKANSAS**

BILL

In the bill:

On page 25, line 11, strike “\$260,426,876” and replace with “\$260,926,876”, and make technical and conforming changes to the report.

On page 25, line 19, strike “\$257,426,876” and replace with “\$257,926,876”, and make technical and conforming changes to the report.

On page 34, line 11, strike “\$1,490,426,742” and replace with “\$1,490,176,742”, and make technical and conforming changes to the report.

On page 35, line 6, strike “\$1,085,426,742” and replace with “\$1,085,176,742”, and make technical and conforming changes to the report.

On page 67, line 14, strike “\$482,628,000” and replace with “\$282,628,000”.

On page 67, line 17, strike “\$264,632,000” and replace with “\$464,632,000”.

On page 88, after line 15 and before the short title, insert the following and amend the report accordingly:

“Sec.195. (a) None of the funds appropriated or otherwise made available by this or any other Act may be used to license, facilitate, coordinate, or otherwise allow officials of a country designated as a state sponsor of terrorism within the past 3 fiscal years, to, in the official capacity of such official, observe, tour, visit, or confer with the employees of the Department of Transportation, including the Federal Aviation Administration.

(b) In this section, the term “state sponsor of terrorism” means a country the government of which the Secretary of State determines has repeatedly provided support for international terrorism pursuant to—

(1) section 1754(c)(1)(A) of the Export Control Reform Act of 2018 (50 U.S.C. 4318(c)(1)(A));

(2) section 620A of the Foreign Assistance Act of 1961 (22 U.S.C. 2371);

(3) section 40 of the Arms Export Control Act (22 U.S.C. 2780); or

(4) any other provision of law.”

On page 119, line 16, strike “\$5,506,407,732” and replace with “\$5,506,157,732”, and make technical and conforming changes to the report.

On page 121, line 10, strike “\$2,176,407,732” and replace with “\$2,176,157,732”, and make technical and conforming changes to the report.

On page 206, line 14, strike all text in Section 428 and insert the following:

“ SEC. 428. (a) In the table of projects in the explanatory statement referenced in section 417 of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2022 (division L of Public Law 117–103)—

(1) the item relating to “Acquisition of new commercial space” is deemed to be amended by striking project “Acquisition of new commercial space” and inserting “Renovation of commercial space”;

(2) the item relating to “Electric school bus and associated electric vehicle (EV) charging infrastructure” is deemed to be amended by striking recipient “Falls Church City Public Schools” and inserting “City of Falls Church”;

(3) the item relating to “North Commons Regional Vision” is deemed to be amended by striking recipient “Minneapolis Park and Recreation Board” and inserting “City of Minneapolis”;

(4) the item relating to “Orangewood Parkette” is deemed to be amended by striking project “Orangewood Parkette” and inserting “Orangewood Complete Streets”;

(5) the item relating to “Replacing Five Elevators in a Public Housing Development” is deemed to be amended by striking project “Replacing Five

Elevators in a Public Housing Development” and inserting “Replacing Elevators in a Public Housing Development”;

(6) the item relating to “Long Branch Stream Valley Park Pedestrian Bridge Replacements and ADA Improvements” is deemed to be amended by striking recipient “Montgomery County Government” and inserting “Maryland National Capital Park and Planning Commission”; and

(7) the item relating to "Washington Gorge Action Programs—Goldendale Childcare and Early Learning Center" is deemed to be amended by striking “Goldendale”.

(b) In the table of projects entitled “Community Project Funding/Congressionally Directed Spending” included in the explanatory statement that accompanied the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2023 (division L of Public Law 117–328)—

(1) the item relating to “Supportive Living, Community Day Services, and Housing Site Project for Adults with Intellectual and Developmental Disabilities” is deemed to be amended by striking project “Supportive Living, Community Day Services, and Housing Site Project for Adults with Intellectual and Developmental Disabilities” and inserting “Community Day Services and Housing Expansion for Adults with Intellectual and Developmental Disabilities”;

(2) the item relating to “Public Library Addition” is deemed to be amended by striking project “Public Library Addition” and inserting “Public Library Renovations”;

