



**Committee on Transportation and Infrastructure**  
**U.S. House of Representatives**  
 Washington, DC 20515

Sam Graves  
 Chairman

Rick Larsen  
 Ranking Member

Nick Christensen, Staff Director

Katherine W. Dedrick, Democratic Staff Director

May 22, 2026

The Committee on Transportation and Infrastructure met at 10:00 a.m. on May 21, 2026, in 2167 Rayburn House Office Building, pursuant to notice, in an open session, with a quorum present, and considered the following items:

- Amendment in the Nature of a Substitute (ANS) to H.R. 8870, the *Building Unrivaled Infrastructure and Long-term Development for America’s 250<sup>th</sup> Act* or the *BUILD America 250 Act*; and
- Other matters cleared for consideration.

The Committee took the following actions:

**H.R. 8870**, the *BUILD America 250 Act*. The Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials were discharged from further consideration of H.R. 8870 on May 21, 2026. The legislation was AGREED TO and ordered to be favorably reported to the House, as amended, by a recorded vote of 62 Yeas and 2 Nays (RC#127).

The vote was as follows:

<b>Vote: 127</b>		<b>Measure: 8870</b>	
<b>On: Final passage, as amended</b>			
<b>Yea</b>	<b>62</b>	<b>Nay</b> <span style="float: right;"><b>2</b></span>	
<b>Present</b>	<b>0</b>	<b>Not Voting</b> <span style="float: right;"><b>3</b></span>	
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>Y</b>	<b>Mr. Larsen of WA</b>	<b>Y</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>Y</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	

<b>Mr. Perry</b>	<b>N</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>Y</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>Y</b>
<b><i>Ms. King-Hinds</i></b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

The following amendments were offered:

An Amendment in the Nature of a Substitute to H.R. 8870, offered by Chairman Graves of Missouri; was AGREED TO, as amended, by voice vote.

A Manager's Amendment to the Amendment in the Nature of a Substitute to H.R. 8810, offered by Chairman Graves of Missouri (MGR AMDT): Page 14, line 20, strike "\$56,934,650,000" and insert "\$56,939,050,000". Page 14, line 21, strike "\$57,532,010,000" and insert "\$57,534,410,000". Page 14, line 22, strike "\$58,690,676,200" and insert "\$58,691,076,200". Page 14,

line 23, strike "\$59,785,644,724" and insert "\$59,783,044,724". Page 14, line 25, strike "\$60,943,911,618" and insert "\$60,939,311,618". Page 17, after line 22, insert the following: (iii) MINIMUM AMOUNT.—For each Federal agency that does not receive an allocation under clause (ii) and is otherwise eligible to compete for amounts made available under section 203(b) of title 23, United States Code, the following amounts shall be made available: (I) \$6,000,000 for fiscal year 2027. (II) \$6,500,000 for fiscal year 2028. (III) \$7,000,000 for fiscal years 2029 through 2031. Page 42, line 4, after "systems" insert ", data,". Page 42, beginning on line 4, strike "technology," and insert "technologies". Page 58, line 25, strike "and". Page 59, line 3, strike the period at the end and insert "; and". Page 59, after line 3, insert the following: "(iv) removal or modification of tunnels and associated highway structures, and the raising of bridges, that constrain maritime navigation or prevent use of fully authorized channel depth, and construction of replacement bridge facilities to maintain highway connectivity. Page 63, after line 9, insert the following (and redesignate accordingly): "(iv) GEOGRAPHIC CONSIDERATION.— In conducting a competitive process under clause (iii), a State shall consider geographic diversity among recipients, including the need to balance between the needs of rural and urban communities. Page 83, beginning on line 25, strike "for preventative and routine maintenance of roadways located in such County and related costs" and insert "in accordance with the provisions of subsection (a)(3)". Page 84, line 2, strike the closing quotation marks and second period. Page 84, after line 2, insert the following: "(e) PUBLICATION.—Not later than 180 days after the date of enactment of the BUILD America 250 Act, and annually thereafter, the Administrator of the Federal Highway Administration shall publish on a publicly available website a unified database containing information with respect to the rates, terms, and conditions of each toll facility covered under the equal access provisions described in subsection (a)(9) and section 166(b)(3)". Page 86, line 20, insert after "of title 49)." the following: "(26) Construction of roundabouts. (27) Technology capable of advanced detection of situations or circumstances with a substantially elevated risk of an accident that causes bodily harm or loss of life. Page 104, line 1, insert ", occupants and pedestrians associated with disabled vehicles" before ", and roadway workers". Page 104, line 11, insert ", occupants and pedestrians associated with disabled vehicles" before ", and roadway workers". Page 104, strike lines 13 and 14 (and redesignate subsequent paragraphs accordingly). Page 107, line 21, insert after "2030." the following: "(6) TECHNICAL ASSISTANCE FOR ADVANCED TRANSPORTATION TECHNOLOGIES.—A State, metropolitan planning organization, transit agency, or other project sponsor may use funds apportioned under section 104(b)(4) to obtain technical assistance in connection with the planning, procurement, or deployment of a project eligible under paragraphs (12) or (13) of subsection (b), including assistance relating to technology evaluation, systems integration, data management, and workforce training. Page 119, line 16, strike "PILOT". Page 119, after line 18, insert the following (and redesignate the subsequent paragraphs accordingly): (1) in the heading by striking "PILOT"; (2) by striking "pilot" each place it appears; Page 120, line 15, strike "pilot". Page 120, line 22, strike "pilot". Page 120, line 24, strike "pilot". Page 121, line 2, strike "pilot". Page 129, after line 5, insert the following (and redesignate the subsequent clauses accordingly): "(ii) to accelerate improvements of a high priority corridor to meet the design standards and specifications of the Interstate System and connect to the existing Interstate System; Page 130, after line 4, insert the following (and redesignate the subsequent clauses accordingly): "(ii) for the improvement of a high priority corridor to meet the design standards and specifications of the Interstate System and connect to the existing Interstate System; Page 130, line 20, strike "or". Page 130, line 25, strike the period and insert "; or". Page 130, after line 25, insert the following: "(viii) a passenger rail or freight rail transportation project eligible for assistance under title 49. Page 133, after line 25, insert the following (and redesignate the subsequent subparagraphs accordingly): "(L) accelerate improvements of a high priority corridor to meet the design standards and specifications of the Interstate System and connect to the existing Interstate System; Page 135, line 17, insert ", including projects that provide or increase first- or last-mile access to a farm, a facility producing, supplying, storing, and transporting agricultural inputs and products, an agricultural facility, or another facility that supports the economy of a rural area" after "rural areas". Page 136, after line 23, insert the following (and redesignate the subsequent clauses accordingly): "(ii) to accelerate improvements of a high priority corridor to meet the design standards and specifications of the Interstate System and connect to the existing Interstate System; Page 138, after line 7, insert the following (and redesignate the subsequent clauses accordingly): "(ii) a highway, bridge, or tunnel project for eligible improvement of a high priority corridor to meet the design standards and specifications of the Interstate System and connect to the existing Interstate System; Page 140, after line 17, insert the following (and redesignate the

subsequent subparagraphs accordingly): "(B) improve a high priority corridor to meet the design standards and specifications of the Interstate System and connect to the existing Interstate System; Page 159, after line 6, insert the following (and redesignate the subsequent subsections accordingly): "(e) PUBLIC SAFETY REQUIREMENTS FOR ELIGIBLE PROJECTS.—An entity carrying out a project to construct, reopen, or improve facilities under this section shall ensure that— "(1) a notice containing information about human trafficking and resources to prevent and report human trafficking is prominently displayed in such facility, including the National Human Trafficking Hotline, a clear definition of human trafficking, and warning signs of human trafficking; and "(2) a notice containing information about suicide prevention is prominently displayed in such facility, including information on the 988 Suicide and Crisis Lifeline that explains any call, text, or chat to 988 is free, confidential, and available 24/7. Page 186, line 2, strike "and". Page 186, after line 2, insert the following (and redesignate the subsequent subsections accordingly): (2) in subparagraph (A)(2)(E) by inserting ", including electric bicycle use," before "or use of"; and At the end of subtitle A of title I, add the following: SEC. 1139. PROTECT PROGRAM ELIGIBLE ACTIVITIES. Section 176(d), United States Code, is amended— (1) in paragraph (4)(C)(iii) by inserting "piers," after "roads,;" and (2) in paragraph (5)(C)— (A) in clause (iii) by striking "or" at the end; (B) in clause (iv)(III) by striking the period at the end and inserting "; or"; and (C) by adding at the end the following: "(v) is a pier or boardwalk.". Page 186, line 22, strike "and". Page 187, line 10, strike the final period and insert "; and". Page 187, after line 10, insert the following: (3) in subsection (i)— (A) by striking "\$100,000,000" and inserting "\$500,000,000"; and (B) by adding at the end the following: "The estimated total cost described in this subsection shall be adjusted annually to reflect increases in the rate of inflation as measured by Consumer Price Index for All Urban Consumers published by the Department of Labor.". Page 211, after line 13, insert the following: (c) SURFACE TRANSPORTATION WORKFORCE DEVELOPMENT, TRAINING, AND EDUCATION.—Section 504(e)(1) of title 23, United States Code, is amended— (1) in subparagraph (H) by striking "and" at the end; (2) in subparagraph (I) by striking the period and inserting "; and"; and (3) by adding at the end the following: "(J) training, certifying, and upskilling personnel responsible for carrying out bridge inspection and evaluation activities, including training related to corrosion identification and mitigation.". Page 224, after line 21, insert the following (and redesignate subsequent subsections accordingly): (a) WEIGHT LIMITATION.—Section 127(a)(9) of title 23, United States Code, is amended by striking "100 days" and inserting "125 days". Page 225, beginning on line 5 strike "operating" and all that follows through line 11 and insert a period. Page 225, after line 11, insert the following (and redesignate the subsequent paragraph accordingly): (2) in paragraph (2)(A)— (A) by inserting "responding to, recovering from, or" before "transporting"; and (B) by inserting "or other location at the discretion of the Agency having jurisdiction, at the discretion of transportation officials present, and with consideration of any nearby weight-restricted infrastructure" after "repair facility"; and Page 225, after line 17, insert the following (and redesignate the subsequent subsections accordingly): (b) CERTAIN LOGGING VEHICLES IN THE STATE OF WISCONSIN.—Section 127(o) of title 23, United States Code, is amended— (1) in paragraph (2) by striking subparagraph (D) and inserting the following: "(D) is operating on Interstate Route 39, Interstate 94, or the portion of Interstate Route 43 that connects Interstate 41 to State Highway 57.;" and (2) by adding at the end the following: "(3) APPLICATION.— "(A) IN GENERAL.—The waiver in this subsection shall not exceed state legal weight tolerances on the date of enactment of the BUILD America 250 Act. "(B) CERTIFICATION.— The State shall certify to the Secretary the applicable weight tolerances in effect on date of enactment of the BUILD AMERICA 250 Act.". Page 230, after line 14, insert the following: (i) CERTAIN AGRICULTURAL VEHICLES.—Section 127 of title 23, United States Code, is further amended by adding at the end the following: "(dd) CERTAIN AGRICULTURAL VEHICLES.— "(1) IN GENERAL.—The State of North Carolina may allow the operation of a covered agricultural vehicle on the Interstate System in the State of North Carolina if such vehicle does not exceed— "(A) a gross vehicle weight of 90,000 pounds; and "(B) 110 percent of the maximum weight on any axle or axle group described in subsection (a)(2), including any enforcement tolerance. "(2) COVERED AGRICULTURAL VEHICLE DEFINED.—In this subsection, the term 'covered agricultural vehicle' means a vehicle that is transporting unprocessed agricultural crops used for food, feed or fiber, or raw or unfinished forest products, including logs, pulpwood, biomass or wood chips.". Page 230, after line 23, insert the following (and redesignate the subsequent paragraph accordingly): "(104) Highway 98 from United States Route 331 to E Chase Street in Pensacola, Florida. "(105) Highway 85 from Highway 98 to Highway 90. Page 232, line 22, strike "wet" and insert "continuous wetting". Page 244, line 6, insert ", including owner-

operators" before the semicolon. Page 247, beginning on line 23, strike "transportation workers" and insert "building trades". Page 259, line 19, strike "and". Page 259, after line 19, insert the following (and redesignate the subsequent paragraph accordingly): (7) metropolitan planning organizations; (8) local governments; (9) local emergency management agencies; and At the end of subtitle C of title I, add the following: SEC. 1331. INTERDISCIPLINARY BRIDGE SAFETY TEAM. (a) IN GENERAL.—The Secretary shall establish an interdisciplinary bridge safety team within the Department to provide guidance, oversee compliance, and maintain a national vulnerability database for bridges. (b) MEMBERSHIP.—The team established under subsection (a) shall be comprised of representatives from— (1) the Federal Highway Administration; (2) the Coast Guard; (3) the Army Corps of Engineers; and (4) any other entities determined appropriate by the Secretary. (c) ACTIVITIES.—The interdisciplinary bridge safety team established under subsection (a) shall— (1) provide guidance to bridge owners on— (A) evaluating and reducing the risk of a bridge collapse from a vessel collision; and (B) development and implementation of a risk reduction plan, including short- and long-term strategies to reduce the risk of a bridge collapse from a vessel collision; and (2) coordinate efforts at the Department to ensure relevant bridges are assessed for vessel collision vulnerability using the American Association of State Highway and Transportation Officials Method II. (d) NOTIFICATION.—The interdisciplinary bridge safety team established under subsection (a) shall notify bridge owners included in the database. SEC. 1332. SENSE OF CONGRESS ON ROUTE 66. (a) FINDINGS.—Congress finds the following: (1) The Springfield Road was authorized by the State of Missouri in 1837 connecting St. Louis and Springfield. (2) In 1857 the Federal Government awarded a contract to establish an overland mail route between the West Coast and Eastern United States. (3) In 1858, the United States Government strung telegraph lines along the Springfield Road from St. Louis to Fort Smith, Arkansas. (4) The Springfield Road later became an important transportation corridor for settlers, commerce, and communication throughout southwest Missouri and the surrounding region. (5) In 1891 the first automobiles were driven on Missouri roads. (6) The growing popularity of automobile travel in the early twentieth century increased the demand for improved highways and modern transportation infrastructure across the United States. (7) On November 11, 1926, U.S. Highway 66 was officially designated as part of the Federal highway system, stretching from Chicago, Illinois, to Santa Monica, California, with a significant portion passing through the State of Missouri. (8) Springfield, Missouri was the birthplace of Route 66. (9) Route 66 quickly became known as the "Main Street of America" and the "Mother Road", serving as a vital transportation corridor for commerce and tourism. (10) Communities throughout Missouri prospered from the businesses, restaurants, service stations, and attractions that developed along Route 66, creating a unique cultural and economic legacy that continues to attract visitors from around the world. (11) The approach of the 100th Anniversary of Route 66 in 2026 provides an opportunity to celebrate the historic, cultural, and economic significance of the highway and to recognize the important role Missouri played in its development and preservation. (12) Preserving and promoting the history of Route 66 will encourage tourism, economic growth, and educational opportunities for future generations. (b) SENSE OF CONGRESS.—It is the sense of Congress that— (1) the 100th Anniversary of Route 66 should be recognized and celebrated; and (2) the enduring impact of Route 66 on the State of Missouri and the United States of America should be honored. SEC. 1333. TOLL CREDITS EXCHANGE MARKET PLACE REPORTING REQUIREMENTS. (a) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary shall issue the report on the toll credits exchange pilot program, as required by section 11503 of the Infrastructure Investment and Jobs Act (Public Law 117–58), including the anticipated timeline for when applications for originating States will begin to be accepted and when recipient States will be able to receive a credit by transfer or by sale by an originating State. (b) UPDATES.—At least once every 6 months until the report required under subsection (a) is issued, the Secretary shall brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate on the status of the report required under subsection (a). SEC. 1334. INNOVATIVE HULL DESIGNS. The Transportation Research Board shall evaluate innovative hull designs, as well as the use of alternative material construction technologies, to include the use of carbon fiber, hybrids, and other composite fiber-reinforced polymers to enhance operational fleet performance and payload capacity of waterborne transit systems. SEC. 1335. MOTORCOACH ENPLANEMENT PILOT PROGRAM. With respect to fiscal years 2027 and 2028, passengers who board a motorcoach at an airport that is chartered or provided by an air carrier to transport such passengers to another airport at which the passengers board an aircraft in service in air commerce, that entered the sterile area of the airport at which such passengers initially

boarded the motorcoach, shall be deemed to be included under the term "passenger boardings" in section 47102 of title 49, United States Code. SEC. 1336. DOMESTIC CONTENT CERTIFICATION. (a) IN GENERAL.—For purposes of the Build America, Buy America Act (title IV of division G of Public Law 117–58; 42 U.S.C. 8301 note), documentation generated in accordance with the Make It American Process Standard (NEMA 70901–2024) shall be treated as sufficient evidence of compliance with applicable domestic content certification requirements. (b) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to require use of such standard or to prohibit use of any other certification method permitted by law. SEC. 1337. GAO STUDY ON FLOODING MITIGATION ACTIVITIES AND PRACTICES FOR IMPROVED INFRASTRUCTURE RESILIENCY. (a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall conduct a review of discretionary grant awards made under program established under section 176 of title 23, United States Code, and provide recommendations based on the findings of the review. (b) SCOPE OF REVIEW.—In carrying out the review under subsection (a), the Comptroller General shall examine, at a minimum— (1) discretionary grant awards made by the Department for projects and planning activities addressing local and regional flooding risks to surface transportation infrastructure and local communities; (2) the extent to which such projects improve flooding mitigation, resiliency, and prevention, including floods caused by stormwater, sea level rise, and extreme weather events; (3) methodologies, data, and risk assessment tools used by grant recipients to identify and prioritize flooding vulnerabilities; (4) coordination between Federal, State, local, and regional entities in developing and implementing such projects to address flooding risks and infrastructure resiliency; and (5) barriers to effective implementation, including funding limitations, regulatory challenges, or technical capacity constraints. (c) BEST PRACTICES AND RECOMMENDATIONS.—Based on the review conducted under subsection (a), the Comptroller General shall identify— (1) successful projects with demonstrated improvements to mitigate and prevent flooding, improve safety, and increase infrastructure resiliency; (2) best practices for the design, selection, and implementation of resiliency projects and improvements to improve safety and mitigate and prevent flooding; (3) strategies for improving cost-effectiveness and long-term sustainability of infrastructure improvements; (4) challenges and opportunities to enhance the integration of environmentally sustainable solutions, nature-based solutions, and innovative design approaches for flood mitigation, resiliency, and prevention; and (5) recommendations for improving the administration of the program described in subsection (a) to better support Federal, State, local, and regional entities in flood mitigation, resiliency, and prevention. (d) REPORT.—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall submit to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Environment and Public Works of the Senate a report containing the findings, best practices, and recommendations identified under this section. (e) PUBLIC AVAILABILITY.—The report submitted under subsection (d) shall be made publicly available by the Secretary on the website of the Department not later than 60 days after receiving the report from the Comptroller General. SEC. 1338. COMPTROLLER GENERAL STUDY ON FUEL-AGNOSTIC HIGHWAY TRUST FUND FINANCING OPTIONS. (a) IN GENERAL.—The Comptroller General shall conduct a study on policies to improve the long-term solvency and sustainability of the Highway Trust Fund. (b) INCLUSIONS.—The study conducted under subsection (a) shall include an evaluation of the following policies: (1) Indexing the tax imposed by section 4081 of the Internal Revenue Code of 1986 to inflation. (2) Implementing, while accounting for privacy concerns and for such vehicles' usage of the roads, an appropriate usage formula for alternative fuel vehicles, including electric and plug-in hybrid vehicles. (3) Eliminating the tax imposed by section 4051 of the Internal Revenue Code of 1986 and replacing such tax with an increase in the tax imposed by section 4081 of such Code of \$0.109 per gallon. (4) Eliminating the tax imposed by section 4481 of the Internal Revenue Code of 1986 and replacing such tax with an increase in the tax imposed by section 4081 of such Code of \$0.035 per gallon. (5) Implementing the policies described in paragraphs (1) through (4) while limiting future increases in the taxes resulting from such implementation to 2.5 percentage points over 10 years. (6) Establishing a task force, which shall— (A) evaluate methods for collecting— (i) taxes resulting from the policies described in paragraphs (1) through (5), and (ii) data with respect to the collection of such taxes, (B) include representatives of— (i) the private sector, and (ii) the Federal Government, and (C) be authorized for not more than 2 years. (c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report

on the results of the study conducted under subsection (a). SEC. 1339. TECHNICAL ASSISTANCE REGARDING PAVEMENT DENSITY TESTING. The Secretary may provide technical assistance to and develop guidance for States regarding the use of non-nuclear density gauges that provide comparable measurements to nuclear density gauges, including the potential benefits and risks associated with the use of such devices. SEC. 1340. ALASKA AND HAWAII HIGHWAYS. (a) IN GENERAL.—Section 218 of title 23, United States Code, is amended— (1) in the section heading, by striking "Highway" and inserting "and Hawaii Highways"; (2) in subsection (a)— (A) by redesignating paragraphs (1) through (5) as subparagraphs (A) through (E), respectively, and indenting appropriately; and (B) in the matter preceding subparagraph (A) (as so redesignated), in the first sentence, by striking "(a) Recognizing" and inserting the following: "(a) ALASKA HIGHWAY.— "(1) Recognizing"; (3) by redesignating subsections (b) through (d) as paragraphs (2) through (4), respectively, and indenting appropriately; (4) in each of paragraphs (2) through (4) (as so redesignated), by striking "this section" and inserting "this subsection"; and (5) by adding at the end the following: "(b) HAWAII MARINE HIGHWAY SYSTEM.— "(1) DEFINITION OF HAWAII MARINE HIGHWAY SYSTEM.—In this subsection, the term 'Hawaii Marine Highway System' means Marine Highway M–H1: Hawaiian Islands, as designated pursuant to section 55601 of title 46, including all ports and their existing or planned public transportation facilities, equipment, docks, floats, ramps, staging areas, parking lots, and bridges and approaches to bridges. "(2) AUTHORIZATION.—Notwithstanding any other provision of law and on agreement with the State of Hawaii, the Secretary is authorized to expend on the Hawaii Marine Highway System any Federal-aid highway funds apportioned to the State of Hawaii under this title at a Federal share of 100 percent of the cost of the project. "(3) TREATMENT OF PROJECTS.—Notwithstanding any other provision of law, a project assisted under this subsection in the State of Hawaii shall be treated as a project on a Federal-aid highway under chapter 1.". (b) CLERICAL AMENDMENT.—The analysis for chapter 2 of title 23, United States Code, is amended by striking the item relating to section 218 and inserting the following: "218. Alaska and Hawaii Highways.". SEC. 1341. SENSE OF CONGRESS RELATED TO COMPLETION OF I–73 CORRIDOR. It is the sense of Congress that completion of the I-73 corridor, including segments in the State of Ohio, would enhance interstate commerce, improve regional connectivity, and support economic development in the Appalachian region, and should remain a priority for Federal transportation planning and investment. SEC. 1342. GUIDANCE ON UNIVERSAL CHANGING TABLES. The Administrator of the Federal Highway Administration shall issue guidance to States on— (1) the building or retrofitting of safety rest areas with respect to accessibility; and (2) the inclusion and installation of universal changing stations in safety rest areas. SEC. 1343. PREVENTING SUBSURFACE UTILITY DAMAGE ON FEDERALLY-FUNDED HIGHWAY PROJECTS. The Secretary shall provide technical assistance to, and develop guidance and best practices for, State departments of transportation regarding the use of hydro, air, vacuum excavation, and other nondestructive methods that have successfully prevented subsurface utility damage and disruption in all phases of project planning, development, and operation. SEC. 1344. RELEASE OF CERTAIN PROPERTY. Notwithstanding any provision of title 23, United States Code, or any prior agreement entered into by the Secretary, on the date of enactment of this Act, the Secretary shall— (1) convey and relinquish, without consideration, all right, title, and interest of the Federal Government in and to the Colma Park and Ride Lot (Federal Aid Project No. IR–280–1 (876)) to the San Mateo County Transit District; and (2) waive any repayment requirements or property use limitations arising from Federal assistance for the purchase and construction thereof. SEC. 1345. CIVIL PENALTIES. Section 521(b)(2)(E)(i) of title 49, United States Code, is amended by striking "It shall be a defense to a penalty that the records did not exist at the time of the Secretary's request or could not be timely produced without unreasonable expense or effort.". SEC. 1346. GAO REPORT ON TERRITORIAL HIGHWAY PROGRAM. (a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall initiate a study to assess the method and data used to apportion Federal-aid highway funds under section 165(c) of title 23, United States Code. (b) ASSESSMENT.—In conducting the study required under subsection (a), the Comptroller General shall assess, based on the latest available data, the following: (1) Whether the apportionment method used to allocate assistance under section 165(c) of title 23, United States Code, accounts for the most up to date population data, total land area, and Federal-aid highway miles of each territory under the program described in such section. (2) Whether the share of Federal-aid highway funds made available to carry out the territorial highway program meets the needs of each respective territory under the program described in such section. (3) Any other factors that the Comptroller General determines are appropriate to assess for purposes of