(3) the item relating to “Renovation of Snelling Motel to Affordable Housing for Veterans” is deemed to be amended by striking project “Renovation of Snelling Motel to Affordable Housing for Veterans” and inserting “Acquisition for Affordable Housing for Veterans”;

(4) the item relating to “El Centro de la Raza-Pattison's West Community Campus Property Acquisition” is deemed to be amended by striking project “El Centro de la Raza-Pattison's West Community Campus Property Acquisition” and inserting “Pattison's West Community Campus”;

(5) the item relating to “Riverbrook Regional YMCA” is deemed to be amended by striking recipient “Riverbrook Regional Young Men’s Christian Association, Inc.” and inserting “City of Norwalk”;

(6) the item relating to “The SE1 Rehab” is deemed to be amended by striking recipient “The Skid Row Housing Trust” and inserting “PATH Ventures” and striking project “The SE1 Rehab” and inserting “Skid Row Permanent Supportive Housing Rehabilitation”;

(7) the item relating to “Community Aging & Retirement Services, Inc.” is deemed to be amended by striking recipient “Community Aging & Retirement Services, Inc.” and inserting “Pasco County,” and striking project “CARES One Stop Senior Center Acquisition and Construction” and inserting “Senior Center Acquisition and Construction”;

(8) the item relating to “Western Flyer Coast Guard Pier Repair and Classroom Design” is deemed to be amended by striking project “Western Flyer Coast Guard Pier Repair and Classroom Design” and inserting “Western Flyer Pier and Classroom Repair”; and

(9) the item relating to “NYCHA ADA Accessibility and Security Lighting Project” is deemed to be amended by striking project “NYCHA ADA Accessibility and Security Lighting Project” and inserting “Installation of Exterior Lighting at Borinquen Plaza II”.

(c) In the table of projects entitled “Community Project Funding/Congressionally Directed Spending” included in the explanatory statement that accompanied the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2024 (division F of Public Law 118–42)—

(1) the item relating to “Pawtucket Library, Sayles Building Re-Pointing” is deemed to be amended by striking project “Pawtucket Library, Sayles Building Re-Pointing” and inserting “Pawtucket Library, Sayles Building Renovation”;

(2) the item relating to “Germany Road Relocation Project” is deemed to be amended by striking project “Germany Road Relocation Project” and inserting “Sewer Improvements”;

(3) the item relating to “Community Center Expansion and Land Acquisition” is deemed to be amended by striking “Expansion and Land Acquisition” and inserting “Planning and Design”;

(4) the item relating to “Laconia, NH Hill Street Pedestrian Bridge Replacement” is deemed to be amended by striking “Hill Street” and inserting “Mill Street”;

(5) the item relating to “Sunnyside Community Reinvestment as Cultura & Traditions: Tucson, AZ” is deemed to be amended by striking recipient “Sunnyside Foundation” and inserting “Sunnyside Unified School District”; and

(6) the item relating to “Boys and Girls Clubs of Puerto Rico Arecibo Clubhouse Construction Project” is deemed to be amended by striking “Boys and Girls Clubs of Puerto Rico Arecibo Clubhouse Construction Project” and inserting “Rehabilitation of San Lorenzo Community Facility of the Boys and Girls Clubs of Puerto Rico”. ”

REPORT

In the report:

Page 21, at the end of the partial paragraph ending in “bounds.”, insert:

“AST should utilize NASA’s expertise and collaborate with NASA in the development of Means of Compliance methodology for reentry licenses. Further, AST is directed to expeditiously publish Advisory Circulars on the steps required to meet regulatory requirements. The Committee recognizes AST’s responsibility to collaborate with stakeholders in the process of safely and efficiently issuing licenses. Therefore, the Committee directs AST to formalize processes for reviewing submissions to provide timely response to its key stakeholders.”

Page 26, at the end of the paragraph with the header “Landing and lighting portfolio.”, insert the following:

“The Committee supports the FAA’s effort to replace visual aids systems that utilize incandescent bulbs with light emitting diode that reduce energy usage and includes not less than \$10,000,000 for the procurement, installation, and commissioning of precision approach path indicators.

Telecommunications infrastructure.—The timely transformation of the FAA’s telecommunications services from the legacy communications standard Time Division Multiplexing (TDM) to an Internet Protocol (IP) based technology is critical and will maintain the resiliency, safety, and efficiency of the present system, and prevent potentially catastrophic failures of the air traffic control system. It will also prepare the way for the new FAA network as it becomes qualified through its safe assurance processes. Accordingly, the Committee directs the Federal Aviation Administration to brief the House and Senate Committees on Appropriations within 90 days of enactment of this Act on the FAA’s plan to complete the TDM-to-IP Migration. The briefing should also include, but not be limited to, an evaluation of the current funding profile of this program, as well as potential courses of action and the resources which would be required to accelerate the current program strategy.”

Page 30, after the paragraph titled “Disposition of noise lands”, insert:

“Waco regional airport.—The Committee recognizes that the Waco Regional Airport Air Traffic Control Tower (ATCT) was built in the 1940’s and is the oldest FAA operated tower in the country. The Committee also recognizes it is significantly outdated for modern use which justifies elevating its new construction. Therefore, the Committee suggests the FAA re-prioritize planning and design in coordination with the city of Waco on a new ATCT, Terminal Radar Approach Control (TRACON), and System Support Center already selected on airport grounds.

Small community air service.— The Committee reminds the Department of the directive required under Sec. 570 of the FAA Reauthorization Act (Public Law No. 118-63) to conduct a report on the restoration of small community service, which requires an assessment of no less than 7 communities who have lost their commercial air service, and to provide recommendations on restoring service. The Committee encourages the Department to consider additional communities that have an airport within 30 miles of proximity of an international trade partner or are uniquely positioned to bolster international trade for the assessment.”

Page 56, in the paragraph before the table “Signed FFGAs”, strike “1,033,923,000” and replace with “1,233,923,000”.

Page 56, in the paragraph before the table “Anticipated FFGAs”, strike “1,407,000,000” and replace with “1,007,000,000”.

Page 56, in the table “Anticipated FFGAs”, strike “CA–Inglewood Transit Connector Project, 200,000,000”.

Page 56, in the table “Anticipated FFGAs”, strike “247,000,000” and replace with “297,000,000”.

Page 56, in the final sentence, strike “\$399,633,000” and replace with “\$599,633,000”.

Page 57, in the table “Anticipated SSGAs”, add a row at the end of the table as follows:

“Any other small starts that may become ready.....200,000,000”

Page 57, in the paragraph titled “Congestion Pricing” after the word stoppage in the second sentence, strike the rest of the sentence and insert “plans on multiple

projects”. In the third sentence, after the word “Agreement” strike the rest of the sentence and insert “(FFGA) for the affected New Starts project.”

Page 71, before the header, “Executive Offices”, insert:

*“Community health impacts.—*The Committee is concerned about the negative health impacts mass burn incinerators can have on neighborhoods, particularly low-income communities. The Committee directs the Department to issue a report to the Committee on the health and environmental impacts mass burn facilities would have on its local residents and businesses.”

Page 81, before the paragraph under the header “*Competitive grants.*”, insert the following:

*“Tribal relocation.—*The Committee understands that several coastal tribal communities are actively working to relocate homes to higher ground to mitigate the impacts of extreme weather events and natural disasters. The Committee encourages HUD to prioritize funding and technical assistance resources to support these efforts and to encourage the use of resilient building and planning practices throughout Indian country. Further, the Committee directs HUD to include activities that increase resilience to natural hazards as eligible projects for the Native American housing block grants and Indian community development block grant programs.”

Page 103, before the “Federal Maritime Commission” header, insert the following:

“COMMITTEE RECOMMENDATION

The Committee recommendation provides \$9,955,000 for the Access Board.”

Page 137, in the “Community Project Funding” table, strike the last row. On the ninth row strike “1,000,000” and replace with “5,950,000”, and add “, Scalise” after “Graves (LA)”.

Page 139, in the “Community Project Funding” table, on the eleventh row, strike “4,500,000” and insert “5,000,000”.

Page 166, in the “Community Project Funding” table, strike the ninth row.