carrying out the study required under subsection (a). (c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General 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 containing the results of the study conducted under subsection (a). SEC. 1347. TECHNICAL ASSISTANCE REGARDING STEELMAKING SLAG. The Secretary may provide technical assistance to and develop guidance for States regarding the use of the electric arc furnace steelmaking process and the use of steelmaking slag as an engineered product. SEC. 1348. SENSE OF CONGRESS ON NATIONAL ELECTRONIC TOLL COLLECTION INTEROPERABILITY. It is the sense of Congress that— (1) national electronic toll collection interoperability, as required by section 1512(b) of MAP–21 (Public Law 112–141), is a critical component of the Nation's transportation system; (2) Congress supports the efforts of the Federal Highway Administration, States, and toll facility operators to achieve seamless, nationwide interoperability, and encourages the Department of Transportation to provide technical assistance and resources to facilitate timely implementation; and (3) Congress further recognizes that information shared to facilitate interoperability should be used exclusively for toll collection purposes and that toll facility operators should implement reasonable measures to protect the privacy and security of toll customers' personally identifiable information. SEC. 1349. IMPLEMENTATION OF GAO RECOMMENDATION. The Administrator of the Federal Transit Administration shall implement the recommendation of the Comptroller General included in the report titled "Rural and Tribal Transit: The Federal Transit Administration Should Evaluate Its Efforts to Help Improve Accessibility and Service" and published on September 5, 2025 (GAO–25–107455). SEC. 1350. PRICE ADJUSTMENT PROVISIONS. Section 112 of title 23, United States Code, is amended by adding at the end the following: "(h) PRICE ADJUSTMENT PROVISIONS.— "(1) IN GENERAL.—A State transportation department may incorporate a provision in a contract for the construction of a project under which the State transportation department agrees to pay more than the maximum amount otherwise specified in the agreement if the State finds that commodity or labor prices have increased since the agreement was made. "(2) DECREASE IN COSTS.—A provision incorporated in a contract under this subsection shall ensure that the State transportation department realizes any financial benefit associated with a decrease in material or labor costs for the project.". SEC. 1351. AT-RISK PREAGREEMENT AUTHORITY. Section 1440 of the FAST Act (23 U.S.C. 121 note) is amended— (1) by striking subsection (a); (2) by redesignating subsections (b) through (e) as subsections (a) through (d), respectively; (3) by striking "preliminary engineering" each place it appears; (4) in subsection (a), as so redesignated, in paragraph (1) by inserting "or, in the case that the project does not qualify for a categorical exclusion pursuant to section 771.117(c) of title 23, Code of Federal Regulations, recipients or subrecipients may incur costs for right-of-way acquisition and construction from the date the environmental review process required by the National Environmental Policy Act (42 U.S.C. 4321) and its implementing regulations, including section 139 of title 23, United States Code, is completed" after "the project"; (5) in subsection (b), as so redesignated, by striking "subsection (b)" and inserting "subsection (a)"; (6) in subsection (d), as so redesignated, by inserting "construction" before "project" each place it appears; and (7) in subsection (d)(1), as so redesignated, by striking "beyond". Page 373, strike lines 6 through 18. Page 374, line 3, strike "and". Page 374, after line 8, insert the following: (iii) in subparagraph (B)— (I) in clause (i) by striking "and" at the end; (II) by redesignating clause (ii) as clause (iii); and (III) by inserting after clause (i) the following: "(ii) in the case that a bus model is equipped with an automated driving system (as defined in section 31132), minimum performance standards promulgated by the Secretary pursuant to section 5402(b)(4)(C)(viii) of the Build America 250 Act; and". Page 374, line 14, strike "paragraph (1)(B)(i)" and insert "paragraph (1)(B)". Page 374, line 16, strike "system" and insert "system, including a scoring system for a bus model referenced in paragraph (1)(B)(ii)". Page 374, line 19, strike "under subsection (a)" and insert "provided under paragraph (1)(B)". Page 375, beginning on line 24, strike "The Secretary may, through the facility maintained under subsection (a)," and insert "The facility maintained under subsection (a) may". Page 377, line 3, strike "Not later than" and insert "(1) IN GENERAL.—Not later than". Page 377, beginning line 6, strike "as necessary,". Page 377, after line 7, insert the following: (2) SAVINGS CLAUSE.—The amendments made by this section to section 5318 of title 49, United States Code, shall not be construed by the Secretary to impose any requirements on a bus model equipped with an automated driving system (as defined in section 31132) that duplicate the requirements imposed on such bus pursuant to the rule promulgated under section 5402(b)(4)(c)(viii) of the Build America 250 Act. Page 379, line 16, strike "1.5" and insert "3". Page 402, after line 10, insert the following: "(7) BUS ROLLING STOCK

DEFINED.—In this subsection, the term 'bus rolling stock' means a unit of bus rolling stock and may include cost-incurring matters associated with the final delivery of such unit, such as equipment, infrastructure, maintenance, training, publications, bonding, insurance, and any contractual guarantees. Page 403, line 12, strike the closing quotation marks and the second period. Page 403, after line 12, insert the following: "(y) EARLY COLLABORATION WITH STATE HISTORIC PRESERVATION OFFICES.—The Secretary shall encourage early consultation between the recipient and State historic preservation offices before the agency initiates the identification of historic properties under section 306108 of title 54.". Page 425, line 21, strike the closing quotation marks and the second period. Page 425, after line 21, insert the following: "(l) APPORTIONMENT OF FUNDS IN CERTAIN ALASKA URBANIZED AREAS.—Amounts apportioned under this section in an urbanized area in the State of Alaska that has more than 1 designated recipient shall be allocated among the designated recipients— "(1) based upon each designated recipient's disaggregate modal apportionment data under this section; or "(2) based upon a different allocation mutually agreed to by each designated recipient not later than 90 days after the apportionment by the Secretary under this section.". Page 453, line 14, strike "10 percent" and insert "20 percent". Page 480, line 11, strike "and". Page 480, after line 11, insert the following (and redesignate the subsequent subparagraph accordingly): (C) labor organizations representing transit workers; and Page 486, line 24, strike "(y)" and insert "(z)". Page 487, line 8, strike "(z)" and insert "(aa)". Page 491, line 6, strike "(aa)" and insert "(bb)". Page 492, line 12, strike "(bb)" and insert "(cc)". Page 510, line 20, strike "(y)" and insert "(z)". Page 510, line 24, strike "(y)" and insert "(z)". Page 512, line 3, strike "(z)" and insert "(aa)". Page 512, line 4, strike "(y)" and insert "(z)". Page 512, line 11, strike "(aa)" and insert "(bb)". Page 512, starting on line 21, strike "and 5306(z)". Page 515, line 8, strike "(z)" and insert "(aa)". Page 515, line 16, strike "(y)" and insert "(z)". Page 515, line 20, strike "(y)" and insert "(z)". Page 517, line 9, strike "(y)" and insert "(z)". Page 517, line 12, strike "(y)" and insert "(z)". Page 517, line 15, strike "(y)" and insert "(z)". Page 519, line 21, strike "(z)" and insert "(aa)". Page 540, beginning on line 21, strike "repeat intoxicated driver law (as such law is described in section 164(a)(5)(A)(ii))" and insert "law described in section 405(d)(6)(A)(i) (as in effect the date before the date of enactment of the BUILD America 250 Act)". Page 546, line 1, strike "State law or program that" and insert "State or local law or program, including a pilot program, that". Page 561, line 9, insert ", including driver education classes," after "safety". Page 566, line 6, strike "MARIJUANA" and insert "INTOXICATING CANNABINOIDS". Page 566, line 11, strike "marijuana" and insert "intoxicating cannabinoids". Page 566, line 15, strike "marijuana" and insert "intoxicating cannabinoids". Page 566, line 21, strike "marijuana" and insert "intoxicating cannabinoids". Page 567, line 15, strike "marijuana" and insert "intoxicating cannabinoids". Page 571, after line 7, insert the following (and redesignate the subsequent subparagraphs accordingly): (E) representatives of law enforcement; Page 579, after line 20, insert the following (and redesignate the subsequent subsections accordingly): (b) ACTIONS TO REDUCE ADMINISTRATIVE BURDEN.—In carrying out this section, the Secretary shall— (1) evaluate administrative and reporting requirements under the requirements described in subsection (a) to evaluate if such requirements— (A) meaningfully contribute to safety outcomes; and (B) appropriately use Federal funds; and (2) conduct an objective analysis, in consultation with State highway safety offices, of the cost estimates and burden impacts of the requirements in section 1300.35 of title 23, Code of Federal Regulations, including planning, coordination, and public engagement requirements, including such requirements related to data collection, Federal interagency coordination, and target setting, and update such cost estimates based on actual State experiences. Page 589, line 17, insert "or the appearance or apparel" after "mode of transportation". Page 599, line 14, strike "and". Page 599, after line 14, insert the following (and redesignate the subsequent paragraph accordingly): (7) labor organizations representing operators of motor vehicles; and At the end of title IV, insert the following: SEC. 4017. UPDATE TO FATALITY ANALYSIS REPORTING SYSTEM. (a) IN GENERAL.—Not later than 3 months after the date of enactment of this Act, the Secretary shall take such actions as are necessary to update the Fatality Analysis Reporting System to include injury and fatality data for roadway workers on foot in a work zone, including a person attribute code for such workers. (b) RULEMAKING.—Not later than 1 year after the date of enactment of this Act, the Secretary shall— (1) revise section 490.205 of title 23, Code of Federal Regulations, to update the definition of the term "number of non-motorized fatalities" to include roadway workers in such definition; and (2) shall revise applicable regulations and guidance to ensure that State highway safety planning processes, including highway safety improvement program and strategic highway safety plans, account for roadway workers on foot in a work zone as a separately enumerated vulnerable road user category. SEC. 4018. RECORDS

MAINTENANCE. Section 14122(a) of title 49, United States Code, is amended to read as follows: "(a) FORM AND MAINTENANCE OF RECORDS.—(1) FORM OF RECORDS.—The Secretary or the Board, as applicable, may prescribe the form of records required to be prepared or compiled under this subchapter by carriers and brokers, including records related to movement of traffic and receipts and expenditures of money. (2) MAINTENANCE OF RECORDS.—Records described in paragraph (1) shall be maintained or made accessible upon demand at the principal place of business of the carrier or broker. (3) SAVINGS PROVISION.—Nothing in this subsection prevents the Secretary or the Board, as applicable, from conducting an investigation at a location other than the principal place of business or virtually." SEC. 4019. DEFINITION OF BROKER; UNLAWFUL BROKERAGE ACTIVITIES. (a) DEFINITION OF BROKER.—Section 13102(2) of title 49, United States Code, is amended to read as follows: "(2) BROKER.—(A) IN GENERAL.—The term 'broker' means a person who offers for sale, negotiates for, or holds itself out by solicitation, advertisement, technology, or otherwise as selling, providing, or arranging for, transportation by motor carrier for direct or indirect compensation. (B) EXCLUSION.—The term 'broker' does not include a person providing only financial assistance, analysis, or accounting services." (b) UNLAWFUL BROKERAGE ACTIVITIES.—Section 14916(a) of title 49, United States Code, is amended by striking the subsection designation and heading and all that follows through "that person—" in the matter preceding paragraph (1) and inserting the following: "(a) PROHIBITED ACTIVITIES.—A person may provide interstate brokerage services only if that person—". Page 604, after line 2 insert the following: (d) MULTIYEAR GRANT AWARDS.—Section 31102(l)(5)(A) of title 49, United States Code, is amended to read as follows: "(A) IN GENERAL.—The Secretary shall administer a commercial motor vehicle enforcement training and support grant program funded under section 31104(a)(3) and shall make discretionary grants for a period of not more than 3 years to an eligible entity described in subparagraph (C) for the purposes described in subparagraph (B)". At the end of subtitle A of title V, insert the following: SEC. 5009. MOTOR CARRIER SAFETY ASSISTANCE PROGRAM ELIGIBILITY. Section 31102(c)(2) of title 49, United States Code is amended— (1) in subparagraph (AA)(ii) by striking "and" at the end; (2) in subparagraph (BB) by striking the period at the end and inserting "; and"; and (3) by adding at the end the following: "(CC) in the case of a State that meets and complies with the other requirements of this section, provides that the State may fund— (i) commercial motor vehicle safety enforcement activities conducted by personnel who are not primarily assigned to motor carrier safety duties, including enforcement of oversize and overweight vehicle requirements and traffic enforcement targeting noncommercial motor vehicle violations that impact commercial motor vehicle safety; (ii) compliance reviews and enforcement activities related to intrastate motor carriers, consistent with the motor carrier safety objectives of this section; (iii) development and distribution of tools, promotional materials, or educational items to the motor carrier industry and the general public to promote commercial motor vehicle safety; and (iv) overtime compensation for law enforcement officers and personnel conducting noncommercial motor vehicle traffic enforcement activities that have a demonstrated nexus to commercial motor vehicle safety." Page 610, line 1, strike "an arrangement" and insert "a lease-to-own arrangement". At the end of subtitle B of title V insert the following: SEC. 5110. TRANSPORTATION WORKFORCE EDUCATION OPTIMIZATION. (a) FINDINGS.—Congress finds the following: (1) The United States is experiencing a critical shortage of commercial motor vehicle operators, diesel technicians, logistics coordinators, and other transportation workforce professionals essential to the functioning of the national surface transportation system. (2) The American Trucking Association reported that the trucking industry must hire approximately 1,100,000 new drivers over the next decade, or roughly 110,000 drivers per year, to meet current and projected demand. (3) The average age of a professional truck driver in the United States is 55 years, approximately 10 years higher than comparable industries, meaning retirements are outpacing new entrants into the field. (4) More than 70 percent of all goods consumed in the United States are transported by commercial motor vehicle, including food, fuel, and healthcare supplies essential to public health and national security. (5) Proprietary institutions authorized under title IV of the Higher Education Act of 1965 (20 U.S.C. 1070 et seq.) are among the most flexible, accessible, and responsive providers of commercial driver's license (CDL) training, diesel technology, transportation management, and logistics programs, particularly for working-class, first-generation, and adult learners. Nationwide, 45 percent of CDL certificate graduates earn their operating credential at a title IV participating proprietary institution of higher education. (6) The 90/10 rule under section 487(a)(24) of the Higher Education Act of 1965 (20 U.S.C. 1094(a)(24)), as currently structured, may restrict the capacity of high-performing proprietary institutions to enroll and serve students in

transportation workforce programs by penalizing institutions that serve students who rely primarily on Federal education assistance. (7) It is in the national interest to ensure that high-performing proprietary institutions with proven student outcomes and clean regulatory records are not impeded from training the transportation workers that America's infrastructure depends upon. (b) PURPOSE.—The purpose of this section is to establish safeguards from the adverse application of the 90/10 rule under the Higher Education Act of 1965 for proprietary institutions that demonstrate high student outcomes in transportation workforce programs and that have maintained clean regulatory records, thereby supporting national surface transportation workforce development. (c) DEFINITIONS.—In this section: (1) ADVERSE ACTION.—The term "adverse action" means any of the following actions taken by the Secretary of Education with respect to an institution: (A) A final program review determination resulting in a finding of institutional liability. (B) A finding of misrepresentation under section 487(a)(20) of the Higher Education Act of 1965 (20 U.S.C. 1094(a)(20)). (C) A denial, suspension, or revocation of eligibility to participate in programs under title IV of the Higher Education Act of 1965. (2) ELIGIBLE INSTITUTION.—The term "eligible institution" means a proprietary institution of higher education, as defined in section 102(b) of the Higher Education Act of 1965 (20 U.S.C. 1002(b)), that— (A) is participating in programs under title IV of the Higher Education Act of 1965; (B) offers 1 or more qualifying transportation workforce programs; and (C) meets the performance and compliance thresholds set forth in subsection (d). (3) QUALIFYING TRANSPORTATION WORKFORCE PROGRAM.—The term "qualifying transportation workforce program" means a postsecondary educational program— (A) that leads to a certificate, diploma, or associate degree in an occupation classified under 1 or more Standard Occupational Classification (SOC) codes, or successor codes, that are denoted as— (i) SOC 53-3032 (Heavy and Tractor-Trailer Truck Drivers); (ii) SOC 53-3033 (Light Truck Drivers); (iii) SOC 53-3099 (Motor Vehicle Operators, All Other); (iv) SOC 49-3031 (Bus and Truck Mechanics and Diesel Engine Specialists); (v) SOC 11-3071 (Transportation, Storage, and Distribution Managers); (vi) SOC 43-5011 (Cargo and Freight Agents); or (vii) any other transportation or logistics occupational classification designated by the Secretary, in consultation with the Secretary of Labor, as critical to meeting national surface transportation workforce needs; and (B) that is approved by the applicable State licensing or approving agency for veterans' education benefits, or that leads to a credential recognized by the Federal Motor Carrier Safety Administration or a State commercial driver's license authority. (4) 90/10 RULE.—The term "90/10 rule" means the requirement under section 487(a)(24) of the Higher Education Act of 1965 (20 U.S.C. 1094(a)(24)) that not more than 90 percent of the revenues of a proprietary institution of higher education shall be derived from funds provided under title IV of such Act. (d) PERFORMANCE THRESHOLDS.—An eligible institution qualifies for the revenue calculation established under subsection (e) if the institution demonstrates, with respect to each qualifying transportation workforce program, that— (1) the program's graduation rate, as calculated pursuant to section 485(a)(1)(L) of the Higher Education Act of 1965 (20 U.S.C. 1092(a)(1)(L)), is not less than 70 percent for the most recently completed award year for which data are available; (2) the program's job placement rate (defined as the percentage of graduates who are employed in a transportation, logistics, or distribution occupation within 12 months of program completion, as verified through State wage records, employer attestation, or equivalent documentation) is not less than 70 percent for the most recently completed award year for which data are available; and (3) the institution has not been subject to any final adverse action during the 5-year period immediately preceding the award year for which the safe harbor is claimed. (e) HIGH-PERFORMING EDUCATION PROVIDER PROTECTION FROM 90/10 ADVERSE CONSEQUENCES.— (1) IN GENERAL.—Notwithstanding any other provision of law, for purposes of calculating compliance with the 90/10 rule, revenues derived from students enrolled in a qualifying transportation workforce program at an eligible institution that meets the thresholds under subsection (d) shall not be treated as revenues derived Federal education assistance under section 487(d)(5)(C) of the Higher Education Act of 1965 (20 U.S.C. 1094(d)(5)(C)). (2) LIMITATION.—The treatment of revenues under paragraph (1) shall apply only to revenues attributable to students enrolled in qualifying transportation workforce programs, as distinguished from students enrolled in other programs offered by the same institution. (3) NO EFFECT ON OTHER TITLE IV REQUIREMENTS.—Nothing in this section shall be construed to exempt an eligible institution from any other requirement under title IV of the Higher Education Act of 1965, including accreditation requirements, student consumer information requirements, or any student outcome accountability standard. (4) ANNUAL CERTIFICATION.—To claim a safe harbor under this subsection, an eligible institution shall certify annually to the Secretary of Education, no later than 90 days after the close of

each award year, that the institution meets the thresholds under subsection (d), and shall make the underlying program-level graduation and placement data publicly available on the institution's website.

(f) VERIFICATION AND AUDIT.—(1) IN GENERAL.—The Secretary of Education, in consultation with the Secretary of Transportation, shall establish procedures for verifying the accuracy of graduation and placement data submitted by institutions claiming the safe harbor under this section. (2) PENALTIES.—An institution that submits materially false or misleading data in connection with certification under subsection (e)(4) shall— (A) be ineligible to claim the safe harbor under this section for the subsequent 5 award years; and (B) be subject to applicable civil and administrative penalties under title IV of the Higher Education Act of 1965. (g) INTERAGENCY COORDINATION.—The Secretary shall— (1) coordinate with the Secretary of Education to identify qualifying transportation workforce occupations and update the list of Standard Occupational Classification codes under subsection (c)(3)(A)(viii) not less frequently than every 3 years, with priority given to occupations experiencing documented workforce shortages; (2) include in the biennial report to Congress required under section 5508 of title 49, United States Code, a description of the role of proprietary institutions in meeting national surface transportation workforce needs and an assessment of the utilization of the revenue treatment established by this section; and (3) in coordination with the Secretary of Labor and the Administrator of the Federal Motor Carrier Safety Administration, develop and publish guidance for institutions seeking to qualify programs under subsection (c)(3) not later than 180 days after the date of enactment of this Act. (h) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to— (1) require the Secretary of Education to amend, waive, or modify the 90/10 rule for any institution other than an eligible institution with respect to qualifying transportation workforce programs that meet the thresholds under subsection (d); or (2) limit the authority of Congress to further modify the 90/10 rule through the reauthorization of the Higher Education Act of 1965. (i) EFFECTIVE DATE.—This section shall take effect on the date of enactment of this Act and shall apply to award years beginning on or after July 1 of the calendar year following such date of enactment.