Page 182, in the “Community Project Funding” table, strike the second “166th Intersection Widening and Intersection Improvements” project title, on the sixth row, and replace with “Alameda Avenue – Emerson Street to Rosewood Lane Pedestrian and Bicycle Safety Improvements”.

Page 269, in the “Community Project Funding” table, after the twelfth row insert “Department of Housing and Urban Development, Economic Development Initiatives, Town of Williamston, Williamston Critical Infrastructure Road Repair, NC, \$250,000, Davis (NC)”

Page 283, in the “Community Project Funding” table, on the seventh row, strike “Village of Lindenhurst” and insert “Village of Bellport”.

Page 294, in the “Community Project Funding” table, on the first row, strike “1,465,000” and insert “965,000”.

Page 318, in the “Community Project Funding” table, add “, Owens” after “Curtis” on the ninth row.

TRWD FY25
AMENDMENT #2
NOT ADOPTED
VV

Ranking Member Quigley
FY25 – Transportation-HUD
Amendment #1

**Amendment to Transportation, Housing and Urban Development, and Related Agencies
Appropriations Bill**

Offered by Mr. Quigley of Illinois

In the bill:

Strike section 125.

Strike section 126.

Strike section 131.

Strike section 132.

Strike section 133.

Strike section 134.

Strike section 154.

Strike section 193.

Strike section 194.

On page 183, line 2 strike “to implement” and all that follows through “8516), or” on page 183, line 6.

Strike section 241.

Strike section 242.

Strike section 243.

Strike section 421.

Strike section 423.

Strike section 424.

Strike section 425.

Strike section 426.

In the report:

Make technical and conforming changes

THUD FY25
AMENDMENT #3
ADDED 3-22

**AMENDMENT TO TRANSPORTATION AND HUD
APPROPRIATIONS BILL
OFFERED BY MR. RESCHENTHALER OF
PENNSYLVANIA**

At the end of the bill (before the short title), insert the following:

1 SEC. _____. (a) IN GENERAL.—None of the funds
2 made available, limited, or otherwise affected by this Act
3 shall be used to approve or otherwise authorize the imposi-
4 tion of any toll on any segment of highway or bridge lo-
5 cated on the Federal-aid system in the Commonwealth of
6 Pennsylvania that—

7 (1) as of the date of enactment of this Act, is not
8 tolled;

9 (2) is constructed with Federal assistance provided
10 under title 23, United States Code;

11 (3) is constructed with Federal assistance provided
12 under section 141 of the Internal Revenue Code of 1986;
13 and

14 (4) is in actual operation as of the date of enactment
15 of this Act.

16 (b) EXCEPTIONS.—

1 (1) NUMBER OF TOLL LANES.—Subsection (a) shall
2 not apply to any segment of highway on the Federal-aid
3 system described in that subsection that, as of the date
4 on which a toll is imposed on the segment, will have the
5 same number of nontoll lanes as were in existence prior
6 to that date.

7 (2) HIGH-OCCUPANCY VEHICLE LANES.—A high-oc-
8 cupancy vehicle lane that is converted to a toll lane shall
9 not be subject to this section, and shall not be considered
10 to be a non-toll lane for purposes of determining whether
11 a highway will have fewer non-toll lanes than prior to the
12 date of imposition of the toll, if—

13 (A) high-occupancy vehicles occupied by the
14 number of passengers specified by the entity oper-
15 ating the toll lane may use the toll lane without pay-
16 ing a toll, unless otherwise specified by the appro-
17 priate county, town, municipal or other local govern-
18 ment entity, or public toll road or transit authority;
19 or

20 (B) each high-occupancy vehicle lane that was
21 converted to a toll lane was constructed as a tem-
22 porary lane to be replaced by a toll lane under a
23 plan approved by the appropriate county, town, mu-

- 1 municipal or other local government entity, or public
- 2 toll road or transit authority.



TRWD FY 25
AMENDMENT #4
WITHDRAWN

AMENDMENT TO TRANSPORTATION, HOUSING,
AND URBAN DEVELOPMENT, AND RELATED
AGENCIES APPROPRIATIONS ACT, 2025

OFFERED BY MR. CASE OF HAWAII

Page 118, after line 9, insert the following:

1 NATIVE HAWAIIAN HOUSING BLOCK GRANT
2 For the Native Hawaiian housing block grant pro-
3 gram, as authorized under title VIII of the Native Amer-
4 ican Housing Assistance and Self-Determination Act of
5 1996 (25 U.S.C. 4221 et seq.), \$22,300,000, to remain
6 available until September 30, 2029: *Provided*, That not-
7 withstanding section 812(b) of such Act, the Department
8 of Hawaiian Home Lands may not invest grant amounts
9 made available under this heading in investment securities
10 and other obligations: *Provided further*, That amounts
11 made available under this heading in this and prior fiscal
12 years may be used to provide rental assistance to eligible
13 Native Hawaiian families both on and off the Hawaiian
14 Home Lands, notwithstanding any other provision of law:
15 *Provided further*, That up to \$1,000,000 of the amounts
16 made available under this heading may be for training and
17 technical assistance related to amounts made available
18 under this heading and other headings in this Act for the

1 needs of Native Hawaiians and the Department of Hawai-
2 ian Home Lands.

Page 113, line 13, after the dollar amount, insert
“(reduced by \$22,300,000)”.

Page 113, line 15, after the dollar amount, insert
“(reduced by \$22,300,000)”.



THUD FY25
AMMENDMENTS
WITHDRAWN

Rep. Ryan Zinke
FY25 – THUD
Amendment #1

Amendment to Transportation and HUD Appropriations

Bill of 2025 Offered by Mr. Zinke of Montana

Summary

The following bill language would keep AM Radio in every vehicle.

In the bill

At the end of the bill (before the short title), insert the following:

TITLE V

AM RADIO FOR EVERY VEHICLE

SEC. 501. SHORT TITLE.

This title may be cited as the “AM Radio for Every Vehicle Act of 2024”.

SEC. 502. DEFINITIONS.

In this title:

- (1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the Federal Emergency Management Agency.
- (2) AM BROADCAST BAND.—The term “AM broadcast band” means the band of frequencies between 535 kilohertz and 1705 kilohertz, inclusive.
- (3) AM BROADCAST STATION.—The term “AM broadcast station” means a radio broadcast station—
 - (A) licensed by the Federal Communications Commission for the dissemination of radio communications intended to be received by the public; and
 - (B) operated on a channel in the AM broadcast band.
- (4) APPROPRIATE COMMITTEES OF CONGRESS.—The term “appropriate committees of Congress” means—
 - (A) the Committee on Commerce, Science, and Transportation of the Senate;
 - (B) the Committee on Homeland Security and Governmental Affairs of the Senate;
 - (C) the Committee on Transportation and Infrastructure of the House of Representatives;
 - (D) the Committee on Homeland Security of the House of Representatives; and
 - (E) the Committee on Energy and Commerce of the House of Representatives.
- (5) COMPTROLLER GENERAL.—The term “Comptroller General” means the Comptroller General of the United States.
- (6) DEVICE.—The term “device” means a piece of equipment or an apparatus that is designed—
 - (A) to receive signals transmitted by a radio broadcast station; and
 - (B) to play back content or programming derived from those signals.
- (7) DIGITAL AUDIO AM BROADCAST STATION.—

(A) IN GENERAL.—The term “digital audio AM broadcast station” means an AM broadcast station that uses an In Band On Channel DAB System (as defined in section 73.402 of title 47, Code of Federal Regulations (or a successor regulation)) for broadcasting purposes.

(B) EXCLUSION.—The term “digital audio AM broadcast station” does not include an All digital AM station (as defined in section 73.402 of title 47, Code of Federal Regulations (or a successor regulation)).

(8) IPAWS.—The term “IPAWS” means the public alert and warning system of the United States described in section 526 of the Homeland Security Act of 2002 (6 U.S.C. 321o).

(9) MANUFACTURER.—The term “manufacturer” has the meaning given the term in section 30102(a) of title 49, United States Code.

(10) PASSENGER MOTOR VEHICLE.—The term “passenger motor vehicle” has the meaning given the term in section 32101 of title 49, United States Code.

(11) RADIO BROADCAST STATION.—The term “radio broadcast station” has the meaning given the term in section 3 of the Communications Act of 1934 (47 U.S.C. 153).