SEC. 5111. LENGTH LIMITATIONS. Section 31111 of title 49, United States Code, is amended— (1) in subsection (a) by adding at the end the following: "(8) COVERED HEAVY-DUTY TOW AND RECOVERY VEHICLE.—In this section, the term 'covered heavy-duty tow and recovery vehicle' means any vehicle transporting a wrecked or disabled vehicle from the place where the vehicle became wrecked or disabled to the nearest appropriate repair facility or other location as directed by any agency having jurisdiction, at the discretion of transportation officials present and with consideration of any nearby weight-restricted infrastructure."; and (2) in subsection (b)(1)— (A) in subparagraph (G) by striking "or"; (B) in subparagraph (H) by striking the period and inserting "; or"; and (C) by adding at the end the following: "(I) imposes an overall length limit on any combination of vehicles being transported by a covered heavy-duty tow and recovery vehicle provided that the wrecked or disabled vehicle combination being transported was in compliance with applicable length limits at the time and place of the initial disablement or wreck and movement is conducted at the discretion of transportation officials present and with consideration of nearby weight-restricted infrastructure.". Page 638, line 13, insert ", including owner-operators" before the semicolon. At the end of subtitle C of title V of the bill, add the following:

SEC. 5212. EXEMPTION FOR STINGER-STEERED COMBINATIONS. The requirements of section 393.87 of title 49, Code of Federal Regulations, shall not apply to stinger-steered combinations. Page 709, line 21, strike "and". Page 709, after line 21, insert the following (and redesignate the subsequent paragraph accordingly): (5) labor organizations representing operators and maintenance technicians of commercial motor vehicles; and At the end of title VI of the bill, add the following:

SEC. 6016. MOTOR VEHICLE TITLE AND REGISTRATION MODERNIZATION. (a) IN GENERAL.—The Secretary, in consultation with the American Association of Motor Vehicle Administrators, Electronic Signature and Records Association, State motor vehicle agencies, new and used automobile dealers, wholesale automobile auctions, lenders, insurers, consumer advocates, law enforcement, and other relevant stakeholders, shall conduct a study on the modernization of State motor vehicle title and registration processes and the efficacy of current Federal odometer disclosure requirements. (b) CONTENTS.—In conducting the study under subsection (a), the Secretary shall evaluate— (1) the extent to which paper-based or manual title and registration processes increase costs, delays, administrative burden, fraud risk, reduce access to choice among vehicles and dealers, and contribute to consumer inconvenience in motor vehicle transactions; (2) the availability and adoption of electronic title, electronic lien and title, electronic registration, secure document submission, electronic signatures, and related technologies; (3) barriers that prevent State motor vehicle agencies from adopting modern title and registration systems

and the acceptance of electronic signatures on paper-based Federal odometer disclosures; (4) opportunities to improve interoperability, data security, fraud prevention, and consumer protection; (5) the economic loss resulting from odometer tampering and odometer fraud; (6) the effectiveness of Federal odometer disclosure requirements and propose other more cost-effective methods for capturing odometer readings as an alternative to current requirements, including technology solutions; (7) options for Federal technical assistance, grants, or other incentives to support State modernization efforts; and (8) opportunities for States to align title and registration requirements to recognize an auto market landscape that increasingly allows consumers to purchase vehicles across State lines. (c) SUBMISSION TO CONGRESS.—Not later than 18 months after the date of enactment of this Act, the Secretary shall submit to Congress the study required under subsection (a) and make such study publicly available. Strike section 7006 of the bill. At the end of subtitle A of title VII, add the following: SEC. 7006. OVERSIGHT OF STATE FREIGHT PLANS. The Assistant Secretary for Multimodal Freight shall— (1) compile information in State freight plans required under section 70202 of title 49, United States Code, to identify multimodal freight needs, funding constraints, and projects or corridors that are important to regional and national freight movement; and (2) develop and maintain tools, guidance, or other resources that support States and freight stakeholders in freight planning, coordination, and investment decisionmaking. SEC. 7007. PUBLICATION OF EVALUATION CRITERIA. The Secretary shall— (1) publish all evaluation criteria and rating methodologies in a notice of funding opportunity for grants available under section 117 of title 23, United States Code; (2) ensure that each such notice of funding opportunity is concise and limited to evaluation factors consistent with the applicable statutory requirements; and (3) set timelines for executing grant agreements for grants described in paragraph (1) after announcing the award of such grant. Page 730, line 12, strike "or". Page 730, after line 12, insert the following: (3) in subsection (d)(1)— (A) by redesignating subparagraph (F) as subparagraph (G); (B) in subparagraph (G) (as so redesignated) by striking "(E)" and inserting "(F)"; and (C) by inserting after subparagraph (E) the following: "(F) that is carried out on any facility designated as a National Highway System intermodal connector; or". Page 737, line 21, strike "and". Page 737, after line 21, insert the following (and redesignate the subsequent paragraph accordingly): (8) labor organizations representing operators of commercial motor vehicles; and Page 765, line 11, strike the semicolon and insert the following: "(15) A public entity operating or controlling a port that is an eligible applicant under section 54301(a)(2) of title 46. At the end of subtitle B of title X, add the following: SEC. 10218. STUDY ON AMTRAK PROCUREMENT AND RISK ALLOCATION FAIRNESS. (a) STUDY.—Amtrak shall conduct a study on the potential effects of requiring Amtrak to align the procurement practices of Amtrak with respect to architectural, engineering, and construction management services with the Federal Acquisition Regulation and other standard Federal contracting norms, including an evaluation by Amtrak of the following: (1) The extent to which Amtrak's current indemnification and standard of care requirements differ from the Federal Acquisition Regulation. (2) The estimated fiscal impact on federally funded projects of Amtrak, specifically the inclusion of contingency costs by firms to account for uninsurable risks. (3) The effect of current liability requirements on competition, including whether such terms have discouraged qualified firms from bidding on Amtrak projects. (4) The effect of current liability requirements on Amtrak's project delivery and procurement timelines. (5) The availability and cost of professional liability insurance for firms required to accept Amtrak's current contract terms. (b) CONSULTATION.—In conducting the study under subsection (a), to the extent practicable, Amtrak shall consult with representatives of the architectural, engineering, and construction management industries. (c) REPORT TO CONGRESS.— Not later than 1 year after the date of enactment of this Act, Amtrak shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing— (1) the results of the study under subsection (a); and (2) any recommendations of Amtrak for legislative or regulatory changes to ensure the procurement practices of Amtrak are fiscally responsible and foster maximum competition. Page 843, line 12, insert "potential freight service and conduct" after "service and". Page 843, line 14, insert "such" before "services". Page 843, line 17, insert ", where applicable," after "sponsors". Page 844, after line 17, insert the following: (9) Other considerations related to the development of the project. Page 845, line 1, strike "Between Akron, Ohio, and Canton, Ohio." and insert "Expansion to Akron, Ohio, and Canton, Ohio.". Page 845, after line 11, insert the following (and redesignate the subsequent paragraph accordingly): (7) A freight rail route linking the State of Alaska to the North American rail freight network in the Continental United States. (8) Between Phoenix, Arizona, and Tucson, Arizona. Page

846, line 7, insert "and Port Jervis line" before "during peak". Page 847, line 13, insert "the first half of" after "during". Page 876, line 18, strike "and". Page 876, line 21, strike the period and insert "; and". Page 876, after line 21, insert the following: (5) labor organizations representing railroad employees. Page 922 strike lines 20 through 21 and insert the following: (3) labor organizations representing train dispatchers. At the end of subtitle D of title X of the bill, add the following: SEC. 10431. RAILROAD-SHIPPER TRANSPORTATION ADVISORY COUNCIL. Section 1325 of title 49, United States Code, is amended— (1) in subsection (a)— (A) by striking "19" and inserting "23"; (B) in paragraph (1) by inserting ", railcar leasing," before "and rail shipper industries."; and (C) in paragraph (3)— (i) by striking "6" and inserting "8"; (ii) in subparagraph (A) by striking "and" at the end; (iii) in subparagraph (B) by striking the period at the end and inserting "; and"; and (iv) by adding at the end the following: "(C) 2 shall be representatives of rail car lessors."; and (2) by adding at the end the following: "(g) DEFINITIONS.—In this section: "(1) RAIL CAR LEASING.—The term 'rail car leasing' means the act of leasing a rail car by a rail car lessor. "(2) RAIL CAR LESSOR.—The term 'rail car lessor' means an entity that— "(A) owns a variety of different types of rail cars and lease such rail cars to railroads or shippers under contracts that require the lessor to provide maintenance and administrative services; and "(B) is not owned or controlled by an entity or entities that are rail carriers, rail operators, or shippers." ; was AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Nadler of New York (Nadler 040): Page 433, line 23, strike "\$4,640,000,000" and insert "\$4,940,000,000". Page 434, line 1, strike "\$4,645,000,000" and insert "\$4,945,000,000". Page 434, line 3, strike "\$4,650,000,000" and insert "\$4,950,000,000". Page 434, line 5, strike "\$4,655,000,000" and insert "\$4,955,000,000". Page 434, line 7, strike "\$4,660,000,000" and insert "\$4,960,000,000"; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Webster of Florida (Webster 038): Page 590, beginning on line 4, strike "pulsating light systems reduce traffic crashes and associated deaths and injuries resulting from traffic crashes" and insert "a pulsating light system has an overall level of safety at least equal to that of a conventional stop lamp". Page 590, after line 4, insert the following (and redesignate the subsequent subsections accordingly): (b) DATA CONSIDERATIONS.—In carrying out this section, the Secretary and the transportation rulemaking committee established under subsection (a) shall consider— (1) relevant safety data, crash reduction analyses, and regulatory treatment from foreign jurisdictions that permit substantially similar pulsating or modulating stop lamp systems; (2) safety data, field performance data, and crash reduction analyses relating to the use of pulsating light systems by motor carriers operating pursuant to exemptions, waivers, or other allowances issued or recognized by the Federal Motor Carrier Safety Administration; and (3) relevant independent third-party studies, testing, and data evaluating the safety performance or effectiveness of pulsating light systems. Page 590, line 9, insert "2" before "members". Page 590, line 9, strike ", including—" and inserting "from each of the following categories:". Page 590, line 10, strike "automotive" and insert "Automotive". Page 590, line 10, strike the semicolon and insert a period. Page 590, line 11, strike "experts" and insert "Experts". Page 590, line 11, strike the semicolon and insert a period. Page 590, line 12, strike "experts" and insert "Experts". Page 590, line 12, strike the semicolon and insert a period. Page 590, line 13, strike "highway" and insert "Highway". Page 590, line 13, strike "; and" and insert a period. Page 590, line 14, strike "other" and insert "Other". Page 590, line 21, insert "to guide the Department's position on the use of pulsating light systems when installed as an aftermarket safety feature" after "subsection (a)". Page 591, line 3, strike "subsection (c)" and insert "subsection (d)". Page 592, after line 5, insert the following: (g) ENFORCEMENT.—Pending completion of the transportation rulemaking committee process conducted pursuant to this section, the Secretary shall not initiate, support, or maintain any enforcement action relating to Federal Motor Vehicle Safety Standard Number 108 against a pulsating light system that complies with subsection (f).; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Garamendi of California (Garamendi 078): Strike section 1209 and insert the following: SEC. 1209. PROGRAM FOR ELIMINATING DUPLICATION OF ENVIRONMENTAL REVIEWS. (a) IN GENERAL.—Section 330 of title 23, United States Code, is amended— (1) by striking "subsection (a)(3)" and inserting "subsection (a)(2)" each place it appears; (2) in subsection (a)— (A) in paragraph (1) by striking "pilot"; and (B) by striking paragraph (2) and redesignating paragraph (3) as paragraph (2); (3) in subsection (h)— (A) in paragraph (1) by striking "up to 25"; and (B) in paragraph (2) by striking "up to 25"; (4) in subsection (l)— (A) in paragraph (3) by striking "pilot"; and (B) in paragraph (4)— (i) in subparagraph (A) by striking "and"; (ii) by redesignating subparagraph (B) as subparagraph (D); and (iii) by inserting after subparagraph (A) the following: "(B) an eligible airport-related project (as such term is defined in section 40117(a) of title 49); "(C) an eligible port development project described in section 54301(a)(3) of title 46; and"; and (5) by striking subsection (k) and redesignating subsection (l) as subsection (k). (b) REGULATIONS.—Not later than 1 year after the date of enactment of this Act, the Secretary shall issue such regulations as are necessary to implement the amendments made by subsection (a); was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 224): SEC. 1\_\_\_. TRANSFER OF HIGHWAY AND TRANSIT FUNDS. Section 104(f) of title 23, United States code, is amended— (1) by striking paragraph (1); and (2) by redesignating paragraphs (2) and (3) as paragraphs (1) and (2), respectively. SEC. 3\_\_\_. TRANSFER OF AMOUNTS AND NON-GOVERNMENT SHARE. Section 5334(i) of title 49, United States Code, is amended by striking "(1) Amounts" and all that follows through the enumerator for paragraph (2).; was NOT AGREED TO by a recorded vote of 16 Yeas and 49 Nays (RC#75).

The vote was as follows:

<b>Vote: 75</b>		<b>Measure: H.R.8870</b>	
<b>On: ANo. 224, offered by Mr. Perry</b>			
<b>Yea</b>	<b>16</b>	<b>Nay</b>	<b>49</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>2</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	<b>N</b>
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>		<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	<b>N</b>
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>

<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Johnson of Georgia (Johnson GA 062): Page 57, line 22, insert "and any metropolitan and statewide planning activity" after "134".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Fong of California on behalf of Mr. Bost of Illinois (Bost 027); At the end of title I, insert the following: SEC. 133 . AM BROADCAST STATIONS RULE. (a) DEFINITIONS.—In this section: (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) AUTOMATED DRIVING SYSTEM.—The term "automated driving system" means a system that meets the definition of Level 3, Level 4, or Level 5 automation as those terms are defined in the April 2021 edition of the J3016 recommended practice of SAE International, "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles". (6) COMPTROLLER GENERAL.—The term "Comptroller General" means the Comptroller General of the United States. (7) 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. (8) 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)). (9) 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). (10) MANUFACTURER.—The term "manufacturer" has the meaning given the term in section 30102(a) 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) 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. (15) 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. (16) 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. (b) 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. (c) REPORT REQUIRED.—Before issuing the rule required under subsection (b), the Secretary shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science and Transportation of the Senate and make publicly available on the website of the Department, a report that evaluates the following: (1) Any potential adverse impacts related to automotive innovation and the motor vehicle safety of passenger motor vehicles equipped with automated driving systems from the reception of AM radio signals by such vehicles as required by subsection (b) of this section. (2) The range of solutions that manufacturers could adopt or have adopted to mitigate any potential impacts identified in paragraph (1). (d) COMPLIANCE.— (1) IN GENERAL.—Except as provided in paragraph (2), in issuing the rule required under subsection (b), the Secretary shall establish an effective date for the rule that is not more than 2 years after the date on which the rule is issued. (2) CERTAIN MANUFACTURERS.—In issuing the rule required under subsection (b), 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 a manufacturer that manufactured not more than 40,000 passenger motor vehicles for sale in the United States in 2022. (e) 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 (b) 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. (f) 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. (g) ENFORCEMENT.— (1) CIVIL PENALTY.—Any person who violates the rule issued under subsection (b) 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 (b) of this section, as if that rule were a regulation described in subsection (a)(1) of that section 30163. (h) 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 under 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. (i) REVIEW.—Not less frequently than once every 5 years after the date on which the Secretary issues the rule required by subsection (b), 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. (j) SUNSET.—This section shall sunset and no longer be in effect on the date that is 8 years after the date of enactment of this Act, including the authority of the Secretary to carry out or enforce that rule.; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mrs. Titus of Nevada (Titus 294): At the end of subtitle D of title X, insert the following: SEC. 10431. TRACK INSPECTIONS. (a) IN GENERAL.—Subchapter II of chapter 201 of title 49, United States Code, is further amended by adding at the end the following: "§ 20174. Visual and automated

track inspection requirements "(a) MINIMUM FREQUENCY FOR VISUAL TRACK INSPECTIONS.—All main line track designated for operation at Class 3 track speeds or higher under section 213.9 of title 49, Code of Federal Regulations, as in effect on January 1, 2026, shall be subject to visual inspection by a qualified inspector not less frequently than twice each week, with at least 1 calendar day between each inspection. "(b) IMMEDIATE REMEDIATION OF SAFETY DEFECTS.—Any defect or unsafe condition identified by any inspection, detection, or monitoring method shall be corrected, protected, or removed from service immediately upon detection, consistent with the requirements of part 213 of title 49, Code of Federal Regulations, as in effect on January 1, 2026. "(c) REMEDIATION BY QUALIFIED PERSON.—If a qualified inspector making a track inspection under this section finds a deviation from the requirements of part 213 of title 49, Code of Federal Regulations, as in effect on January 1, 2026, the qualified inspector shall— "(1) immediately initiate remedial action; and "(2) have the sole authority to authorize any subsequent movements to facilitate repairs on track that is out of service. "(d) PROHIBITION ON GRANTING WAIVERS THAT REDUCE SAFETY COVERAGE.—Notwithstanding any other provision of law, including section 20103 of this title, the Secretary of Transportation may not grant a waiver, exemption, or modification of any safety regulation issued under chapter II of subtitle B of title 49, Code of Federal Regulations, as in effect on January 1, 2026, if the proposed alternative inspection, detection, or monitoring method fails to identify or detect all defect conditions defined or recognized as unsafe under applicable Federal Railroad Administration regulations. "(e) AUTOMATED TRACK INSPECTION REQUIREMENTS.—Not later than 1 year after the date of the enactment of this section, the Secretary shall update subparts F and G of part 213 of title 49, Code of Federal Regulations, to require that a Track Geometry Measurement System operate over the following track classifications at the following frequencies and be subject to the following requirements regarding TGMS inspections: "(1) For operations at a qualified cant deficiency (Eu) of more than 5 inches on Classes 1 through 5 track, at least 4 times per calendar year, with at least 43 days elapsing between TGMS inspections. "(2) For Class 1 track operating more than 15,000,000 gross tons annually, at least once per calendar year, with at least 170 days elapsing between TGMS inspections. "(3) For Class 2 track— "(A) operating 15,000,000 or fewer gross tons annually, at least once per calendar year, with at least 170 days elapsing between TGMS inspections; and "(B) operating more than 15,000,000 gross tons annually, at least twice per calendar year, with at least 120 days elapsing between TGMS inspections. "(4) For Class 3 track— "(A) operating 15,000,000 or fewer gross tons annually, at least twice per calendar year, with at least 120 days elapsing between TGMS inspections; and "(B) operating more than 15,000,000 gross tons annually, at least 3 times per calendar year, with at least 90 days elapsing between TGMS inspections. "(5) For Class 4 track— "(A) operating 15,000,000 or fewer gross tons annually, at least 3 times per calendar year, with at least 90 days elapsing between TGMS inspections; and "(B) operating more than 15,000,000 gross tons annually, at least 4 times per calendar year, with at least 43 days elapsing between TGMS inspections. "(6) For Class 5 track, at least 4 times per calendar year, with at least 43 days elapsing between TGMS inspections. "(7) For Class 6 and Class 7 track, at least twice during any 120-day period, with at least 25 days elapsing between TGMS inspections. "(8) For Class 8 track, at least twice during any 60-day period, with at least 12 days elapsing between TGMS inspections. "(9) For Class 9 track, at least twice during any 30-day period, with at least 6 days elapsing between TGMS inspections. "(10) For crossovers where the track speed is more than 30 miles per hour, at least twice per calendar year, with at least 120 days elapsing between TGMS inspections. "(f) FIXING DEVIATION REQUIREMENTS.—Not later than 1 year after the date of the enactment of this section, the Secretary shall update part 213 of title 49, Code of Federal Regulations, as in effect on January 1, 2026, to require that when any inspection, whether done by a qualified inspector or by a machine (including a TGMS machine), finds a deviation from the requirements of this part, the qualified inspector or other authorized personnel shall immediately remediate the deviation in accordance with such part. "(g) APPLICABLE REQUIREMENTS.—The Secretary shall ensure that any requirements of subparts F and G of part 213 of title 49, Code of Federal Regulations, as in effect on January 1, 2026, including section 213.333 of such part, generated by an update to the regulations made pursuant to subsection (e) or (f) are applied to the applicable track classification. "(h) DEFINITIONS.—In this section: "(1) CLASS 1 TRACK; CLASS 2 TRACK; CLASS 3 TRACK; CLASS 4 TRACK; CLASS 5 TRACK.—The terms 'Class 1 track', 'Class 2 track', 'Class 3 track', 'Class 4 track', and 'Class 5 track' means Class 1 track, Class 2 track, Class 3 track, Class 4 track, and Class 5 track, respectively, as such terms are used in section 213.9(a) of title 49, Code of Federal Regulations, as in effect on January 1, 2026. "(2) MAIN LINE.—The term 'main line' has the meaning given such term in section 236.1003

of title 49, Code of Federal Regulations, as in effect on January 1, 2026. "(3) QUALIFIED INSPECTOR.—The term 'qualified inspector' means a person designated as a qualified person to inspect track for defects under section 213.7(b) of title 49, Code of Federal Regulations, as in effect on January 1, 2026. "(4) TRACK GEOMETRY MEASUREMENT SYSTEM; TGMS.—The terms 'Track Geometry Measurement System' and 'TGMS' means a Track Geometry Measurement System as such term is used in section 213.333 of title 49, Code of Federal Regulations, as in effect on January 1, 2026.". (b) CLERICAL AMENDMENT.—The analysis for chapter 201 of title 49, United States Code, is further amended by adding at the end the following: "20174. Visual and automated track inspection requirements.".; was AGREED TO by a recorded vote of 35 Yeas and 31 Nays (RC#76).