(12) RADIO STATION LICENSE.—The term “radio station license” has the meaning given the term in section 3 of the Communications Act of 1934 (47 U.S.C. 153).

(13) RECEIVE.—The term “receive” means to receive a broadcast signal via over-the-air transmission.

(14) SECRETARY.—The term “Secretary” means the Secretary of Transportation.

(15) SIGNAL.—The term “signal” means radio frequency energy that a holder of a radio station license intentionally emits or causes to be emitted at a specified frequency for the purpose of transmitting content or programming to the public.

(16) STANDARD EQUIPMENT.—The term “standard equipment” means motor vehicle equipment (as defined in section 30102(a) of title 49, United States Code) that—

(A) is installed as a system, part, or component of a passenger motor vehicle as originally manufactured; and

(B) the manufacturer of the passenger motor vehicle recommends or authorizes to be included in the passenger motor vehicle for no additional or separate monetary fee, payment, or surcharge, beyond the base price of the passenger motor vehicle.

(17) STATE.—The term “State” means each State of the United States, the District of Columbia, each commonwealth, territory, or possession of the United States, and each federally recognized Indian Tribe.

SEC. 503. AM BROADCAST STATIONS RULE.

(a) RULE REQUIRED.—Not later than 1 year after the date of enactment of this Act, the Secretary, in consultation with the Administrator and the Federal Communications Commission, shall issue a rule—

(1) requiring devices that can receive signals and play content transmitted by AM broadcast stations be installed as standard equipment in passenger motor vehicles—

(A) manufactured in the United States for sale in the United States, imported into the United States, or shipped in interstate commerce; and

(B) manufactured after the effective date of the rule;

(2) requiring access to AM broadcast stations through the devices required under paragraph (1) in a manner that is easily accessible to drivers; and

(3) allowing a manufacturer to comply with that rule by installing devices as described in paragraph (1) that can receive signals and play content transmitted by digital audio AM broadcast stations.

(b) COMPLIANCE.—

(1) IN GENERAL.—Except as provided in paragraph (2), in issuing the rule required under subsection (a), the Secretary shall establish an effective date for the rule that is not less than 2 years, but not more than 3 years, after the date on which the rule is issued.

(2) CERTAIN MANUFACTURERS.—In issuing the rule required under subsection (a), the Secretary shall establish an effective date for the rule that is at least 4 years after the date on which the rule is issued with respect to manufacturers that manufactured not more than 40,000 passenger motor vehicles for sale in the United States in 2022.

(c) INTERIM REQUIREMENT.—For passenger motor vehicles manufactured after the date of enactment of this Act and manufactured in the United States for sale in the United States, imported into the United States, or shipped in interstate commerce during the period beginning on the day after the date of enactment of this Act and ending on the day before the effective date of the rule issued under subsection (a) that do not include devices that can receive signals and play content transmitted by AM broadcast stations, the manufacturer of the passenger motor vehicles—

(1) shall provide clear and conspicuous labeling to inform purchasers of those passenger motor vehicles that the passenger motor vehicles do not include devices that can receive signals and play content transmitted by AM broadcast stations; and

(2) may not charge an additional or separate monetary fee, payment, or surcharge, beyond the base price of the passenger motor vehicles, for access to AM broadcast stations for the period described in this subsection.

(d) RELATIONSHIP TO OTHER LAWS.—After the date of enactment of this Act, a State or a political subdivision of a State may not prescribe or continue in effect a law, regulation, or other requirement applicable to access to AM broadcast stations in passenger motor vehicles.

(e) ENFORCEMENT.—

(1) CIVIL PENALTY.—Any person who violates the rule issued under subsection (a) shall be liable to the United States Government for a civil penalty under section 30165(a)(1) of title 49, United States Code, as if that rule were a regulation described in that section.

(2) CIVIL ACTION.—The Attorney General may bring a civil action under section 30163 of title 49, United States Code, in an appropriate district court of the United States to enjoin a violation of the rule issued under subsection (a) of this section, as if that rule were a regulation described in subsection (a)(1) of that section 30163.