The vote was as follows:

<b>Vote: 76</b>		<b>Measure: H.R. 8870</b>	
<b>On: Amdt. No. 294, offered by Ms. Titus</b>			
<b>Yea</b>	<b>35</b>	<b>Nay</b>	<b>31</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>1</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>Y</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	<b>Y</b>
<b>Mr. Perry</b>	<b>N</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>N</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	<b>Y</b>
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>N</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>Y</b>

<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Mast of Florida (Mast 154 Rev 1): At the end of title I, insert the following: SEC. 13\_\_\_\_. GRANT APPLICATION TRANSPARENCY. (a) APPLICATION FORM.—For any Department of Transportation, or modal administration, grant or funding opportunity, the Secretary shall adopt a new grant application form requiring, but not limited to, the following information: (1) APPLICATION FOR A GOVERNMENT ORGANIZATION.— (A) GOVERNMENT ORGANIZATION DEFINED.—In this paragraph, the term "government organization" means a State, local, municipal, territorial, a Tribal government or a consortium of Tribal governments, a metropolitan planning organization, a special purpose district or a public authority with a transportation function, or a Federal land management agency. (B) INFORMATION REQUIRED.—A government organization shall provide the following: (i) Name. (ii) Street address and date moved to current address. (iii) Phone number. (iv) Tax I.D. (v) Date that the applicant was established if it is a consortium of governments, a metropolitan or regional planning organization, a special purpose district, or public authority with a transportation function. (vi) Annual net revenues, separate from any grants. (vii) All Federal, State, or local grants received within the last 24 months, including Community Project Funding. (viii) Any in-kind contributions received. (ix) A list of any outstanding obligations, if any, including the following information: (I) Lender. (II) Current Loan Balance. (III) Credit Limit. (IV) Monthly or Annual payment. (x) Any other Federal funding received separate from grant funding. (xi) Name and contact information for any Federal, State, or local lobbyists currently, or formerly, registered in the past 24 months. (2) FOR-PROFIT ORGANIZATIONS.— (A) FOR-PROFIT ORGANIZATION DEFINED.—In this paragraph, the term "for-profit organization" means any entity or business that is organized primarily for profit and seeks to generate and retain net revenue above operational costs. (B) INFORMATION REQUIRED.—A for-profit organization shall provide the following: (i) Name. (ii) Mailing address. (iii) Email address. (iv) Phone number. (v) Tax I.D. (vi) Annual net revenues, separate from any grants. (vii) Assigned credit rating, if applicable. (viii) All Federal, State, or local grants received within the last 24 months, including Community Project Funding. (ix) Any in-kind contributions received. (x) A list of any outstanding obligations, if any, including the following information: (I) Lender. (II) Current Loan Balance. (III) Credit Limit. (IV) Monthly or Annual payment. (xi) Any other Federal funding received separate from grant funding. (xii) Name and contact information for any Federal, State, or local lobbyists currently, or formerly, registered in the past 24 months. (3) NON-GOVERNMENT ORGANIZATION.— (A) NON-GOVERNMENT ORGANIZATION DEFINED.—In this paragraph, the term "non-government organization" means a nonprofit organization is any entity operated primarily for scientific, educational, service, charitable, or public purposes, which is not organized primarily for profit and uses all net proceeds to maintain, improve, or expand its operations that is registered with the Internal Revenue Service or State revenue agency. (B) INFORMATION REQUIRED.—A non-government organization

shall provide the following: (i) Name. (ii) Mailing address. (iii) Email address. (iv) Phone number. (v) Tax I.D. (vi) Date that the Applicant was established. (vii) List of all governing board members. (viii) Name and contact information of any legal representation. (ix) Annual net revenues and profits including non-profit donations, separate from any grants. (x) All Federal, State, or local grants received within the last 24 months, including Community Project Funding. (xi) Any in-kind contributions received. (xii) A list of any outstanding obligations, if any, including the following information: (I) Lender. (II) Current Loan Balance. (III) Credit Limit. (IV) Monthly or Annual payment. (xiii) Any other Federal funding received separate from grant funding. (xiv) Name and contact information for any Federal, State, or local lobbyists currently, or formerly, registered in the past 24 months. (b) APPLICANT INFORMATION.—The form described under subsection (a) shall require the following information for any owner, Chief Executive Officer, Executive Director, guarantor, controlling manager, or third-party operator who will be involved or otherwise benefit from the grant: (1) Name and title of person or entity receiving funding. (2) Agency or financial institution and address of the entity of the account. (3) For entities, name, Tax Identification Number, and address. (4) For individuals, name, date of birth, Social Security number (for United States citizens), passport number and country of issuance (for foreign individuals), residential address, county of citizenship, country of residence, and percentage of ownership for— (A) each beneficial owner or operator; and (B) each controlling individual, even if no equity owner has 25 percent or greater ownership or control. (5) Certification that the information provided on the beneficial owner and/or the controlling manager is accurate. (6) Copies of most recent business and personal tax returns and financial statements available, including the following: (A) Annual net revenues and profits, separate from any grants. (B) All Federal, State, or local grants received within the last 24 months, including Community Project Funding. (C) Any in-kind contributions received. (D) A list of any outstanding obligations, if any, including the following information: (i) Lender. (ii) Current Loan Balance. (iii) Credit Limit. (iv) Monthly or Annual payment. (E) Any other Federal funding received separate from grant funding. (7) Specific information regarding equipment, vehicles, or real estate intended to be financed. (c) REVIEWS.—Any Federal funding application submitted to the Department of Transportation must simultaneously be submitted to the House Committee on Transportation and Infrastructure and the Senate Committee on Environment and Public Works.; was NOT AGREED TO by a recorded vote of 22 Yeas and 44 Nays (RC#77).

The vote was as follows:

<b>Vote: 77</b>		<b>Measure: H.R. 8870</b>	
<b>On: No. 154 Rev1, offered by Mr. Mast</b>			
<b>Yea</b>	<b>22</b>	<b>Nay</b>	<b>44</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>1</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	<b>N</b>
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>

<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	<b>N</b>
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Huffman of California (Huffman 075): Strike section 1129; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Burchett of Tennessee (Burchett 148): Page 855, line 10, strike "deck," and insert "deck, not including a scale,".; was NOT AGREED TO by a recorded vote of 29 Yeas and 37 Nays (RC#78).

The vote was as follows:

<b>Vote: 78</b>	<b>Measure: H.R. 8870</b>
<b>On: No. 148, offered by Mr. Burchett</b>	

Yea

29 Nay

37

Present

0 Not Voting

1

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	Y	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	N
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N
Mr. Rouzer	Y	Ms. Titus	N
Mr. Bost	N	Mr. Huffman	N
Mr. Westerman	Y	Ms. Brownley	N
Mr. Mast	Y	Ms. Wilson of FL	N
Mr. Stauber	Y	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	N
Mr. Johnson of SD	Y	Mr. Stanton	N
Mr. Van Drew	Y	Ms. Davids of KS	N
Mr. Nehls	Y	Mr. Garcia of IL	N
Mr. Mann	Y	Mr. Pappas	N
Mr. Owens	N	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	Y	Ms. Hoyle of OR	N
Mr. Kiley	Y	Mrs. Sykes	N
Mr. Fong	N	Ms. Scholten	N
Mr. Wied	Y	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	Y	Mr. Garcia of CA	N
Mr. Bresnahan	Y	Ms. Pou	N
Mr. Hurd	N	Ms. McDonald Rivet	N
Mr. Shreve	Y	Ms. Friedman	N
Mr. McDowell	Y	Ms. Gillen	N
Mr. Taylor	Y	Mr. Figures	N
Mr. Knott	Y	Mr. Frost	N
Ms. King-Hinds	N		
Mr. Kennedy	Y		
Mr. Onder	Y		
Mr. Patronis	Y		
Mr. Fuller	Y		

An En Bloc Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Brownley of California (Brownley 062, 071, 064): Page 93, line 25, strike "and". Page 94, line 3, insert "and" at the end. Page 94, after line 3, insert the following: (C) in paragraph 5 by adding at the end the following: "(C) FORMULA DISTRIBUTION IN LARGE METROPOLITAN AREAS.—In metropolitan planning areas with a total population exceeding 10,000,000, as determined by the most recent decennial census, the state department of transportation shall distribute funds provided under sections 133 and 149 to county transportation commissions created under state statute for project selection, based on the following: "(i) The distribution process for funding under section 133 shall be based on population. "(ii) The distribution process for funding under section 149 shall be based on a formula that accounts for population and attainment status. "(iii) The metropolitan planning organization retains responsibility for the final approval of the transportation improvement program."; At the end of title I, insert the following: SEC. 1\_\_ . LIMITATION ON USE OF FUNDS. None of the funds authorized under this Act or the amendments made by this Act may be used to implement or enforce the requirements of section 450.326(m) of title 23, Code of Federal Regulations, or any successor regulation, with respect to the suballocation of funds based on population under section 133 or 149 of title 23, United States Code. Page 87, strike lines 7 through 9 and insert the following: (A) in paragraph (1)(A) by striking "55 percent for each of fiscal years 2022 through 2026" and inserting "56 percent for fiscal year 2027, 57 percent for fiscal year 2028, 58 percent for fiscal year 2029, 59 percent for fiscal year 2030, and 60 percent for fiscal year 2031"; and; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Carbajal of California (Carbajal 070): At the end of subtitle A of title III, insert the following: SEC. 3\_\_ . MEDIUM-SIZED TRANSIT-INTENSIVE CITIES FORMULA. Section 5336 of title 49, United States Code, is further amended— (1) in subsection (a) by striking "subsection (h)(6)" and inserting "subsection (h)(7)"; (2) in subsection (h)— (A) by redesignating paragraphs in accordance with, and in addition to, section 3021 to carry out subparagraph (B); and (B) by inserting after paragraph (3) the following: "(4) of amounts not apportioned under paragraphs (1), (2), and (3), 1.5 percent shall be apportioned to urbanized areas with populations of at least 200,000 but not more than 999,999 in accordance with subsection (1)"; and (C) in paragraph (6), as redesignated to carry out this section, by striking "and (4)" and inserting "(4), and (5)"; and (3) by adding at the end the following: "(I) MEDIUM-SIZED TRANSIT-INTENSIVE CITIES FORMULA.— "(1) APPORTIONMENT.— "(A) FORMULA.—The amount to be apportioned under subsection (h)(4) shall be apportioned among eligible areas in the ratio that— "(i) the number of performance categories for which each eligible area meets or exceeds the industry average in urbanized areas with a population of at least 1,000,000; bears to "(ii) the aggregate number of performance categories for which all eligible areas meet or exceed the industry average in urbanized areas with a population of at least 1,000,000. "(B) INDUSTRY AVERAGE.—The average in urbanized areas with a population of at least 1,000,000 shall— "(i) be calculated separately for each such urbanized area for each performance category; and "(ii) for each performance category, be the average of each individual performance category calculated as described in clause (i). "(C) DATA USED.—The Secretary shall calculate apportionments under this subsection for a fiscal year using data from the national transit database used to calculate apportionments for that fiscal year under this section. "(2) DEFINITIONS.—In this subsection: "(A) ELIGIBLE AREA.—The term 'eligible area' means an urbanized area with a population of at least 200,000 but not more than 999,999 that meets or exceeds in 1 or more performance categories the industry average for all urbanized areas with a population of at least 1,000,000, as determined by the Secretary in accordance with subsection (c)(1). "(B) PERFORMANCE CATEGORY.—The term 'performance category' means each of the following: "(i) Passenger miles traveled per vehicle revenue mile. "(ii) Passenger miles traveled per vehicle revenue hour. "(iii) Vehicle revenue miles per capita. "(iv) Vehicle revenue hours per capita. "(v) Passenger miles traveled per capita. "(vi) Passengers per capita."; and; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Nehls of Texas (Nehls 094 Rev1): At the end of title X, insert the following: Subtitle G—Railway Safety Act of 2026 SEC. 10700. SHORT TITLE; TABLE OF CONTENTS. (a) SHORT TITLE.—This subtitle may be cited as the "Railway Safety Act of 2026". (b) TABLE OF CONTENTS.—The table of contents for this subtitle is as follows: Sec. 10700. Short title; table of contents. PART 1—RAIL SAFETY Sec. 10701. Definitions. Sec. 10702. Safety requirements for high-hazard trains. Sec. 10703. Ensuring the safety of long trains. Sec. 10704. Blocked highway-rail grade crossings. Sec. 10705. Inspections. Sec. 10706. Emergency brake signals. Sec. 10707. Defect detection systems. Sec. 10708. Safe Freight Act of 2026. Sec. 10709. Rail safety infrastructure research and development grants. Sec. 10710. Authorization of appropriations for tank car research and development. Sec. 10711. Federal Railroad Administration safety culture. Sec. 10712. GAO report on roadway worker protections. Sec. 10713. Federal Railroad Administration safety workforce management. Sec. 10714. Office of Personnel Management review of safety inspector and specialist classifications. Sec. 10715. Alcohol and drug testing. PART 2—HAZARDOUS MATERIALS EMERGENCY RESPONSE AND PREPAREDNESS Sec. 10721. Virtual training options. Sec. 10722. Hazardous materials transportation emergency response and preparedness grants. Sec. 10723. Emergency response assistance. PART 1—RAIL SAFETY SEC. 10701. DEFINITIONS. In this part: (1) IN GENERAL.—Except as otherwise provided, terms used in this part have the definitions given such terms in section 20155 of title 49, United States Code, as amended by section 10702(a). (2) CLASS I RAILROAD.—The term "Class I railroad" has the meaning given such term in section 20102(1) of title 49, United States Code. (3) SECRETARY.—The term "Secretary" means the Secretary of Transportation. SEC. 10702. SAFETY REQUIREMENTS FOR HIGH-HAZARD TRAINS. (a) TANK CAR SAFETY REQUIREMENTS.—Section 20155 of title 49, United States Code, is amended to read as follows: "§ 20155. High-hazard trains "(a) DEFINITIONS.—In this section: "(1) EXPLOSIVES.—The term 'explosives' means Class 1 explosives categorized in Division 1.1, 1.2, or 1.3 in section 173.50(b) of title 49, Code of Federal Regulations. "(2) FLAMMABLE GAS.—The term 'flammable gas' has the meaning given such term in section 173.115(a) of title 49, Code of Federal Regulations. "(3) FLAMMABLE LIQUID.—The term 'flammable liquid' has the meaning given such term in section 173.120(a) of title 49, Code of Federal Regulations. "(4) HAZARDOUS MATERIAL.—The term 'hazardous material' means a substance or material designated by the Secretary of Transportation as hazardous pursuant to section 5103(a) of this title. "(5) HIGH-HAZARD TRAIN.—The term 'high-hazard train' means a single train transporting, throughout the train consist— "(A) 20 or more tank cars loaded with a flammable liquid; "(B) 1 or more tank cars or intermodal portable tanks loaded with a material toxic or poisonous by inhalation; "(C) 1 or more cars loaded with high-level radioactive waste or spent nuclear fuel; "(D) 10 or more cars loaded with explosives; "(E) 5 or more tank cars loaded with a flammable gas; or "(F) 20 or more cars loaded with any combination of flammable liquids, flammable gases, or explosives. "(6) HIGH-LEVEL RADIOACTIVE WASTE; SPENT NUCLEAR FUEL.—The terms 'high-level radioactive waste' and 'spent nuclear fuel' have the meanings given to a 'type B package' and a 'fissile material package', respectively, in section 173.403 of title 49, Code of Federal Regulations. "(7) MATERIAL TOXIC OR POISONOUS BY INHALATION.—The term 'material toxic or poisonous by inhalation' has the meaning given the term 'Material poisonous by inhalation or Material toxic by inhalation' in section 171.8 of title 49, Code of Federal Regulations. "(b) RULEMAKING.—Not later than 1 year after the date of the enactment of the Railway Safety Act of 2026, the Secretary, in consultation with appropriate Federal agencies, shall issue regulations that— "(1) rescind the requirements set forth in paragraphs (4) and (5) of section 174.310(a) of title 49, Code of Federal Regulations, with respect to tank cars carrying hazardous materials other than Class 3 flammable liquids; "(2) revise the requirements set forth in section 174.310(a)(2) of title 49, Code of Federal Regulations— "(A) to limit all trains to a maximum speed of 50 miles per hour; and "(B) to limit high-hazard trains carrying 20 or more cars loaded with flammable liquids to a maximum speed of 40 miles per hour while that train travels within the limits of high-threat urban areas (HTUAs) (as defined in 1580.3 of title 49, Code of Federal Regulations, unless all tank cars containing a Class 3 flammable liquid meet or exceed the DOT specification 117 standards, the DOT specification 117P performance standards, or the DOT specification 117R retrofit standards set forth in subpart D of part 179 of title 49, Code of Federal Regulations, including DOT–105A, DOT–105H, DOT–105J, DOT–105S, DOT–112H, DOT–112J, DOT–112S, and DOT–120S tank cars; "(3) require rail carriers operating high-hazard trains to comply with the requirements applicable to high-hazard

flammable trains under section 174.310 of title 49, Code of Federal Regulations; "(4) require any Class I railroad transporting hazardous materials— "(A) to generate accurate, real-time, and electronic train consist information, including— "(i) the identity, quantity, and location of hazardous materials on a train; "(ii) the point of origin and destination of the train; "(iii) any emergency response information or resources required by the Secretary; and "(iv) an emergency response point of contact designated by the Class I railroad; and "(B) to enter into a memorandum of understanding with each applicable fusion center to provide the fusion center with secure and confidential access to the electronic train consist information described in subparagraph (A) for each train transporting hazardous materials in the jurisdiction of the fusion center; "(5) require each Class I railroad to provide commodity flow reports of the hazardous materials transported by a high-hazard train to each State emergency response commission, Tribal emergency response commission, or other responsible State or Tribal agency, consistent with the notification content requirements under section 174.312 of title 49, Code of Federal Regulations (or a successor regulation), including— "(A) a reasonable estimate of the number of high-hazard trains that are expected to travel, per week, through each county within the applicable jurisdiction; "(B) updates to such estimate when making a change in volume of 25 percent or more; "(C) a description of the hazardous materials being transported on such trains; "(D) applicable emergency response information, as required by regulation; "(E) identification of the routes over which the hazardous materials on such trains will be transported; and "(F) a point of contact at the Class I railroad who— "(i) has knowledge of the railroads' transportation of hazardous materials; and "(ii) is responsible for serving as the point of contact for the State emergency response commission, Tribal emergency response commission, or other State or Tribal agency responsible for receiving such information; "(6) require each applicable State emergency response commission to provide to a political subdivision of a State, or the public agency responsible for emergency response or law enforcement, upon request of the political subdivision or public agency, the information the commission receives from a Class I railroad pursuant to paragraph (5), including, for any such political subdivision or public agency responsible for emergency response or law enforcement that makes an initial request for such information, any updates received by the State emergency response commission; "(7) prohibit any Class I railroad, employee, or agent from withholding, or causing to be withheld, the train consist information from first responders, emergency response officials, Federal and State agencies, and law enforcement personnel who are responding to an incident, accident, or public health or safety emergency involving the rail transportation of hazardous materials; and "(8) establish security and confidentiality protections, in coordination with the Secretary of Homeland Security, including protections from the public release of proprietary information or security sensitive information (as defined in section 15.5 of title 49, Code of Federal Regulations), to prevent the release to unauthorized persons any electronic train consist information or advanced notification or information provided by Class I railroads under this section. "(c) RULE OF CONSTRUCTION.—Nothing in this section may be construed to prohibit a Class I railroad from voluntarily entering into a memorandum of understanding with a State emergency response commission or an entity representing or including first responders, emergency response officials, and law enforcement personnel. "(d) SAFETY IMPROVEMENTS.—Not later than 1 year after the date of the enactment of the Railway Safety Act of 2026, the Secretary shall evaluate and update, to the extent necessary for safety and in compliance with Executive Order 12866 (5 U.S.C. 601 note; relating to regulatory planning and review), the operational requirements for high-hazard trains to ensure the safe transportation of hazardous materials by rail, including— "(1) preventing the placement of blocks of empty railcars in locations within the consist of the train that increase the chance or severity of a derailment; and "(2) requirements for an adequate number of buffer cars between a locomotive or railcar and tank cars transporting hazardous materials. "(e) HAZARDOUS MATERIALS EMERGENCY RESPONSE PLANS.— "(1) PLAN CONTENTS.—The Secretary shall promulgate regulations, in compliance with Executive Order 12866, requiring all Class I railroads that operate high-hazard trains to submit to the Secretary hazardous materials emergency response plans that are consistent with the format of the National Response Team 'One Plan'. Such plans shall include— "(A) consideration of potential hazardous materials release for material toxic or poisonous by inhalation that the railroad is transporting; "(B) identification of the railroad's hazardous materials response teams that can quickly respond to a release or potential release within a reasonable amount of time; "(C) identification of the equipment and resources available to the hazardous materials response teams; "(D) organizational charts for the hazardous materials response teams; and "(E) plans to facilitate hazardous materials release liability claims. "(2) COORDINATION.—Railroads shall coordinate with relevant States and Tribes

when creating the plans required under paragraph (1). "(3) TRIENNIAL REVIEW.—Not later than 1 year after a Class I railroad submits a hazardous materials emergency response plan pursuant to paragraph (1), and on a triennial basis thereafter, the Secretary shall review such plan. If the Secretary identifies deficiencies during such review, the Secretary shall describe the nature of any deficiencies and allow for correction. "(4) VERIFICATION.—The Secretary shall periodically audit a railroad's hazardous materials emergency response plan." (b) CLERICAL AMENDMENT.—The analysis in chapter 201 of title 49, United States Code, is amended by striking the item relating to section 20155 and inserting the following: "20155. High-hazard trains." SEC. 10703. ENSURING THE SAFETY OF LONG TRAINS. (a) REVIEWING AND UPDATING SAFETY REGULATIONS.—Not later than one year after the date of the enactment of this Act, the Secretary shall— (1) evaluate any safety concerns identified in the Comptroller General's report titled "Freight Trains Are Getting Longer, and Additional Information Is Needed to Assess Their Impact" (GAO-19-443) and in the report required under section 22422(d) of the Passenger Rail Expansion and Rail Safety Act of 2021 (title II of division B of Public Law 117-58); and (2) if the Secretary considers it necessary for safety and compliance with Executive Order 12866 (5 U.S.C. 601 note; relating to regulatory planning and review), address such concerns by updating existing safety regulations to ensure the safe transportation of goods and passengers by rail, taking into account the impact that train length and weight have on the safe transportation of high-hazard trains. (b) REPORT.—Not later than 3 years after the date of the enactment of this Act, if the Secretary has not updated any regulation under subsection (a), the Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that justifies such inaction. (c) REPORTING REQUIREMENT.— (1) IN GENERAL.—The Secretary shall revise the existing railroad accident or incident reporting forms to require railroads to report the weight trailing tonnages of any train involved in a reportable accident or incident. (2) PUBLICATION.—The Administrator of the Federal Railroad Administration shall publish on its Rail Safety Data website a summary of all reportable incidents and accidents, categorized by train length and weight. SEC. 10704. BLOCKED HIGHWAY-RAIL GRADE CROSSINGS. (a) STUDY.—The Secretary shall seek to enter into an agreement with the President of the National Academy of Sciences under which the President of the National Academy shall— (1) conduct a study of 20 most frequently blocked highway-rail grade crossings in not fewer than 10 different States, as determined by the Secretary based on— (A) Federal Railroad Administration data; (B) the work experience of the Office of Railroad Safety's Grade Crossing and Trespasser Outreach Division; (C) data from the blocked highway-rail grade crossing portal; and (D) geographic diversity; and (2) provide recommendations to the Secretary for solutions in preventing or reducing occurrences or repeated occurrences where highway-rail grade crossings are blocked for extended periods. (b) MEMBERS.—In establishing the membership to conduct the study described in subsection (a)(1), the President of the National Academy of Sciences shall appoint not fewer than 3 members of the National Academy who— (1) are engineering or rail experts; (2) are not railroad carriers, or entities funded by railroad carriers; (3) have relevant experience in railroad safety technology or railroad operating experience; and (4) have no financial ties to the rail industry. (c) ELEMENTS.—The study conducted pursuant to subsection (a)(1) shall— (1) examine any potential impacts to railroad and community safety due to blocked highway-rail grade crossings; (2) identify potential financial impacts incurred by the railroad or its customers due to blocked crossings; (3) identify potential freight network efficiency impacts due to solutions that will reduce or eliminate the impacts of blocked crossings; (4) examine community impacts that result from blocked crossings; (5) examine causes for blocked crossings; and (6) identify practical solutions to prevent blocked crossings. (d) REPORT.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives that contains the results of the study conducted by the National Academy of Sciences pursuant to this section. (e) FUNDING.—From the amounts appropriated for fiscal year 2024 to carry out section 20108 of title 49, United States Code, that remain unobligated, the Secretary shall expend such sums as may be necessary, but not more than \$2,000,000, to carry out the study required under this section. (f) RAILROAD CROSSING ELIMINATION PROGRAM.—Section 22909 of title 49, United States Code, is amended— (1) in subsection (f)(2)(C)— (A) in clause (i), by striking "; or" and inserting a semicolon; (B) in clause (ii), by striking the semicolon and inserting "; or"; and (C) by adding at the end the following: "(iii) a bus route to a school or within 1 mile of a school;"; and (2) in subsection (g)— (A) by striking "Except" and inserting the following: "(1) IN GENERAL.—Except";

and (B) by adding at the end the following: "(2) CERTAIN BUS ROUTES.—The Federal share of the cost of a project given additional consideration under subsection (f)(2)(C)(iii) may not exceed 85 percent." (g) RAILROAD POINT OF CONTACT FOR BLOCKED CROSSINGS.— (1) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, each railroad carrier shall establish and maintain a toll-free telephone service for rights-of-way over which the railroad carrier dispatches trains to directly receive calls reporting blocked highway-rail grade crossings. (2) USE OF EXISTING NUMBER.—A railroad carrier may comply with the requirement under subsection (a) by using the telephone number that is being used to comply with section 20152(a)(1) of title 49, United States Code. (3) PUBLICLY AVAILABLE.—Each railroad carrier subject to this subsection shall notify the Secretary of the telephone number referred to in paragraph (1) or (2), who shall post such number on a publicly-available website of the Department of Transportation. (4) WAIVER.—The Secretary may waive the requirement that the telephone service be toll-free for Class II and Class III rail carriers if the Secretary determines that toll-free service would be cost prohibitive or unnecessary. SEC. 10705. INSPECTIONS. (a) TIME AVAILABLE FOR INSPECTION.— (1) IN GENERAL.—Subchapter II of chapter 201 of title 49, United States Code, is amended by adding at the end the following: "§ 20172. Time available for inspection "(a) IN GENERAL.—No railroad may limit the time required for an employee to complete a railcar, locomotive, or brake inspection to ensure that each railcar, locomotive, and brake system complies with safety laws and regulations. "(b) REQUIREMENT.—Employees shall perform their inspection duties promptly and shall not delay other than for reasons related to safety.". (2) CLERICAL AMENDMENT.—The analysis for subchapter II of chapter 201 of title 49, United States Code, is amended by adding at the end the following: "20172. Time available for inspection.". (b) PRE-DEPARTURE RAILCAR INSPECTIONS.—Not later than 120 days after the date of the enactment of this Act, the Secretary shall amend the pre-departure inspection requirements for Class I railroads under part 215 of title 49, Code of Federal Regulations (as written on such date of enactment)— (1) to ensure that after initial consultation with the Federal Railroad Administration, and after each subsequent annual consultation, each railroad identifies inspection locations and, at such locations, has inspectors designated under section 215.11 available for the purpose of inspecting freight cars; (2) to ensure that all freight cars are inspected by an inspector designated under section 215.11 at a designated inspection location in the direction of travel as soon as practicable; and (3) to require each railroad that operates railroad freight cars to which such part 215 applies to designate persons qualified to inspect railroad freight rail cars, subject to any existing collective bargaining agreement, for compliance and determinations required under such part. (c) QUALIFIED LOCOMOTIVE INSPECTIONS.—Not later than 1 year after the date of the enactment of this Act, the Secretary shall review and amend, as necessary, regulations under chapters 229 and 243 of title 49, Code of Federal Regulations— (1) to ensure appropriate training qualifications and proficiency of employees, including qualified mechanical inspectors, performing locomotive inspections; and (2) for locomotives in service on a Class I railroad, to require an additional daily inspection to be performed by a qualified mechanical inspector between the current intervals under section 229.23(b)(2) of title 49, Code of Federal Regulations. (d) AUDITS.— (1) IN GENERAL.—Not later than 60 days after the date of the enactment of this Act, the Secretary shall initiate audits of Federal railcar, locomotive, and train brake system inspection compliance with chapter II of subtitle B of title 49, Code of Federal Regulations, which— (A) consider whether the railroad has in place procedures necessary for railcar, locomotive, and train brake system inspection compliance under such chapter; (B) assess the type, content, and adequacy of training and performance metrics the railroad provides employees who perform railcar, locomotive, and train brake system inspections, including the qualifications specified for such employees; (C) determine whether the railroad has practices that would interfere with an employee's responsibility to perform an inspection safely ; (D) determine whether railcars, locomotives, and train brake systems are inspected on the railroad's network in accordance with such chapter; (E) involve proper communication of identified defects to railroad personnel and make appropriate use of remedial action reports to verify that repairs are made; (F) determine whether managers coerce employees to sign off on any documents verifying an inspection or repair of a railcar, locomotive, or train brake system; (G) determine whether the railroad's inspection procedures reflect the current operating practices of the railroad carrier; and (H) ensure that railroad inspection procedures only provide for the use of persons permitted to perform each relevant inspection under such chapter. (2) AUDIT SCHEDULING.—The Secretary may— (A) schedule the audits required under paragraph (1) to ensure that— (i) every Class I railroad is audited not less frequently than once every 5 years; and (ii) a limited number, as determined by the Secretary, of Class

II and Class III railroads are audited annually, provided that— (I) no audit of a tourist, scenic, historic, or excursion operation may be required under this subsection; and (II) no other Class II or III railroad may be audited more frequently than once every 5 years; and (B) conduct the audits described in subparagraph (A)(ii) in accordance with— (i) the Small Business Regulatory Enforcement Fairness Act of 1996 (5 U.S.C. 601 note); and (ii) appendix C of part 209 of title 49, Code of Federal Regulations. (3) UPDATES TO INSPECTION PROGRAM AND PROCEDURES.—If, during an audit required under this subsection, the auditor identifies a deficiency in a railroad's procedures or practices necessary to ensure compliance with chapter II of subtitle B of title 49, Code of Federal Regulations, the railroad shall eliminate such deficiency, after first being provided the opportunity to address whether such a deficiency exists. (4) CONSULTATION AND COOPERATION.— (A) CONSULTATION.—In conducting any audit required under this subsection, the Secretary shall consult with the railroad being audited and its employees, including any nonprofit employee labor organization representing the employees of the railroad that conduct railcar, locomotive, or train brake system inspections. (B) COOPERATION.—The railroad being audited and its employees, including any nonprofit employee labor organization representing mechanical employees, shall fully cooperate with any audit conducted pursuant to this subsection— (i) by providing any relevant documents requested; and (ii) by making available any employees for interview without undue delay or obstruction. (C) FAILURE TO COOPERATE.—If the Secretary determines that a railroad or any of its employees, including any nonprofit employee labor organization representing mechanical employees of the railroad is not fully cooperating with an audit conducted pursuant to this subsection, the Secretary shall electronically notify the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives of such non-cooperation. (e) REVIEW OF REGULATIONS.—Not later than 5 years after the date of the enactment of this Act, and periodically thereafter, the Secretary shall determine whether any update to chapters I and II of subtitle B of title 49, Code of Federal Regulations, is necessary to ensure the adequacy of railcar, locomotive, and train brake system inspections. (f) ANNUAL REPORT.—The Secretary shall publish an annual report on the public website of the Federal Railroad Administration that— (1) summarizes the findings of the audits conducted pursuant to subsection (d) during the most recently concluded fiscal year; (2) summarizes any updates made to chapter I or II of subtitle B of title 49, Code of Federal Regulations, pursuant to this section; and (3) excludes any confidential business information or sensitive security information. (g) RULE OF CONSTRUCTION.—Nothing in this section may be construed— (1) to provide the Secretary with any authority to interpret, revise, alter, or apply a collectively bargained agreement, nor any authority over collective bargaining, collectively bargained agreements, or any aspect of the Railway Labor Act (45 U.S.C. 151 et seq.); (2) to alter the terms or interpretations of existing collective bargaining agreements; or (3) to abridge any procedural rights or remedies provided under a collectively bargained agreement. SEC. 10706. EMERGENCY BRAKE SIGNALS. (a) IN GENERAL.—Not later than 30 days after the date of the enactment of this Act, the Administrator of the Federal Railroad Administration shall convene a meeting of the Railroad Safety Advisory Committee for the purpose of considering a regulatory safety task on the functioning of emergency brake signals. (b) PURPOSE.—The Railroad Safety Advisory Committee shall consider— (1) the sufficiency of the regulations under part 232 of title 49, Code of Federal Regulations, with regard to end-of-train and head-of-train device communications; (2) whether National Transportation Safety Board Safety Recommendations R-20-028 and R-20-029 have been adequately addressed; (3) whether more frequent communication checks between a head-of-train device and an end-of-train device would improve rail safety; and (4) whether repetition of the emergency brake signal transmission until it is received by the end-of-train device would improve rail safety. (c) RECOMMENDATIONS AND WORK PLAN.—Not later than 90 days after the meeting is convened pursuant to subsection (a), a working group of the Railroad Safety Advisory Committee should— (1) develop initial recommendations with respect to the matters considered under subsection (b); and (2) complete a work plan for implementing such recommendations. SEC. 10707. DEFECT DETECTION SYSTEMS. (a) IN GENERAL.—Subchapter II of chapter 201 of title 49, United States Code, as amended by section 10705(a)(1), is further amended by adding at the end the following: "§ 20173. Defect detection systems "(a) DEFINITIONS.—In this section: "(1) DEFECT DETECTION SYSTEM.—The term 'defect detection system' means the use of defect detectors, the analysis of the data defect detectors produce, and any other aspects a system that help railroads identifying and understand the severity of known safety conditions. "(2) DEFECT DETECTOR.—The term 'defect detector' means any device or equipment situated within the rail system that can detect and communicate a potential or

known safety condition. "(3) HIGH-HAZARD TRAIN.—The term 'high-hazard train' has the meaning given such term in section 20155(a)(5). "(4) MAIN LINE.—The term 'main line' means— "(A) a segment or route of railroad tracks— "(i) over which 5,000,000 or more gross tons of railroad traffic is transported annually; and "(ii) that has a maximum authorized speed for freight trains in excess of 25 miles per hour; and "(B) intercity rail passenger transportation or commuter rail passenger transportation routes or segments over which high-hazard trains operate. "(5) PHYSICAL CHARACTERISTICS.—The term 'physical characteristics' means the physical terrain and operating considerations related to the physical terrain for the relevant main line. "(b) DEFECT DETECTOR ANALYSIS PROGRAM.—The Secretary shall develop a program for the research, development, testing, and evaluation of defect detector systems to inform and support the rulemaking required under subsection (d) and the evaluation of plans under subsection (c), which shall include— "(1) an evaluation of existing manufacturer recommended practices, industry-developed voluntary consensus technical standards, and railroad safety data to inform appropriate standards for commercially available defect detector systems and ensure the integrity and reliability of their use on the general railroad system, including standards relating to— "(A) maintenance; "(B) testing; "(C) inspection; and "(D) installation; "(2) an assessment of existing alert thresholds and trending algorithms to determine appropriate metrics and levels to ensure that defect detector systems identify unsafe equipment or operations in time to take appropriate safety actions; "(3) an evaluation of existing processes and procedures for decision making and communication of appropriate safety actions necessary to address unsafe equipment or operations, including— "(A) stoppage of rail equipment; "(B) setting out rail equipment; "(C) train speed reduction; "(D) diverting a train; and "(E) inspection requirements; "(4) research to understand the capabilities and limitations of existing technologies in use or developed to better assess the plans required under the final rule issued pursuant to subsection (c); and "(5) research to understand new or developing technologies. "(c) PLAN ELEMENTS.— "(1) RISK-BASED.—Each defect detection system plan required under the final rule issued pursuant to subsection (d) shall be risk-based. "(2) CONTENTS.—Each plan referred to in paragraph (1) shall include— "(A) a summary of the railroad's proposed defect detector network, including— "(i) how the network will reduce the risk of incidents near population centers and on high-hazard train routes; and "(ii) a description of how the network will be implemented by the deadline set forth in subsection (d)(1)(B); and "(B) a description of how the railroad's defect detection system meets or exceeds the defect detection performance standards established pursuant to subsection (d)(1)(D); "(C) except as provided in paragraph (3), a risk-based approach for identifying overheated wheel bearings that require the placement of the types and spacing of defect detectors— "(i) for main lines traveling within an urbanized area with a population of at least 75,000, at a distance that provides for any train operating along the railroad's route to undergo detection not less than 10 miles before entering such an area; "(ii) for main lines not equipped with acoustic bearing detectors or other similar technology, at a distance averaging 15 route miles to the extent possible based on the physical characteristics of the route; and "(iii) for main lines equipped with acoustic bearing detectors or other similar technology, at a distance averaging 20 route miles to the extent possible based on the physical characteristics of the route along which such detectors are being installed; "(D) the types and spacing of other wayside defect detectors required to be placed, to the extent such detectors are utilized; "(E) the manufacturer's expected performance for each type of defect detector and how the carrier will assess compliance with such performance; "(F) procedures for promptly providing pertinent safety alerts to train employees, including locomotive engineers and conductors, train dispatchers, and relevant maintenance employees; "(G) the ability to share relevant safety data from the defect detector network with other railroad carriers and with rail car owners; "(H) policies and procedures for training employees regarding relevant elements of the defect detector system, including— "(i) persons whose duties include installing, maintaining, repairing, modifying, inspecting, reviewing data, and testing safety-critical elements of the railroad's defect detector, including central office, wayside, or onboard subsystems; "(ii) persons who receive and review defect detector alerts; and "(iii) persons who operate trains or serve as a train or engine crew member; "(I) policies for maintaining records regarding the required elements of the rail defect detector network for not less than 5 years, which shall not include data on individual alerts; and "(J) designs for the collection and analysis of applicable alerts, thresholds, and corresponding safety actions. "(3) ALTERNATIVE HOT BEARING DETECTION PLAN.— "(A) SUBMISSION.—A rail carrier may comply with an alternative hot bearing detection plan instead of the requirements described in paragraph (2)(C) if— "(i) the rail carrier submits such plan to the Secretary and the Secretary approves the plan; and "(ii) the plan provides an equivalent or higher level of safety as the requirements described in

paragraph (2)(C). "(B) TRIENNIAL REVIEWS.—Not less frequently than triennially, the Secretary shall review each alternative plan approved pursuant to subparagraph (A) to determine its continuing effectiveness at detecting bearing-related defects. "(d) RULEMAKING.— "(1) IN GENERAL.—Not later than 1 year after the date of the enactment of the Railway Safety Act of 2026, the Secretary shall initiate a rulemaking, and not later than 2 years after such date of enactment, the Secretary shall issue a final rule, in compliance with Executive Order 12866 (5 U.S.C. 601 note; relating to regulatory planning and review), that— "(A) requires Class I railroads to submit, not later than 1 year after the issuance of such final rule, defect detector network plans that include the elements described in subsection (c)(2); "(B) requires the Class I railroads to implement the plan required under subparagraph (A) not later than 3 years after the issuance of such final rule; "(C) creates procedures to review, approve, monitor compliance of such plans; "(D) establishes performance standards measured by the ability of a defect detection system to identify defects before a condition that is likely to result in an accident or incident, including how such ability will be measured and reported for data related to requirements; "(E) requires the reporting of data regarding the defect detector network effectiveness, including defect detector failures; "(F) creates requirements for Class I railroads to test, inspect, and maintain any defect detector based on the evaluation completed pursuant to subsection (b)(1); and "(G) establish appropriate thresholds for alerts and corresponding safety actions, to the extent necessary. "(2) UPDATED STANDARDS.—The performance standards established pursuant to paragraph (1)(D) shall be updated not less frequently than once every 5 years. "(e) UPDATES AND APPROVALS.— "(1) UPDATES.— Each entity subject to the mandate in subsection (a) shall update the plans required under subsection (d)(1)(A)— "(A) to reflect material changes to its railcar defect detector network; or "(B) to address changes made to the performance standards pursuant to subsection (d)(2). "(2) APPROVALS.—To ensure safety, the Secretary shall promptly review each plan submitted pursuant to subsection (d)(1)(A), against the performance standards established pursuant to subsection (d)(1)(D), and approve or reject each such plan. "(3) REVIEWS FOR COMPLIANCE.—Not less frequently than biannually, the Secretary shall conduct reviews to ensure that Class I railroads are complying with the plans required under paragraph (1). "(4) PUBLIC AVAILABILITY.—Not later than 60 days after receipt, the Secretary shall make available to the public on the website of the Department of Transportation any plan or update submitted pursuant to this section, but the Secretary shall redact— "(A) proprietary information, as verified by the Secretary; and "(B) security-sensitive information, including information described in section 1520.5(a) of title 49, Code of Federal Regulations (or successor regulation), as verified by the Secretary. "(f) ENFORCEMENT.—The Secretary may assess a civil penalty under chapter 213 of this title for a violation of a rule promulgated pursuant to subsection (d) for— "(1) each accident or incident on a route where the railroad is noncompliant with the plan approved under subsection (e)(2); and "(2) failing to take any corresponding safety action to an alert as set forth in the approved plan pursuant to subsection (c)(2)(J). "(g) PRESERVATION OF AUTHORITY.—Nothing in this section may be construed to restrict the authority of the Secretary.". (b) CLERICAL AMENDMENT.—The analysis for subchapter II of chapter 201 of title 49, United States Code, as amended by section 10705(a)(2), is further amended by adding at the end the following: "20173. Defect detection systems.". (c) TEMPORARY DEFECT DETECTION ASSISTANCE.— (1) FORMULA GRANT PROGRAM.—The Administrator of the Federal Railroad Administration shall establish a formula grant program to assist commuter railroads with installing defect detection technology. (2) ELIGIBLE ENTITIES.—A commuter railroad that has a contract with a Class I railroad, as of May 1, 2026, that requires the commuter railroad to install defect detection technology that complies with the approved plan submitted pursuant to section 20173 of title 49, United States Code, as added by subsection (a), is eligible to receive a grant under this subsection. (3) FORMULA.—Grant funding under this subsection shall be allocated based on the number of defect detectors required to be installed to comply with section 20173 of title 49, United States Code. (4) REQUIREMENTS.—Any eligible entity that receives grant funding under this subsection shall comply with the grant conditions set forth in section 22909(j) of title 49, United States Code. (5) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Federal Railroad Administration such amounts as may be necessary to carry out the formula grant program under this subsection. SEC. 10708. SAFE FREIGHT ACT OF 2026. (a) SHORT TITLE.—This section may be cited as the "Safe Freight Act of 2026". (b) FREIGHT TRAIN CREW SIZE.—Subchapter II of chapter 201 of title 49, United States Code, is amended by inserting after section 20153 the following: "§ 20154. Freight train crew size safety standards "(a) MINIMUM CREW SIZE.—Except as provided in subsections (b) and (c), a freight train operated by a Class I railroad may not be operated without a 2-

person crew consisting of at least 1 appropriately qualified and certified conductor and 1 appropriately qualified and certified locomotive engineer. "(b) EXCEPTIONS.—"(1) IN GENERAL.—Except as provided in paragraph (2), the requirement under subsection (a) shall not apply with respect to— "(A) train operations on track that is not a main line (as defined in section 20173(a)(2)); "(B) locomotives performing assistance to a train that has incurred mechanical failure or lacks the power to traverse difficult terrain, including traveling to or from the location where assistance is provided; "(C) locomotives that— "(i) are not attached to any equipment or are attached only to a caboose; and "(ii) do not travel farther than 50 miles from the point of origin of such locomotive; and "(D) train operations staffed with fewer than a 2-person crew at least 1 year before the date of the enactment of the Safe Freight Act of 2026, unless the Secretary determines that such operations do not achieve an equivalent level of safety as would result from compliance with the requirement under subsection (a). "(2) TRAINS INELIGIBLE FOR EXCEPTION.—The exceptions under paragraph (2) may not be applied to— "(A) a high-hazard train (as defined in section 20155(a)); or "(B) a train consist with a total length of not less than 7,500 feet. "(c) WAIVER.—A railroad carrier may seek a waiver of the requirements under subsection (a) in accordance with section 20103(d). "(d) PRESERVATION OF AUTHORITY.—Nothing in this section may be construed to restrict the authority of the Secretary.". (c) CLERICAL AMENDMENT.—The analysis for subchapter II of chapter 201 of title 49, United States Code, is amended by inserting after the item relating to section 20153 the following: "20154. Freight train crew size safety standards.". SEC. 10709. RAIL SAFETY INFRASTRUCTURE RESEARCH AND DEVELOPMENT GRANTS. (a) RESEARCH REQUIREMENT.—The Administrator of the Federal Railroad Administration shall award grants to eligible recipients described in section 22907(b) of title 49, United States, in accordance with the restrictions and limitation on eligibility described in such section, for research and development of defect detectors and the prevention of derailments of trains transporting hazardous materials. (b) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Federal Railroad Administration \$25,000,000, which shall be used for the grants authorized under subsection (a) and shall remain available until expended. SEC. 10710. AUTHORIZATION OF APPROPRIATIONS FOR TANK CAR RESEARCH AND DEVELOPMENT. There is authorized to be appropriated to the Administrator of the Pipeline and Hazardous Materials Safety Administration, \$5,000,000, which shall be used for expenses relating to the development of— (1) stronger, safer tank cars and valves for tank cars; and (2) other tank car safety features. SEC. 10711. FEDERAL RAILROAD ADMINISTRATION SAFETY CULTURE. (a) REVIEW.—Not later than 1 year after the date of the enactment of this Act, the Inspector General of the Department of Transportation shall— (1) conduct a review of the Federal Railroad Administration's safety culture using the framework developed by the Nuclear Energy Agency of the Organisation for Economic Co-operation and Development; and (2) submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives that includes recommendations for improving the Federal Railroad Administration's safety culture. (b) CONSIDERATIONS.—As a part of the review conducted pursuant to subsection (a)(1), the Inspector General shall consider the impacts of the Federal Railroad Administration's— (1) reorganization of its safety offices and management structure; (2) reorganization of its policy and research offices; and (3) telework policies, including any change in policies since the beginning of the COVID-19 pandemic. (c) ACTION PLAN.—Not later than 1 year after the submission of the report required under subsection (a)(2), the Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives and post on a public-facing website an action plan that addresses the recommendations and findings made by the Inspector General in such report. SEC. 10712. GAO REPORT ON ROADWAY WORKER PROTECTIONS. (a) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, the Comptroller General of the United States shall— (1) conduct a review of currently available technologies for roadway workers (as defined in section 214.7 of title 49, Code of Federal Regulations) with protection from the hazards of being struck by a train or other on-track equipment in the United States; and (2) submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that summarizes the results of the review conducted under subparagraph (a), including recommendations, as the Comptroller General considers appropriate. (b) CONTENTS.—The report submitted under subsection (a)(2) shall— (1) describe the frequency, type, and causes of incidences within the rail right-of-way associated with roadway workers being struck by a train or other on-track equipment, based on

available data, including whether individuals were acting in compliance with the applicable rules, policies, procedures, and practices; (2) describe the types of technologies referenced in subsection (a)(1) that are designed to reduce risk of injury and death when deployed as a secondary warning system to the standard operating procedures of a rail carrier, including for each technology— (A) the primary function and features; (B) the maturity, implementation readiness, and user experience; (C) the frequency of implementation; (D) any costs, including up front and ongoing maintenance costs, of the technology and other costs associated with the technology; (E) safety benefits associated with the technology relative to current rules, policies, procedures, and practices; and (F) ability to enhance protections for roadway workers without negatively impacting operational or network efficiencies; (3) discuss the potential for such technologies to reduce or eliminate roadway worker accidents occurring within the rail right-of-way; (4) describe any challenges or barriers to adoption of such safety technologies, including operational, technical, and network efficiency challenges or barriers; and (5) assess the cost-beneficial nature of utilizing such technology as a secondary warning system.