(f) GAO STUDY.—

(1) IN GENERAL.—The Comptroller General shall conduct a comprehensive study on disseminating emergency alerts and warnings to the public.

(2) REQUIREMENTS.—The study required under paragraph (1) shall include—

(A) an assessment of—

(i) the role of passenger motor vehicles in IPAWS communications, including by providing access to AM broadcast stations;

(ii) the advantages, effectiveness, limitations, resilience, and accessibility of existing IPAWS communication technologies, including AM broadcast stations in passenger motor vehicles;

(iii) the advantages, effectiveness, limitations, resilience, and accessibility of AM broadcast stations relative to other IPAWS communication technologies in passenger motor vehicles; and

(iv) whether other IPAWS communication technologies are capable of ensuring the President (or a designee) can reach at least 90 percent of the population of the United States at a time of crisis, including at night; and

(B) a description of any ongoing efforts to integrate new and emerging technologies and communication platforms into the IPAWS framework.

(3) CONSULTATION REQUIRED.—In conducting the study required under paragraph (1), the Comptroller General shall consult with—

(A) the Secretary of Homeland Security;

(B) the Federal Communications Commission;

(C) the National Telecommunications and Information Administration;

(D) the Secretary;

(E) Federal, State, Tribal, territorial, and local emergency management officials;

(F) first responders;

(G) technology experts in resilience and accessibility;

(H) radio broadcasters;

(I) manufacturers of passenger motor vehicles; and

(J) other relevant stakeholders, as determined by the Comptroller General.

(4) BRIEFING AND REPORT.—

(A) BRIEFING.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall brief the appropriate committees of Congress on the results of the study required by paragraph (1), including recommendations for legislation and administrative action as the Comptroller General determines appropriate.

(B) REPORT.—Not later than 180 days after the date on which the Comptroller General provides the briefing required under subparagraph (A), the Comptroller General shall submit to the appropriate committees of Congress a report describing the results of the study required under paragraph (1), including recommendations for legislation and administrative action as the Comptroller General determines appropriate.

(g) REVIEW.—Not less frequently than once every years after the date on which the Secretary issues the rule required by subsection (a), the Secretary, in coordination with the Administrator and the Federal Communications Commission, shall submit to the appropriate committees of Congress a report that shall include an assessment of—

(1) the impacts of the rule issued under that subsection, including the impacts on public safety; and

(2) possible changes to IPAWS communication technologies that would enable resilient and accessible alerts to drivers and passengers of passenger motor vehicles.

THUD FY25
AMENDMENT #6
WOMACK OFFERING FOR CLYDE
ADOPTED 31-25

Rep. Andrew Clyde
FY25 – THUD
Amendment #1

**AMENDMENT TO TRANSPORTATION-HUD APPROPRIATIONS BILL
OFFERED BY MR. CLYDE OF GEORGIA**

In the Bill:

At the end of the bill (before the Short Title), insert the following general provisions:

“SEC. _____. None of the funds made available by this Act or any other Act may be used to consider or incorporate the social cost of carbon or greenhouse gases (1) as part of any cost-benefit analysis required or performed pursuant to (A) any law; (B) Executive Order No. 13990 (86 Fed. Reg. 7037; relating to protecting public health and the environment and restoring science to tackle the climate crisis); (C) Executive Order No. 14094 (88 Fed. Reg. 21879; relating to modernizing regulatory review); (D) the Presidential memorandum entitled “Modernizing Regulatory Review” issued by the President on January 20, 2021; (E) any revisions to Office of Management and Budget Circular A-4 proposed or finalized under Executive Order No. 14094; or (F) “Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990,” published under the Interagency Working Group on the Social Cost of Greenhouse Gases, in February of 2021; (2) in any rulemaking; (3) in the issuance of guidance; (4) in taking any other agency action; or (5) as justification for any rulemaking, guidance document, or agency action.

SEC. _____. None of the funds made available by this Act may be used for air travel by the Secretary of Transportation other than in economy class on a commercial flight.

SEC. _____. None of the funds made available by this Act may be used to purchase, install, maintain, or operate automated traffic enforcement cameras for purposes of red-light enforcement, speed enforcement, or stop sign enforcement.”