**SEC. 10713. FEDERAL RAILROAD ADMINISTRATION SAFETY WORKFORCE MANAGEMENT.** Not later than 1 year after the date of the enactment of this Act, the Inspector General of the Department of Transportation shall submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives that contains the results of a review of the Federal Railroad Administration Office of Railroad Safety inspector and specialist staff resource management, including— (1) an assessment of the changes in the number of Federal Railroad Administration safety inspectors and specialists, including— (A) the number of safety inspector and specialist vacancies at the time of the review; (B) the number of such positions requested in each of the budget requests for the last 10 fiscal years; and (C) the actual workforce levels during each of such fiscal years; (2) an assessment of geographic allocation plans, potential hiring and time-to-hire challenges, expected retirement rates, and recruitment and retention strategies; (3) a description of any internal Federal Railroad Administration goals for compliance inspection rates across the network of regulated activities, and whether requested and actual safety inspector and specialist workforce levels align with such goals; (4) whether the system used for the notification, processing, or storing of civil penalty enforcement cases and other compliance actions recommended by safety inspectors and specialists against railroads, shippers of hazardous materials, and other respondents effectively supports the Federal Railroad Administration's compliance inspection and enforcement program; (5) whether any macroeconomic or other conditions exist or have existed under which it has been difficult for the Federal Railroad Administration to fill safety inspector and specialist vacancies, and the degree to which special rates of pay or other recruitment and retention practices could ameliorate or could have ameliorated such difficulty; and (6) recommendations for any reforms that could— (A) improve the recruitment, hiring, and retention of Federal Railroad Administration safety inspectors and specialists, including potential quality of life and workplace improvements; (B) improve Federal Railroad Administration workforce management processes; or (C) increase the capacity for inspection activities, if such capacity is identified as deficient, at the Federal Railroad Administration, including activities relating to the transportation of hazardous materials.

**SEC. 10714. OFFICE OF PERSONNEL MANAGEMENT REVIEW OF SAFETY INSPECTOR AND SPECIALIST CLASSIFICATIONS.** (a) **REVISING RAILROAD SAFETY SERIES.**—Not later than 270 days after the date of the enactment of this Act, the Director of the Office of Personnel Management shall— (1) complete a review of the Railroad Safety Series, GS-2121, TS-37; and (2) subject to subsection (b), revise the series referred to in paragraph (1), as appropriate, to reflect factors impacting the Federal Railroad Administration's oversight of the railroad industry, including— (A) current critical Federal Railroad Administration disciplines; and (B) technological advancements and operational conditions within the railroad industry. (b) **REPORT.**—Not later than 30 days after completing the review required under subsection (a), if the Director determines that a revision of the Railroad Safety Series is not appropriate, the Director shall submit a report to the Committee on Homeland Security and Governmental Affairs of the Senate, the Committee on Commerce, Science, and Transportation of the Senate, the Committee on Oversight and Accountability of the House of Representatives, and the Committee on Transportation and Infrastructure of the House of Representatives that— (1) explains the findings of the review required under subsection (a); and (2) justifies the determination not to make revisions to the Railroad Safety Series.

**SEC. 10715. ALCOHOL AND DRUG TESTING.** Not later than 1 year after the date of the enactment of this Act, the Secretary of Transportation shall amend part 219 of title 49, Code of Federal Regulations, to require any employee who, on behalf of a railroad, inspects locomotives, passenger cars, railcars, or other on-track equipment,

to be subject to the breath or body fluid testing required under subparts C, D, and E of such part. PART 2—HAZARDOUS MATERIALS EMERGENCY RESPONSE AND PREPAREDNESS SEC. 10721. VIRTUAL TRAINING OPTIONS. Section 5115(b)(1) of title 49, United States Code, is amended— (1) in subparagraph (B), by striking "and" after the semicolon at the end; and (2) by adding at the end the following: "(D) recommendations for the development of courses described in subparagraph (B) that have been adapted for virtual learning and any courses for which the Secretary has recommended adaptation to provide virtual options, subject to the condition that the Secretary ensures that the virtual options recommended will provide an equivalent level of training as in-person courses; and". SEC. 10722. HAZARDOUS MATERIALS TRANSPORTATION EMERGENCY RESPONSE AND PREPAREDNESS GRANTS. (a) IN GENERAL.—Section 5116 of title 49, United States Code, is amended— (1) by striking the section designation and heading and inserting the following: "§ 5116. Hazardous materials transportation emergency response and preparedness"; (2) in subsection (a)— (A) in paragraph (1)— (i) in subparagraph (B), by striking "; and" and inserting a semicolon; (ii) in subparagraph (C)— (I) by striking "public sector employees" and inserting "emergency response personnel"; and (II) by striking the period at the end and inserting a semicolon; and (iii) by adding at the end the following: "(D) until September 31, 2031, to purchase personal protective equipment, as determined by the Secretary, needed to respond to a hazardous materials emergency response incident, consistent with paragraph (7) and subject to the condition that not more than 50 percent of the funds made available under this subsection may be used for that purpose; "(E) to conduct and organize simulated and field exercises relating to hazardous materials transportation incidents; and "(F) to develop a hazardous materials transportation emergency response preparedness gap analysis in accordance with paragraph (9)."; (B) in paragraph (5)(A)— (i) in clause (i), by striking "public sector employees being trained" and inserting "emergency response personnel being trained virtually or in person"; (ii) in clause (ii), by striking "employees" and inserting "personnel"; (iii) in clause (iii)— (I) by striking "employees" and inserting "personnel"; and (II) by striking "; and" and inserting a semicolon; and (iv) by adding at the end the following: "(v) the costs of personnel needed to replace any personnel being trained; and "(vi) lost wages for any volunteer being trained, up to a reasonable amount determined by the Secretary;"; (C) in paragraph (6)— (i) by striking subparagraph (A) and inserting the following: "(A) whether grant funds will be used to support the ability of the United States Government to respond to hazardous materials incidents near infrastructure commonly used to transport hazardous materials;"; and (ii) in subparagraph (B), by striking "amounts" and inserting "number of shipments"; (D) by redesignating paragraphs (5) and (6) as paragraphs (6) and (8), respectively; (E) by inserting after paragraph (4) the following: "(5)(A) Subject to subparagraph (C), any State receiving a grant under this subsection shall, not later than 180 days after receiving the grant funds, make available to eligible local entities— "(i) not less than 70 percent of the grant funds; or "(ii) eligible services or activities described in paragraph (1) having a value of not less than 70 percent of the amount of the grant. "(B) A State shall certify to the Secretary that the State has made the distribution to eligible local entities required under paragraph (1) by providing such information as the Secretary shall require. "(C)(i) The Governor of a State may request in writing that the Secretary extend the period under subparagraph (A) for an additional period of time. "(ii) The Secretary may approve a request under clause (i) if the Secretary determines that the delay in providing grant funding to eligible local entities pursuant to the extension is necessary to promote effective investments to prepare for or respond to hazardous materials transportation incidents. "(D) Subparagraph (A) shall not apply to Tribes, the District of Columbia, the Commonwealth of Puerto Rico, American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, or the Virgin Islands. "(E) An eligible local entity may petition the Secretary to request that grant funds be provided by the Secretary directly to the eligible local entity if a State fails to apply for a grant under this subsection. "(F) In making grant funds available to eligible local entities under subparagraph (A), States shall consider whether the eligible local entity has a high proportion of volunteer emergency responders. "(G) For purposes of this paragraph, term 'eligible local entity' means any of the following: "(i) A political subdivision of a State. "(ii) A public emergency response organization."; (F) by inserting after paragraph (6) (as so redesignated) the following: "(7) A recipient of funds provided under this subsection may use the funds to purchase personal protective equipment only if the recipient agrees to properly maintain and store that personal protective equipment."; and (G) by inserting after paragraph (8) (as so redesignated) the following: "(9)(A) Each hazardous materials transportation emergency response preparedness gap analysis developed pursuant to paragraph (1)(F) shall include— "(i) an identification of gaps and limitations of the hazard response program of the applicable jurisdiction, including— "(I) knowledge

and personal protective equipment gaps; and "(II) gaps in training, including Incident Command Management training and ASTM Standard E3241 training; and "(ii) a strategic plan to address the gaps and limitations identified under clause (i). "(B) In developing a hazardous materials transportation emergency response preparedness gap analysis pursuant to paragraph (1)(F), the entity preparing the analysis shall— "(i) coordinate with Regional Response Teams (as described in section 300.115 of title 40, Code of Federal Regulations (or a successor regulation)); "(ii) include States, Tribes, hazardous materials emergency response programs, local governments, and emergency response personnel (including fire service organizations) in that development, as appropriate; and "(iii) provide an opportunity for States, Tribes, hazardous materials emergency response programs, local governments, and emergency response personnel (including fire service organizations) to review and comment on the analysis before the analysis is published."; (3) in subsection (d)— (A) in the second sentence, by striking "Amounts" and inserting the following: "(2) CERTAIN AMOUNTS.—Amounts"; (B) in the first sentence, by striking "A grant under this section is for 80 percent of the cost the State or Indian tribe incurs" and inserting the following: "(1) IN GENERAL.—A grant under this section is for 90 percent of the costs incurred by a State, or 100 percent of the costs incurred by a Tribe."; and (C) by adding at the end the following: "(3) IN-KIND CONTRIBUTIONS.—For purposes of this subsection, the contributions of a State or Tribe toward the costs of an activity funded by a grant under this section may be in the form of in-kind contributions."; (4) by amending subsection (h) to read as follows: "(h) ANNUAL REGISTRATION FEE ACCOUNT AND ITS USES.— "(1) IN GENERAL.—The Secretary of the Treasury shall establish an account in the Treasury (to be known as the 'Hazardous Materials Emergency Preparedness Fund') into which the Secretary of the Treasury shall deposit amounts the Secretary of Transportation transfers to the Secretary of the Treasury under section 5108(g)(2)(D). "(2) USES.—Without further appropriation, amounts in the account are available— "(A) to make grants under this section and section 5107(e); "(B) to monitor and provide technical assistance under subsection (e); "(C) to publish and distribute an emergency response guide; and "(D) to pay administrative costs of carrying out this section and sections 5107(e) and 5108(g)(2), except that not more than 4 percent of the amounts made available from the account in a fiscal year may be used to pay those costs. "(3) SET ASIDE.— "(A) IN GENERAL.—The amounts collected under section 5123 shall be— "(i) set aside for the purpose of carrying out subsection (k); and "(ii) available, without further appropriation, for that purpose. "(B) APPLICATION.—The set-aside described in subparagraph (A)— "(i) shall apply until the earliest date on which the total amount set aside and available for expenditure under that subparagraph equals or exceeds \$50,000,000; and "(ii) after that date, shall apply to each subsequent period— "(I) beginning on a date on which the total amount set aside and available for expenditure under that subparagraph is less than \$20,000,000; and "(II) ending on the earliest subsequent date on which the total amount set aside and available for expenditure under that subparagraph equals or exceeds \$50,000,000."; (5) by striking subsection (k) and inserting the following: "(k) REPORTS.—The Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate and make available to the public an annual report that— "(1) includes information on the allocation and uses of the grants made available under— "(A) this section; and "(B) subsections (e) and (i) of section 5107; "(2) identifies the ultimate recipients of those grants; "(3) identifies the amount of funding available for each grant; "(4) describes any unobligated balances, total annual drawdown by each grantee, and recovered balances; "(5) includes the amount of funding rescinded, by grant recipient, for each grant; and "(6) includes— "(A) a detailed accounting and description of each grant expenditure by each grant recipient, including the amount of, and purpose for, each expenditure; "(B) the number of persons trained under the grant program, by training level; "(C) a description of any personal protective equipment purchased using grant funds; "(D) an evaluation of the efficacy of each grant program; and "(E) any recommendations the Secretary may have for improving such grant programs."; and (6) by striking "tribes" each place it appears and inserting "Tribes". (b) ASSISTANCE FOR LOCAL EMERGENCY RESPONSE TRAINING.—Section 5116(j)(1)(A) of title 49, United States Code, is amended by striking "liquids" and inserting "materials". (c) AUTHORIZATION OF APPROPRIATIONS.—Section 5128(b) of title 49, United States Code, is amended— (1) in the matter preceding paragraph (1), by striking "Hazardous Materials Preparedness Fund" and inserting "Hazardous Materials Emergency Preparedness Fund"; (2) in paragraph (3), by striking "section 5116(h)(3); and" and inserting "section 5116(h)(2)(C)."; and (3) by striking paragraph (4) and inserting the following: "(4) \$4,000,000 to carry out section 5116(i); and "(5) \$1,000,000 to carry out section 5116(j)". (d) CLERICAL AMENDMENT.—The analysis for chapter 51 of title 49, United

States Code, is amended by striking the item relating to section 5116 and inserting the following: "5116. Hazardous materials transportation emergency response and preparedness.". (e) CONFORMING AMENDMENTS.— (1) Section 5102 of title 49, United States Code, is amended by striking paragraph (6) and inserting the following: "(6) 'Indian tribe', 'Indian Tribe', and 'Tribe' have the meaning given the term 'Indian Tribe' in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304)". (2) Section 5116(j)(3)(B) of title 49, United States Code, is amended— (A) in clause (iii), by striking "subsection (h)(3)" and inserting "subsection (h)(2)(C)"; and (B) in clause (iv), by striking "subsection (h)(4)" and inserting "subsection (h)(2)(D)". (3) Section 5123 of title 49, United States Code, is amended by striking subsection (g) and inserting the following: "(g) TRANSFER OF AMOUNTS COLLECTED.—Amounts collected under this section shall be transferred to the Hazardous Materials Emergency Preparedness Fund established under section 5116(h)". SEC. 10723. EMERGENCY RESPONSE ASSISTANCE. Section 5116 of title 49, United States Code, is amended— (1) by redesignating subsection (k), as amended in section 10723, as subsection (l); (2) by inserting after subsection (j) the following: "(k) EMERGENCY RESPONSE ASSISTANCE.—"(1) DEFINITIONS.— In this subsection: "(A) ELIGIBLE ENTITY.—The term 'eligible entity' means a— "(i) State, territory, or Tribe; "(ii) political subdivision of a State or territory; or "(iii) public emergency response organizations. "(B) SIGNIFICANT HAZARDOUS MATERIALS TRANSPORTATION INCIDENT.—The term 'significant hazardous materials transportation incident' means an incident that— "(i) involves hazardous materials being moved by a motor carrier or rail carrier; "(ii) requires a response by not fewer than 1 eligible entity for which the Secretary estimates the costs to the eligible entity to be not less than \$15,000; and "(iii) results in a serious injury, fatality, or substantial property damage. "(C) SUBSTANTIAL PROPERTY DAMAGE.—The term 'substantial property damage' means damage to public or private property or the environment (including clean up costs) the Secretary reasonably estimates to be more than \$45,000. "(2) ESTABLISHMENT OF PROGRAM.—Not later than 1 year after the date of enactment of the Railway Safety Act of 2026, the Secretary, in consultation with the Administrator of the Federal Emergency Management Agency and the Administrator of the Environmental Protection Agency, after providing an opportunity for notice and comment, shall establish an emergency response assistance program to provide immediate financial assistance to communities responding to a significant hazardous materials transportation incident. "(3) SIGNIFICANT HAZARDOUS MATERIALS TRANSPORTATION INCIDENT.— "(A) IN GENERAL.—The Secretary shall have the authority to declare a significant hazardous materials transportation incident. "(B) GUIDELINES.—The Secretary shall establish and publish guidelines to determine whether a significant hazardous materials transportation incident has occurred. "(4) RELEASE OF FUNDS.—"(A) IN GENERAL.—The Secretary shall immediately make available from the amount set aside under subsection (h)(3) in the Hazardous Materials Emergency Preparedness Fund established under subsection (h)(1) (referred to in this subsection as the 'Fund') up to \$10,000,000 to quickly reimburse eligible entities that responded to a significant hazardous materials transportation incident if— "(i) the Secretary declares the incident a significant hazardous materials transportation incident; and "(ii) at least 14 days but not later than 21 days after the declaration of a significant hazardous materials transportation incident, the Secretary determines, in accordance with paragraph (7), that the responsible party does not have an acceptable reimbursement plan. "(B) ADDITIONAL FUNDS.—In addition to any amounts made available under subparagraph (A), the Secretary shall make additional funding available from the amount set aside under subsection (h)(3) in the Fund if the Secretary determines that the additional funding is necessary. "(C) AUTHORITY.—The Secretary may make funds available under this subsection if the Secretary determines the responsible party is not complying with its acceptable plan under paragraph (7). "(5) ADMINISTRATION OF FUNDS.—The Secretary may provide funds from the amount set aside under subsection (h)(3) in the Fund to a State in which a hazardous materials transportation incident occurred for the State to use and administer reimbursements in accordance with this subsection, including by providing funds to eligible entities. "(6) USE OF FUNDS.—"(A) IN GENERAL.—Funds made available under paragraph (4) or (5) may be used only— "(i) for the cost of replacing personal protective equipment that is damaged, contaminated, or otherwise rendered unusable as a result of the response of the eligible entity to a significant hazardous materials transportation incident; "(ii) for overtime pay of employees of eligible entities that responded to the scene of a significant hazardous materials transportation incident; "(iii) for operational costs exceeding standard operating expenses that are directly related to the cost of responding to the significant hazardous materials transportation incident, such as the costs of running a supplementary emergency

response center; "(iv) for the cost of providing baseline health care assessments to emergency response personnel who responded to the significant hazardous materials transportation incident, but not more than \$1,000 per person, which shall be adjusted annually for inflation; and "(v) to reimburse an eligible entity for an eligible cost described in any of clauses (i) through (iv) that is incurred within 30 days of the date of a significant hazardous materials transportation incident. "(B) DOCUMENTATION OF COSTS.—Not later than 1 year after the date on which the Secretary declares a significant hazardous materials transportation incident for which an eligible entity receives assistance under this subsection, the eligible entity shall submit to the Secretary documentation for each item for which that assistance was used pursuant to the eligible uses of funds described in subparagraph (A). "(C) MISUSE OF FUNDS.—If the Secretary determines that an eligible entity has used assistance received under this subsection in a manner that violates subparagraph (A) or any other provision of this subsection, the eligible entity shall reimburse the Fund (if the assistance was provided from the Fund) or the responsible party (if the assistance was provided by the responsible party), for the amount of that assistance. "(7) ACCEPTABLE PLAN.— "(A) IN GENERAL.—For purposes of paragraph (4)(A)(ii), the Secretary shall consider a reimbursement plan of a responsible party to be acceptable if the plan seeks to review and process claims made by eligible entities for the costs described in paragraph (6) not later than 90 days after the date of the significant hazardous materials transportation incident. "(B) ADVANCE SUBMISSION; CERTAIN PLANS.— "(i) ADVANCE SUBMISSION.—A plan to provide reimbursement to eligible entities in accordance with subparagraph (A) may be submitted to the Secretary for approval in advance of any significant hazardous materials transportation incident to which the plan might apply. "(ii) CERTAIN PLAN.—A hazardous materials emergency response plan approved by the Secretary in accordance with section 20155(e) shall be considered an acceptable plan for purposes of this subsection. "(8) REIMBURSEMENT BY RESPONSIBLE PARTY.— "(A) IN GENERAL.—Subject to subparagraph (F), the party responsible for a significant hazardous materials transportation incident shall be liable to the Secretary for reimbursement of all amounts disbursed from the Fund under this subsection for that significant hazardous materials transportation incident. "(B) REQUIREMENT.—Any funding recovered by the Secretary under this subsection shall be deposited back into the Fund. "(C) NOTICE.—After the Secretary has received the documented costs under paragraph (6)(B), the Secretary shall provide notice to the responsible party regarding the total amount owed. "(D) FINAL AGENCY ACTION.—Not later than 30 days after the Secretary makes a determination of the amount for which the responsible party is liable under subparagraph (A), the responsible party may challenge that determination as a final agency action. "(E) CIVIL ACTION.— "(i) IN GENERAL.—The Attorney General may bring a civil action in an appropriate district court of the United States to collect unpaid amounts under this paragraph and any accrued interest on those amounts. "(ii) LIMITATION ON JUDICIAL REVIEW.—In a civil action under clause (i), the amount for which a responsible party is liable, as determined by the Secretary, unless challenged under subparagraph (D), shall not be subject to judicial review. "(F) DISCRETION.—If the responsible party is a small business concern (within the meaning of part 121 of title 13, Code of Federal Regulations (or successor regulations)) that is unable to fully reimburse the Secretary, the Secretary shall have discretion with respect to the amount of funds the Secretary requests from the responsible party under this paragraph. "(9) STREAMLINED APPLICATION PROCESS.—The Secretary shall streamline the application process for the receipt of funds under this subsection, including by— "(A) providing technical assistance to eligible entities; and "(B) creating a template that eligible entities can use to apply for funding. "(10) SAVINGS PROVISIONS.— "(A) LIABILITY.—Nothing in this subsection limits, or may be construed to limit, the liability of a responsible party. "(B) REIMBURSEMENT.— "(i) IN GENERAL.—A responsible party may, in accordance with any other applicable law— "(I) seek to establish that another party was responsible, in whole or in part (as such other law allows), for the applicable significant hazardous materials transportation incident; and "(II) seek reimbursement (to the extent such other law allows) from that other party. "(ii) EFFECT OF SUBSECTION.—Nothing in this subsection limits, or may be construed to limit, the ability of a responsible party to seek reimbursement from any other party found to be responsible in any civil action arising from the applicable significant hazardous materials transportation incident. "(iii) EFFECT OF DETERMINATION.—A determination by the Secretary that a party is a responsible party for purposes of this subsection shall not be considered or otherwise have any effect with respect to the determination of liability in any civil action described in clause (ii). "(iv) EFFECT OF REIMBURSEMENTS AND OTHER ACTIVITIES.—No activity taken under this subsection to reimburse an eligible entity, reimburse the Secretary, prepare or carry out a

reimbursement plan, or otherwise comply with or make a payment under this subsection shall be considered or otherwise have any effect with respect to the determination of liability in any civil action described in clause (ii). "(11) COMPTROLLER GENERAL REPORT.—"(A) IN GENERAL.—Not later than September 30, 2027, the Comptroller General of the United States shall submit to Congress a report on the effectiveness this subsection. "(B) CONTENTS.—The report submitted under subparagraph (A) shall include, at a minimum, information on—"(i) the number of significant hazardous materials transportation incidents that received funding under this subsection; "(ii) the amount of financial assistance the Secretary provided to eligible entities; "(iii) the amount of financial assistance responsible parties submitted to the Secretary under paragraph (8); "(iv) the amount of reimbursement the Secretary received from eligible entities as required under paragraph (6)(C); "(v) whether the amounts provided by the Secretary under this subsection adequately reflect the amounts actually spent by the eligible entities; "(vi) whether the Secretary was able to provide the financial assistance quickly enough to the eligible entities so that the assistance effectively supported the preparedness of the eligible entities to respond to potential future incidents; and "(vii) any other factors the Comptroller General of the United States considers to be appropriate to review the effectiveness of this subsection."; and (3) by adding at the end the following: "(m) DEFINITIONS.—In this section: "(1) EMERGENCY RESPONSE PERSONNEL.—The term 'emergency response personnel' means— "(A) an employee of a State, territory, Tribe, or political subdivision of a State; and "(B) a person belonging to a public emergency response organization. "(2) PUBLIC EMERGENCY RESPONSE ORGANIZATION.— "(A) IN GENERAL.—The term 'public emergency response organization' means— "(i) a fire department that has an all-paid force of firefighting personnel other than paid-on-call firefighters; "(ii) a fire department that has— "(I) paid firefighting personnel; and "(II) volunteer firefighting personnel; "(iii) a nonaffiliated EMS organization; and "(iv) a fire department that has an all-volunteer force of firefighting personnel. "(B) ASSOCIATED DEFINITION.—For purposes of subparagraph (A)(iii), the term 'nonaffiliated EMS organization' means a public or private nonprofit emergency medical services organization that— "(i) is not affiliated with a hospital; and "(ii) does not serve a geographic area for which the Secretary or a State finds that emergency medical services are adequately provided by a fire department."; WAS AGREED TO by a recorded vote of 54 Yeas and 11 Nays (RC#79).

The vote was as follows:

<b>Vote: 79</b>		<b>Measure: H.R. 8870</b>	
<b>On: No. 094 Rev 2, offered by Mr. Nehls</b>			
<b>Yea</b>	<b>54</b>	<b>Nay</b>	<b>11</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>2</b>

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>Y</b>
<b>Mr. Crawford</b>		<b>Ms. Norton</b>	<b>Y</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	<b>Y</b>
<b>Mr. Perry</b>	<b>N</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	<b>Y</b>

<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Stanton of Arizona (Stanton 087): SEC. \_\_\_. HEAT EMERGENCY ASSISTANCE FOR TRANSPORTATION ACT OF 2025. (a) EMERGENCY RELIEF.—Section 125 of title 23, United States Code, is amended— (1) in subsection (a)(1) by inserting "extreme heat," after "severe storm,"; (2) in subsection (b) by adding at the end the following "This subsection shall not apply to a bridge with respect to which physical deterioration was substantially caused by extreme heat exposure."; and (3) by striking "extreme weather, flooding, and other natural disasters" and inserting "extreme weather, heat waves, flooding, and other natural disasters" each place it appears. (b) STUDY ON EXTREME HEAT EVENTS.— (1) STUDY REQUIRED.—Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall enter into an agreement with the Transportation Research Board of the National Academies, in coordination with the Secretary of Transportation, shall conduct a study to— (A) evaluate the measurable costs of an extreme heat event, particularly long-duration, high intensity heat waves; (B) provide recommendations on how to track damage from extreme heat events, separate from regular deterioration over time; and (C) to examine how the Secretary may better assist State departments of transportation, public transit systems, Amtrak, freight rail systems, and other interested parties with tracking damage from extreme heat events. (2) CONSULTATION REQUIREMENTS.—In carrying out the study under this subsection, the Transportation Research Board shall consult with the

Secretary, the Administrator of the Environmental Protection Agency, State departments of transportation, public transit systems, Amtrak, freight rail systems, stakeholders with expertise in engineering and natural disaster management, and educational and technical groups in extreme heat and infrastructure safety. (3) REPORT REQUIRED.—The Transportation Research Board shall submit to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Environment and Public Works of the Senate a report detailing the results of the study under this section. (c) BEST MANAGEMENT PRACTICES REPORT.—Not later than 1 year after the date of the enactment of this Act, the Secretary of Transportation shall issue a best management practices report to reflect new information and advancements in highway and bridge safety as related to extreme heat.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Davids of Kansas (Davids 067): Page 306, after line 4, insert the following (and redesignate subsequent subparagraphs accordingly): (A) in paragraph (1)(D) by striking "in an urbanized area" and all that follows through "of the Census"; Page 307, after line 12, insert the following: (C) by adding at the end the following: "(4) The amount of funds provided for an urbanized area with a population of 200,000 individuals or greater (as determined by the Bureau of the Census) for activities described in paragraph (1)(D) may not exceed 10 percent of the total grant amount provided under this section.".; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Collins of Georgia (Collins 023): Page 230, after line 14, insert the following: (i) VEHICLES HAULING PERISHABLE COMMODITIES OR PRODUCTS.—Section 127 of title 23, United States Code, is amended by adding at the end the following: "(dd) VEHICLES HAULING PERISHABLE COMMODITIES OR PRODUCTS.—"(1) IN GENERAL.—A State may waive the application of any vehicle weight limit established under this section with respect to a covered vehicle hauling a perishable commodity or product. "(2) DEFINITIONS.—In this subsection: "(A) COVERED VEHICLE HAULING A PERISHABLE COMMODITY OR PRODUCT.—The term 'covered vehicle hauling a perishable commodity or product' means a vehicle that— "(i) is carrying— "(I) a perishable agricultural commodity (as defined in section 1(b)(4) of the Perishable Agricultural Commodities Act, 1930 (7 U.S.C. 499a(b)(4)); "(II) concrete in an unhardened state; "(III) asphalt pavement mixtures; "(IV) live poultry; "(V) raw or unfinished forest products, including logs, pulpwood, biomass, or wood chips; "(VI) feedstuffs; "(VII) feedstock; or "(VIII) other products or commodities that could be deemed not useful after a specified amount of time in accordance with industry standards and practices, as defined by a State; and "(ii) meets the weight tolerances (or weight limits) and vehicle configurations of the State in which the vehicle is operating, including any permits, tags or special exemptions, and, if applicable, point of origin radius distances within the State boundaries in which the vehicle is operating. "(B) FEEDSTOCK.—The term 'feedstock' means a material or compound made in whole or in significant part from biological products, including renewable agricultural materials (including plant, animal, and marine materials), sugar cane, or forestry materials, that are subsequently used to make a more complex compound or product. "(C) FEEDSTUFFS.—The term 'feedstuffs' means any non-injurious edible material that— "(i) has nutrient value; and "(ii) may be harvested forage, range or artificial pasture forage, grain or other processed food for livestock or game animals.".; was NOT AGREED TO by a recorded vote of 27 Yeas and 39 Nays (RC#80).

The vote was as follows:

<b>Vote: 80</b>	<b>Measure: H.H. 8870</b>
<b>On: No. 023, offered by Mr. Collins of Georgia</b>	
<b>Yea</b>	<b>27 Nay 39</b>

Present

0 Not Voting

1

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	Y	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	N
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N
Mr. Rouzer	N	Ms. Titus	N
Mr. Bost	N	Mr. Huffman	N
Mr. Westerman	Y	Ms. Brownley	N
Mr. Mast	Y	Ms. Wilson of FL	N
Mr. Stauber	N	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	N
Mr. Johnson of SD	Y	Mr. Stanton	N
Mr. Van Drew	Y	Ms. Davids of KS	N
Mr. Nehls	Y	Mr. García of IL	N
Mr. Mann	Y	Mr. Pappas	N
Mr. Owens	Y	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	Y	Ms. Hoyle of OR	N
Mr. Kiley	Y	Mrs. Sykes	N
Mr. Fong	N	Ms. Scholten	N
Mr. Wied	Y	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	Y	Mr. Garcia of CA	N
Mr. Bresnahan	N	Ms. Pou	N
Mr. Hurd	Y	Ms. McDonald Rivet	N
Mr. Shreve	N	Ms. Friedman	N
Mr. McDowell	Y	Ms. Gillen	N
Mr. Taylor	Y	Mr. Figures	N
Mr. Knott	Y	Mr. Frost	N
Ms. King-Hinds	Y		
Mr. Kennedy	Y		
Mr. Onder	N		
Mr. Patronis	Y		
Mr. Fuller	Y		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Garcia of Illinois (Garcia 042): At the end of subtitle A of title III, insert the following: SEC. 3 \_\_. COMMUTER RAIL BRIDGE GRANTS. (a) IN GENERAL.—Chapter 53 of title 49, United States Code, is amended by inserting after section 5312 the following (and in coordination with the amendments made by subtitle C of this title, transferring to appear as the last section in subchapter I of chapter 53, United States Code): "§ 5313. Commuter rail bridge grants "(a) DEFINITIONS.—In this section: "(1) COMMUTER RAIL.—The term 'commuter rail' shall have the meaning given the term by the Secretary for purposes of reporting to the national transit database under section 5335. "(2) COMMUTER RAIL BRIDGE.—The term 'commuter rail bridge'— "(A) means a bridge used in commuter rail operations; and "(B) includes a bridge described in subparagraph (A) that is also utilized for— "(i) intercity passenger railroad service; "(ii) other public transportation service; or "(iii) a roadway. "(3) COVERED GRANT.—The term 'covered grant' means a grant awarded under subsection (b). "(b) GRANT AUTHORITY.—The Secretary may make grants to operators of public transportation systems for capital costs of maintenance, replacement, or rehabilitation of a commuter rail bridge. "(c) GRANT REQUIREMENTS.— "(1) TERMS AND CONDITIONS.—Except as otherwise provided in this section, a covered grant shall be subject to the same terms and conditions as a grant under section 5337. "(2) ELIGIBLE COSTS.—Eligible costs for a project funded by a covered grant shall be limited to the net capital costs of the public transportation costs attributable to the project based on projected use of the commuter rail bridge. "(3) BRIDGE ACCESS AGREEMENT.—Before executing a grant agreement with the Secretary under this section, an operator of a public transportation system seeking a covered grant for a commuter rail bridge that is not owned by the operator shall establish and maintain an agreement with the owner of the bridge that ensures bridge access by the operator. "(d) COMPETITIVE PROCESS.—The Secretary shall— "(1) not later than 30 days after the date on which amounts are made available for obligation under this section for a full fiscal year, solicit applications for covered grants on a competitive basis; and "(2) award a covered grant based on the solicitation under paragraph (1) not later than the earlier of— "(A) 75 days after the date on which the solicitation expires; or "(B) the last day of the fiscal year in which the Secretary solicits the applications for covered grants. "(e) CONSIDERATION.—In awarding covered grants, the Secretary shall consider— "(1) the size of the commuter rail system of the applicant; "(2) the amount of funds available to the applicant under section 5337; "(3) the age and condition of the commuter rail bridge; and "(4) whether the applicant has identified replacement of the commuter rail bridge as a priority in the investment prioritization portion of the transit asset management plan developed by the applicant pursuant to part 625 of title 49, Code of Federal Regulations (or successor regulations)". (b) AUTHORIZATION OF APPROPRIATIONS.—Section 5338 of title 49, United States Code, is amended by adding at the end the following: "(f) COMMUTER RAIL BRIDGE GRANTS.—There are authorized to be appropriated to carry out section 5313 \$1,500,000,000 for each of fiscal years 2027 through 2031."; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Kiley of California (Kiley 045): Page 86, line 20, after "title 49)." insert the following: "(26) Improvement or construction of public infrastructure, including water and sewer, that directly serves, enables access to, or supports development that increases the use of a federally assisted transportation facility, so long as not more than 20 percent of the amounts suballocated to an urbanized area under subsection (d)(1)(A) are used for projects described in this paragraph.". Page 138, line 20, strike "or" at the end. Page 138, line 25, strike the period and insert "; or". Page 138, after line 25 insert the following: "(vii) a project to improve or construct public infrastructure, including water and sewer, that directly serves, enables access to, or supports development that increases the use of a federally assisted transportation facility.". Page 144, after line 17 insert the following (and redesignate subsequent clauses accordingly): "(vii) a project to improve or construct public infrastructure, including water and sewer, that directly serves, enables access to, or supports development that increases the use of a federally assisted transportation facility;"; was **NOT AGREED TO** by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Strickland of Washington (Strickland 079): Page 42, strike line 5. Page 42, line 14, strike

the second period and insert "; and". Page 42, after line 14, insert the following: (4) by adding at the end the following: "(38) TRANSPORTATION DEMAND MANAGEMENT.— "(A) IN GENERAL.—The term 'transportation demand management' means the use of strategies to inform and encourage travelers to maximize the efficiency of a transportation system, leading to improved mobility, reduced congestion, and improved air quality, including strategies that use planning, programs, operations, policies, marketing, communications, incentives, pricing, data, and technology. "(B) INCLUSIONS.— Transportation demand management may include— "(i) encouraging employers to offer qualified transportation fringe benefits (as defined in section 132(f) of the Internal Revenue Code of 1986); "(ii) incentives, subsidies, and use of game-like elements such as points, leaderboards, and challenges to encourage engagement and participation in desired transportation choices; "(iii) appropriate pricing of parking, tolls, transit, and other options; "(iv) carpooling and vanpooling; "(v) trip planning and ridematching; "(vi) the implementation of State laws and local ordinances relating to transportation demand management, commute trip reduction, or other similar regulations; "(vii) parking management; "(viii) use of high occupancy vehicle (HOV) and high occupancy toll (HOT) lanes; "(ix) promotion and support of flexible work arrangements; "(x) marketing, outreach, and education to inform people about options and shift behavior; "(xi) support of micromobility and pedestrian infrastructure; "(xii) active transportation (as defined in section 11529(l) of the Infrastructure Investment and Jobs Act (23 U.S.C. 217 note; Public Law 117–58); and "(xiii) other activities that will disperse the demand on the transportation system.". At the end of subtitle C of title I of the bill, add the following: SEC. 13 \_\_. LOCAL AND REGIONAL PROJECT ASSISTANCE. Section 6702(a)(3) of title 49, United States Code, is amended— (1) in subparagraph (G), by striking "and" at the end; (2) by redesignating subparagraph (H) as subparagraph (I); and (3) by inserting after subparagraph (G) the following: "(H) a project to implement transportation demand management (as defined in section 101(a) of title 23) strategies; and".; was NOT AGREED TO by a recorded vote of 30 Yeas and 36 Nays (RC#81).

The vote was as follows:

<b>Vote: 81</b>		<b>Measure: H.R. 8870</b>	
<b>On: No. 079, offered by</b>			
<b>Ms. Strickland</b>			
<b>Yea</b>	<b>30</b>	<b>Nay</b>	<b>36</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>1</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	<b>Y</b>
<b>Mr. Perry</b>	<b>N</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>N</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	<b>Y</b>
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>N</b>	<b>Mr. Carbajal</b>	<b>Y</b>

<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. Garcia of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Fong of California (Fong 041 Rev1): At the end of subtitle C of title I of the bill, add the following: SEC. 1\_\_\_. NETWORK COMPANIES. (a) IN GENERAL.-Subchapter I of chapter 301 of title 49, United States Code, is amended by adding at the end the following: "§ 30107. Vicarious liability for network companies "(a) EXPRESS PREEMPTION OF STATE LAW.-A network company ( or parent, subsidiary, or affiliate of the network company) shall not be liable under the law of any State or political subdivision thereof, by reason of owning, operating, or maintaining a digital network accessed by an app-based driver, by reason of being the network company affiliated with an app-based driver ( or the parent, subsidiary, or affiliate of the network company), or by reason of common carrier, non-delegable, or similar duties, for harm to persons or property that results or arises out of the use, operation, or possession of a motor vehicle by an app-based driver, as long as— "( 1) the network company is not grossly negligent under the State or local laws governing the network company with respect to the app-based driver; and "(2) the network company did not commit criminal wrongdoing. "(b) FINANCIAL RESPONSIBILITY LAWS.-Nothing in this section supersedes the law of any State or political subdivision thereof— "( 1) imposing financial responsibility or insurance standards on a network company or app-based driver; or "(2) imposing liability on network companies for failure to meet financial responsibility requirements imposed under State law, provided, however, that such liability shall not include liability for harm to persons or property that results or arises out of the use, operation, or possession of a motor vehicle by an app-based driver. "(c) APPLICABILITY AND EFFECTIVE DATE.-Notwithstanding any other provision of law, this section shall apply with respect to any action

commenced on or after the date of enactment of this section without regard to whether the harm that is the subject of the action, or the conduct that caused the harm, occurred before such date of enactment. "(d) RULE OF CONSTRUCTION.-This section shall apply irrespective of whether the app-based driver is operating as an independent contractor, or as an employee of the network company or an entity other than the network company. Nothing in this section may be used as evidence establishing an employment relationship between an app-based driver and network company. Nothing in this section shall be construed to relieve a network company from compliance with applicable State or local laws relating to background checks or driver qualifications. "( e) DEFINITIONS.-In this section: "(1) APP-BASED DRIVER.-The term 'app-based driver' means an individual who, while using or operating a personal, commercial, or for-hire vehicle, or any other form of transportation, utilizes a network company's digital network to connect with customers to perform prearranged transportation services or on-demand delivery services. "(2) DIGITAL NETWORK.-The term 'digital network' means an online-enabled application or platform operated by a network company or for-hire base station that enables app-based drivers to perform prearranged transportation or on-demand delivery services, or allows communication between a passenger and a for-hire base or high-volume for-hire service. "(3) NETWORK COMPANY.-The term 'network company' means a business entity that operates an online-enabled application or platform to connect customers with app-based drivers or for-hire vehicles for prearranged transportation, on-demand delivery, or other facilitated services from app-based drivers. "(4) PERSON.-The term 'person' means any individual, corporation, company, limited liability company, trust, association, firm, partnership, society, joint stock company, or any other entity.". (b) CLERICAL AMENDMENT.-The analysis for chapter 301 of title 49, United States Code, is amended by inserting after the item relating to section 30106 the following: "30107. Vicarious liability for network companies.".; was AGREED TO by a recorded vote of 35 Yeas and 30 Nays (RC#82).

The vote was as follows:

<b>Vote: 82</b>		<b>Measure: H.R. 8870</b>	
<b>On: No. 041 Rev1, offered by Mr. Fong</b>			
<b>Yea</b>	<b>35</b>	<b>Nay</b>	<b>30</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>2</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>Y</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	<b>N</b>
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>Y</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	<b>N</b>
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>N</b>

<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Hoyle of Oregon (Hoyle 053): Page 444, line 9, strike "and". Page 444, after line 12, insert the following: "(iii) replacing, rehabilitating, purchasing, or leasing equipment or facilities for use training bus operators, maintenance workers, or other personnel necessary to safely operate and maintain bus service; and". Page 446, line 24, strike "and". Page 447, line 3, insert "and" after the semicolon. Page 447, after line 3, insert the following: (L) by adding at the end the following new paragraph: "(11) PREFERENTIAL CONSIDERATION.—In awarding grants under this subsection, the Secretary shall provide additional consideration to grant applications regarding projects described in paragraph (1)(A)(iii), unless the applicant certifies that the applicant already has the equipment and facilities necessary to meet its workforce training needs."; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Barrett of Michigan (Barrett 061): At the end of subtitle A of title V, add the following: SEC. 5 \_\_\_. LENGTH LIMITATIONS. Section 31111 of title 49, United States Code, is amended— (1) in subsection (a) by adding at the end the following: "(8) LOWBOY TRAILER.—The term 'lowboy trailer' means a semitrailer with a depressed section between the hitch and the first rear axle that is used specifically for the transport of assembled highway vehicles."; (2) in subsection (b)(1)— (A) in subparagraph (G), by striking "or"; (B) in subparagraph (H), by striking the period and inserting "; or"; and (C) by adding at the end the following: "(I) imposes a vehicle length limitation of less than 80 feet on a truck tractor-lowboy trailer combination with a front overhang of less than 4 feet between the rear of the truck-tractor and the front of the lowboy trailer and a rear overhang of less than 6 feet, regardless of whether the truck-tractor is or is not capable of carrying cargo for the lowboy trailer to use the front

and rear overhang."; and (3) by adding at the end the following: "(h) EXCEPTION FOR LOWBOY TRAILERS.—Lowboy trailers shall be exempt from the rear overhang flag requirements of section 393.87 of title 49, Code of Federal Regulations.".; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. McDowell of North Carolina (McDowell 045): At the end of title X, insert the following: Subtitle G—Nationally Significant Rail Station Modernization Act of 2026 SEC. 10701. SHORT TITLE. This subtitle may be cited as the "Nationally Significant Rail Station Modernization Act of 2026". SEC. 10702. MODERNIZATION OF FINANCING FOR TRANSIT ORIENTED DEVELOPMENT, INCLUDING STATION-AREA DEVELOPMENT. (a) ELIGIBLE BORROWERS.—Section 22402(a) of title 49, United States Code, is further amended— (1) in paragraph (5) (as amended by this Act) by striking "(6), or (7)" and inserting "(6), (7), or (9), regardless of whether a participating entity is applying for such direct loan or loan guarantee jointly with an otherwise eligible entity or individually"; (2) in paragraph (7) (as amended by this Act) by striking "and" at the end; (3) in paragraph (8) (as added by this Act) by striking the period at the end and inserted "; and"; and (4) by adding at the end the following: "(9) Amtrak or an Amtrak-controlled entity that is not an eligible borrower under paragraph (4) or (5)". (b) ELIGIBLE PROJECTS.—Section 22402(b)(1)(F) of title 49, United States Code, is amended by striking "commercial and residential development" and inserting "commercial, retail, office, mixed-use, residential, and ancillary development". (c) PRIORITY PROJECTS.—Section 22402(c) of title 49, United States Code, is amended— (1) by redesignating paragraphs (1) through (9) as subparagraphs (A) through (I), respectively; (2) by striking "In granting" and inserting the following: "(1) IN GENERAL.—In granting"; and (3) by adding at the end the following: "(2) SPECIAL PRIORITY PROJECTS.—"(A) IN GENERAL.—The Secretary shall give high priority to applications for any project described in subsection (b)(1)(F) that is specifically designated by Amtrak as a priority project. "(B) REQUIREMENTS.—This paragraph shall only apply to projects— "(i) for which Amtrak has already entered into an agreement with the applicant or coapplicant at the time of the application, regardless of whether the applicant is a private party or parties with an agreement with Amtrak applying with respect to that agreement, or a joint venture or other arrangement including Amtrak; and "(ii) that proposed to generate private sector funds that would at least in part benefit passenger rail stations, passenger facilities, or increase transit-oriented development. "(C) PUBLIC INTEREST.—An application that meets the requirements under this paragraph shall be considered to be in the public interest by the Secretary. "(D) DEADLINE.—The Secretary shall complete the Secretary's review of an application for a project that meets the requirements of this paragraph within 120 days of the submission of such application. "(E) STREAMLINING.—For an application for a project that meet the requirements of this paragraph, the Secretary shall waive such requirements of section 22403 as the Secretary determines necessary to promptly review such application. "(F) CATEGORICAL EXCLUSION.—The approval of an application for a project that meets the requirements of this paragraph shall, to the extent such application is for financing related to the construction or modification of a building for transit-oriented development that is not a transportation facility, are hereby designated as being categorically excluded from the preparation of an environmental assessment or an environmental impact statement under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.)". (d) LOAN TERMS.—Section 22402(e) of title 49, United States Code, is amended by adding at the end the following: "(3) PARTICULAR CIRCUMSTANCES.—Whether with respect to a direct loan or a loan guarantee, with respect to projects eligible under section 22402(b)(1)(F), the Secretary shall— "(A) permit payments of interest only until completion of construction; and "(B) permit a lower interest rate upon completion of construction.". (e) CREDIT RISK PREMIUM REFORM.—Section 22402(f)(2) of title 49, United States Code, is amended— (1) by redesignating subparagraphs (A) through (E) as clauses (i) through (v), respectively; (2) by striking "The Secretary" and inserting the following: "(A) IN GENERAL.—The Secretary"; and (3) by adding at the end the following: "(B) LIMITATIONS.—With respect to projects eligible under section 22402(b)(1)(F), the Secretary— "(i) shall allow the applicant to finance credit risk premiums under this paragraph; and "(ii) may not set credit risk premiums in an amount that renders the project not commercially viable.". SEC. 10703. LIMITATION ON STATE AND LOCAL TAXATION. Section 24301 of title 49, United States Code, is amended by adding at the end the following: "(p) TAX TREATMENT OF STATION-AREA DEVELOPMENT.—"(1) TAX PREEMPTION.—No State, political subdivision, or non-Federal taxing

authority may impose or collect any tax, assessment, or charge on— "(A) real property owned by Amtrak, solely or jointly; "(B) improvements constructed on such property; or "(C) any leasehold, possessory interest, beneficial use, or similar interest arising from an agreement with Amtrak, in any case in which a property or interest described in subparagraphs (A) through (C) is used in connection with station-area development or transit-oriented development authorized under section 24311(d) or at a location eligible for assistance under section 22402(b)(1)(F)(ii). "(2) RULE OF CONSTRUCTION.— The prohibition in paragraph (1) applies notwithstanding any State law doctrine or requirements concerning possessory interests, equitable ownership, or beneficial use. "(3) TAX TREATMENT OF RRIF-TOD PROJECTS.—Any project on Amtrak-owned or Amtrak-acquired property, including property owned in part by others, that is financed in whole or part pursuant to section 22402(b)(1)(F), or any other project that is the subject of a successful application pursuant to section 22402(b)(1)(F), shall be exempt from State and local property taxation including— "(A) for purposes of this section, real estate sales and recordation taxes or fees or charges or any other real estate related tax or fee or charge; and "(B) sales taxes on construction materials to be used in building or improving a property subject to this section. "(4) STATION-AREA DEVELOPMENT DEFINED.—In this subsection, the term 'station-area development' means development of real property with a physical location that would be eligible for assistance under section 22402(b)(1)(F), regardless of whether such development is otherwise eligible for, or receiving assistance under, section 22402. "(5) STATUTORY CONSTRUCTION.—Nothing in this subsection shall be construed to consent to State or local property taxation of Amtrak or, with respect to property in partnership or other agreement with Amtrak within the scope of this subsection, a partner or other entity in an agreement with Amtrak." SEC. 10704. EXTENSION OF REGULATORY RELIEF TO STATION-AREA DEVELOPMENT. Section 24301 of title 49, United States Code, is further amended by adding at the end the following: "(q) EXTENSION OF REGULATORY RELIEF TO STATION-AREA DEVELOPMENT.— "(1) IN GENERAL.—Amtrak, and any party to an agreement with Amtrak, whether in the form of joint venture, partnership, or other arrangement, is eligible for relief under this subsection, and shall receive the exemptions described in paragraph (2) and the benefit of such exemptions, with respect to— "(A) real property owned or leased by Amtrak or by Amtrak and the party; "(B) improvements constructed on such property; or "(C) any leasehold, possessory interest, beneficial use, or similar interest arising from an agreement with Amtrak or with Amtrak and the party. "(2) APPLICABILITY.—Relief under paragraph (1) shall be available when real property or interest described in such paragraph are used in connection with development at a location eligible for assistance under section 22402(b)(1)(F)(ii). "(3) EXEMPTIONS.—The exemptions referenced in paragraph (1) are exemptions from State or local building and zoning laws, including rules or other requirements pursuant to such laws, and other requirements described in section 24902(j), provided that, for the purposes of this subsection, such exemptions and benefits from exemptions described in such section are applicable to Amtrak and other parties described in paragraph (1) whether or not— "(A) the property or improvement or interest is in furtherance of the Northeast Corridor Improvement Project; or "(B) Amtrak receives a Federal operating subsidy in any fiscal year." SEC. 10705. MODERNIZING AMTRAK STATION-AREA PROPERTY AND DEVELOPMENT AUTHORITY. Section 24311 of title 49, United States Code, is amended— (1) in subsection (a) by adding at the end the following: "(3) Amtrak may own, lease, license, develop, ground-lease, or enter into joint development or other public-private partnership arrangements with respect to property acquired or owned pursuant to this subsection and subsection (b). Revenues derived from activities described in the preceding sentence may be used by Amtrak for capital improvements, maintenance, debt service, or other costs related to stations and intercity passenger rail facilities. "(4) In this section: "(A) The term 'property necessary for intercity rail passenger transportation' includes real property and interests in real property located on or adjacent to intercity passenger rail stations or other facilities necessary to complete a project relating to— "(i) station expansion, reconstruction, or modernization; or "(ii) transit-oriented development, including revenue-generating commercial, office, retail, mixed-use, or ancillary development, at locations permitted under section 22402(b)(1)(F)(ii), that supports, directly or indirectly, intercity passenger rail stations or facilities. "(B) The term 'adjacent to' includes a location eligible for development activity pursuant to section 22402(b)(1)(F)(ii)."; and (2) in subsection (b) by adding at the end the following: "(5) Amtrak may include in a declaration accompanying a complaint under paragraph (1) a request for final judgment by a specified date accompanied by reasons why final judgment should be issued by such specified date. The court shall give careful consideration to such a request." SEC. 10706. PAYMENTS IN LIEU OF TAXES TO AMTRAK. Chapter 243 of title 49, United States Code, is amended by adding at the end

the following: "§ 24324. Payments in lieu of taxes for station-area development "(a) AUTHORIZATION.—Amtrak may enter into agreements requiring payments in lieu of taxes, or similar contractual payments, from any person or entity occupying, leasing, or developing real property owned by Amtrak in whole or part, at a location eligible for assistance under section 22402(b)(1)(F)(ii). "(b) FEDERAL CHARACTER.—Payments made under this section— "(1) shall not be considered State or local taxes; "(2) shall constitute revenues of Amtrak; and "(3) may be used by Amtrak for improvement or modernization or maintenance of intercity passenger rail facilities, including stations. "(c) PREEMPTION.—No State or political subdivision may require or condition any separate payment, assessment, or exaction in connection with property subject to this section. "(d) LIMITATION.—From funds received under this section for a project, Amtrak shall remit to the State or local authority, as applicable, funds estimated to be equal to the taxes that would have been paid to the State or local authority with respect to the location of the project, at the amount per year of such payments to the State or local authority prior to any development or improvement of the property subsequent to Amtrak entering into an agreement with respect to that property under this section.". SEC. 10707. RULEMAKING AND IMPLEMENTATION. Not later than 180 days after the date of enactment of this Act, the Secretary shall issue such guidance or regulations necessary to implement this subtitle and the amendments made by this subtitle. SEC. 10708. SEVERABILITY. If any provision of this subtitle is held invalid, the remainder shall not be affected.; was AGREED TO by a recorded vote of 64 Yeas and 1 Nay (RC#83).

The vote was as follows:

<b>Vote: 83</b>		<b>Measure: H.R. 8870</b>	
<b>On: No. 045 Rev1, offered by Mr. McDowell</b>			
<b>Yea</b>	<b>64</b>	<b>Nay</b>	<b>1</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>2</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>Y</b>	<b>Mr. Larsen of WA</b>	<b>Y</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>Y</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	<b>Y</b>
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>Y</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	<b>Y</b>
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>Y</b>

<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Scholten of Michigan (Scholten 109): SEC. \_\_\_. SAFE ROUTES TO SCHOOL COORDINATOR. Section 208(g)(3) of title 23, United States Code, is amended— (1) by striking "Each State shall" and inserting "(A) IN GENERAL.—Each State shall"; and (2) by adding at the end the following: "(B) FEDERAL SHARE.—Notwithstanding any other provision of this title, if a State employs a coordinator described under this paragraph, the Federal share for a project or activity eligible under this section shall be 95 percent."; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Knott of North Carolina (Knott 016): At the end of title IV, insert the following: SEC. 4 \_\_\_. PREVENTING, DETECTING, AND ADDRESSING FRAUD IN REGISTRATION. (a) DEFINITIONS.—In this section: (1) EXISTING USER.—The term "existing user" means a motor carrier that has access to, is registered for, or is otherwise included in the registration system. (2) FLAGGED USER.—The term "flagged user" means a new user or existing user— (A) the activity of which is flagged as suspicious by an automated system implemented under subsection (b); (B) with respect to which a discrepancy or other suspicious matter is identified; or (C) with respect to which the Administration receives a report or other notification of— (i) failure to disclose a material fact; (ii) fraud; (iii) any activity indicative of fraud; or (iv) any other suspicious activity pertaining to the registration system. (3) NEW USER.—The term "new user" means a motor carrier or broker that first accesses or registers, or is first included in, the registration system. (4) PERSON.—The term "person" has the meaning given the term in section 13102 of title 49, United States Code. (5) REGISTRATION SYSTEM.—The term "registration system" means the system that the Administration uses to register motor carriers or brokers as required under section 13908 of title 49, United States Code. (b) AUTOMATED SYSTEMS.—Not later than 1 year after the date of enactment of this Act, the

Administrator shall develop and implement 1 or more automated systems to flag suspicious activity in the registration system, or by motor carriers, brokers, or other persons dealing with the Administration, such as— (1) rapid or unusual changes to motor carrier or broker information; (2) unusual registration patterns; or (3) duplicate business identifiers. (c) REVIEW OF FLAGGED USERS.— (1) IN GENERAL.—The Administrator shall establish a process to review each flagged user to determine whether that user engaged in fraud with respect to the registration system. (2) REQUIREMENTS.—A review under paragraph (1) shall— (A) begin immediately on— (i) the flagging of suspicious activity by an automated system implemented under subsection (b); (ii) the identification of any discrepancy or other suspicious matter; or (iii) the receipt of a report or other notification described in subsection (a)(3)(C); and (B) include an audit of the flagged user, if appropriate or necessary to resolve the review. (3) SUSPENSION.— (A) IN GENERAL.—The Administrator may— (i) temporarily suspend the registration of any flagged user in the registration system during a review under paragraph (1); or (ii) note in any record of the Administration, including a public record published on the registration system, that a review of the applicable flagged user is ongoing. (B) REQUIREMENT.—If the Administrator temporarily suspends a registration of a flagged user under subparagraph (A)(i), the Administrator shall provide to the flagged user a period of not less than 30 days to respond to and address any problems identified by the Administrator for purposes of resolving the review. (4) REMOVAL AND OTHER PENALTIES.— (A) IN GENERAL.—On a determination that a motor carrier, broker, or any other person has failed to disclose a material fact, submitted fraudulent information, or committed fraud with respect to the registration system, the Administrator shall, as the Administrator determines to be appropriate— (i) remove the person from the public view of the registration system; (ii) remove the ability of the person to access the registration system; or (iii) suspend or revoke the authority of the person to operate as a motor carrier, broker, or otherwise. (B) REQUIREMENT.—If the Administrator takes an action described in subparagraph (A)(iii), the Administrator shall maintain the information of the applicable person in the registration system to assist the Administrator in identifying future fraudulent activities of the person. (d) RECORDS UPDATES.—Any update to a record in the registration system under this section— (1) shall be made instantaneously, or as near instantaneously as possible, with respect to the determination relating to the update; and (2) shall not be made unless the person requesting the update verifies that the person is authorized to request the update. (e) GUIDANCE.— (1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator shall issue to motor carriers and brokers guidance about how to protect against fraudulent activities. (2) UPDATES.—The Administrator shall update the guidance issued under paragraph (1) as appropriate to improve awareness of fraudulent activities.; was AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mrs. Foushee of North Carolina (Foushee 064): At the end of subtitle A of title I, insert the following: SEC. 11 \_\_. EXTENSION OF ELECTRIC VEHICLE CHARGING INFRASTRUCTURE FUNDING PROGRAMS. The Highway Infrastructure Program of the Federal Highway Administration under division J of title VIII of the Infrastructure Investment and Jobs Act (Public Law 117-58) is amended— (1) by striking "2022" in each place it appears (including in all provisos) and inserting "2027"; and (2) by striking "2026" in each place it appears (including in all provisos) and replacing it with "2031".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Deluzio of Pennsylvania (Deluzio 124): Page 772, line 8, amend paragraph (6) to read as follows: "(6) By an interstate rail compact, the procurement of rolling stock equipment for use in a multistate equipment pool, as well as costs related to the leasing, lease-to-own, maintenance, and storage of such equipment to create an equipment pool, subject to the following requirements: "(A) Except as provided in subparagraph (B), any entity that uses, maintains, inspects, or repairs, equipment from the equipment pool shall be considered a rail carrier and an employer for the purposes of— "(i) the Railroad Retirement Act of 1974 (45 U.S.C. 231 et seq.); "(ii) the Railway Labor Act (45 U.S.C. 151 et seq.); and "(iii) the Railroad Unemployment Insurance Act (45 U.S.C. 351 et seq.). "(B) Subparagraph (A) does not apply to a State or agency thereof that is a lessee of equipment from the equipment pool and that enters into a contract with an entity to allow the entity to use, maintain, inspect, or repair the equipment,

so long as the entity is a carrier for purposes of each law described in subparagraph (A). "(C) Any employee of a carrier providing passenger rail service who is adversely affected as a result of the leasing of equipment from the equipment pool shall be covered by, and entitled to benefits under, protections established by the Secretary of Labor in regulations issued not later than 180 days after the date of enactment of this paragraph. Such regulations shall ensure that such protections are at least as protective of employee interests as those developed by the Secretary of Labor and imposed under section 22404.". Page 772, line 15, strike "own" and insert "own, subject to the requirements described in paragraph (6)". Page 773, line 5, strike "non-Federal" and insert "State, local, or regional governmental". Page 773, line 9, strike subclause (I) and redesignate subsequent provisions as appropriate. Page 773, lines 16, strike "non-Federal" and insert "State, local, or regional governmental". Page 774, line 10, strike "non-Federal" and insert "State, local, or regional governmental". Page 781, line 4, strike "and private". Page 782, line 18, strike "subsection" and insert "subsection, if the rail carrier enters into an agreement with Amtrak for Amtrak to provide all mechanical and maintenance services to the rail carrier for the duration of the grant". Page 783, insert after line 18 (and redesignate clause (ii) as clause (iii)) the following: "(ii) APPLICABLE LAWS.—"(I) IN GENERAL.—Each recipient of a grant under this subsection shall be considered a rail carrier, and an employer for the purposes of— "(aa) the Railroad Retirement Act of 1974 (45 U.S.C. 231 et seq.); "(bb) the Railway Labor Act (45 U.S.C. 151 et seq.); and "(cc) the Railroad Unemployment Insurance Act (45 U.S.C. 351 et seq.). "(II) EXCEPTION.—Subclause (I) does not apply to a State or agency thereof that is a lessee of equipment from the equipment pool and that enters into a contract with an entity to allow the entity to use, maintain, inspect, or repair the equipment, so long as the entity is a carrier for purposes of each law described in subclause (I). "(III) CONTRACTORS.—Any contractor or subcontractor who enters into an agreement to operate, use, maintain, inspect, or repair equipment for a recipient of a grant under this subsection shall be considered a rail carrier and an employer for the purposes each law described in subclause (I)."; was **WITHDRAWN**.

**An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Pou of New Jersey (Pou 039):** Page 379, beginning on line 19, strike "means" and all that follows through the period on line 25 and insert the following: " means unarmed personnel responsible for performing a variety of duties designed to provide an added sense of security to transit patrons through the presence of such personnel on transit vehicles, stops, and stations and engagement with the public, deterring and reporting disruptive behavior within transit systems, including— "(1) monitoring transit stations and transit vehicles; "(2) providing assistance to transit riders and personnel; "(3) assisting with and reports medical emergencies; "(4) assisting with and reporting behavioral health crises; "(5) engaging with transit system personnel and the public to establish an official presence and deter disruptive behavior and security risks; "(6) observing and reporting suspicious activity and security threats to transit system personnel and law enforcement; "(7) handling minor, non-criminal conflicts through alternative channels to preserve law enforcement resources for critical or emergency incidents; and "(8) connecting patrons with or performing crisis intervention services to de-escalate conflicts.; was **WITHDRAWN**.

**An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Gillen of New York (Gillen 081):** At the end of subtitle C of title X, insert the following: **SEC. 10\_\_ . INTERFERENCE WITH PASSENGER TRAIN CREW MEMBERS.** (a) **IN GENERAL.**—Chapter 281 of title 49, United States Code, is amended by adding at the end the following: "§ 28104. Interference with passenger train crew members "(a) **DEFINITIONS.**—In this section: "(1) **CREW MEMBER.**—The term 'crew member' means any of the following employees: "(A) An engineer. "(B) A conductor. "(C) Onboard personnel. "(D) An employee performing, or responsible for, a safety-sensitive function. "(E) An employee performing a function at a rail station in service of a passenger train, including with respect to ticketing, check-in, baggage claim, or boarding. "(2) **DANGEROUS WEAPON.**—The term 'dangerous weapon' has the meaning given such term in section 1992(d) of title 18. "(3) **PASSENGER TRAIN.**—The term 'passenger train' means a passenger train in intercity rail passenger transportation (as defined in section 24102) or commuter rail passenger transportation (as defined in section 24102). "(4) **SERIOUS BODILY INJURY.**—The term 'serious bodily injury' has the meaning given such term in section 1365(h) of title 18. "(b) **OFFENSE.**—It shall be unlawful for any

person onboard a passenger train in operation, on a platform serving a passenger train in operation, or in a rail station that serves passenger trains— "(1) to assault a crew member and thereby interfere with the performance of the duties of a crew member or lessen the ability of a crew member to perform those duties; or "(2) to attempt or conspire to perform an act described in paragraph (1). "(c) PENALTIES.— "(1) IN GENERAL.—Except as provided in paragraph (2), any person who violates subsection (b) shall be fined under title 18, imprisoned for not more than 6 months, or both. "(2) AGGRAVATED PENALTIES.—If a person violates subsection (b)— "(A) by striking, beating, or wounding, the maximum term of imprisonment under paragraph (1) shall be 1 year; "(B) with intent to commit any crime punishable by more than 1 year of imprisonment, except murder, the maximum term of imprisonment under paragraph (1) shall be 10 years; "(C) with a dangerous weapon or with intent to cause bodily harm, the maximum term of imprisonment under paragraph (1) shall be 10 years; "(D) and the violation results in serious bodily injury, the maximum term of imprisonment under paragraph (1) shall be 10 years; or "(E) with intent to commit murder, the maximum term of imprisonment under paragraph (1) shall be 20 years.". (b) CLERICAL AMENDMENT.—The table of sections for chapter 281 of title 49, United States Code, is amended by adding at the end the following: "28104. Interference with passenger train crew members."; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. McDonald Rivet (McDonald Rivet 061): At the end of subtitle C of title I insert the following: SEC. \_\_. BRIDGES AND SAFETY INFRASTRUCTURE FOR COMMUNITY SUCCESS ACT. (a) DEFINITIONS.—In this Act: (1) SECRETARY.—The term "Secretary" means the Secretary of Transportation. (2) METROPOLITAN PLANNING ORGANIZATION.—The term "Metropolitan planning organization" has the meaning given such term in section 134 of title 23, United States Code. (3) URBANIZED AREA.—The term "urbanized area" has the meaning given such term in section 134 of title 23, United States Code. (4) OFF-SYSTEM BRIDGE.—The term "off-system bridge" means a highway bridge or low water crossing (as defined by the Secretary) located on a public road, other than a bridge or low water crossing (as defined by the Secretary) on a Federal-aid highway. (5) REGIONAL TRANSPORTATION PLANNING ORGANIZATION.—The term "regional transportation planning organization" means the policy board of an organization established as the result of a designation under section 135(m) of title 23, United States Code. (b) APPORTIONMENT.—Section 104 of title 23, United States Code, is amended— (1) in subsection (b)(1) by— (A) striking "paragraphs (4), (5), and (6)" and inserting "(paragraphs (4), (5), (9), and (10))"; and (B) striking "59.0771195921461" and inserting "53.71"; (2) in subsection (b)(2) by— (A) striking "paragraphs (4), (5), and (6)" and inserting "(paragraphs (4), (5), (9), and (10))"; and (B) striking "28.7402203421251" and inserting "31.07"; (3) in subsection (b)(3) by— (A) striking "paragraphs (4), (5), and (6)" and inserting "(paragraphs (4), (5), (9), and (10))"; and (B) striking "6.70605141316253" and inserting "7.61"; (4) in subsection (b)(7) by— (A) striking "paragraphs (4), (5), and (6)" and inserting "(paragraphs (4), (5), (9), and (10))"; and (B) striking "2.56266964565637" and inserting "2.39"; (5) in subsection (b)(8) by— (A) striking "paragraphs (4), (5), and (6)" and inserting "(paragraphs (4), (5), (9), and (10))"; and (B) striking "2.91393900690991" and inserting "2.72"; (6) striking subsection (b)(6)(B) and inserting the following: "(B) The total amount for metropolitan planning for all States each fiscal year shall be 2.5 percent of the amount remaining after distributing amounts under paragraphs (4), (5), (9) and (10)."; and (7) by adding the following at the end: "(9) STRENGTHENING BRIDGES FORMULA PROGRAM.— "(A) IN GENERAL.—For the strengthening bridges formula program under section 180, the Secretary shall set aside from the base apportionment determined for a State under subsection (c) an amount determined for the State under subparagraphs (B) and (C). "(B) TOTAL AMOUNT.—The total amount set aside for the strengthening bridges formula program for all States shall be \$5,500,000,000 for each fiscal year between 2027 and 2031. "(C) STATE SHARE.—Notwithstanding subparagraph (D), for each fiscal year, after the setting aside funds as required by section 180(e), the Secretary shall distribute among the States the remaining amount for the strengthening bridges formula program under subparagraph (B) so that each State receives the amount equal to the proportion that— "(i) the total cost of replacing or rehabilitating all bridges classified in poor condition in such State; bears to "(ii) the total cost of replacing or rehabilitating all bridges classified in poor condition in all States. "(D) DETERMINATION OF COSTS.—For purposes of subparagraph (C), the Secretary shall determine replacement and rehabilitation costs based on the average unit costs of bridges from 2021 through 2024, as submitted by States to the Federal

Highway Administration as required by section 144(b)(5). "(E) MINIMUM AMOUNT.—The minimum amount that the Secretary apportions to a State in a fiscal year under this program shall be \$45,000,000.

"(10) REGIONAL TRANSPORTATION PLANNING.— "(A) IN GENERAL.—To carry out section 135(n) of this title, an amount determined for the State under subparagraphs (C) of this subsection. "(B) TOTAL AMOUNT.—The total amount to carry out section 135(n) of this title for all States shall be \$150,000,000 for each fiscal year between 2027 and 2031. "(C) DISTRIBUTION AMONG THE STATES.—For each fiscal year, the Secretary shall distribute the amounts authorized to carry out section 135(n) of this title among the States in the same proportion as the amount distributed to the State share under subsection (b) of this section. "(D) ADMINISTRATION.—Up to 5 percent of the amounts provided to each State may be used by the State to administer this program.". (c) SURFACE TRANSPORTATION BLOCK GRANT PROGRAM.—Section 133(d)(3) of title 23, United States Code, is amended by inserting after paragraph (B) the following: "(C) CONSULTATION WITH LOCAL GOVERNMENTS.—For purposes of clauses (iii) and (iv) of paragraph (1)(A), before obligating funding attributed to an area with a population of less than 50,000 that is not represented by a regional transportation planning organization, a State shall consult with local governments in that area and may partner with nonpartisan, statewide organizations representing local governments and their elected leaders in order to facilitate such consultation.". (d) BRIDGE FORMULA PROGRAM.— (1) IN GENERAL.—Chapter 1 of title 23, United States Code, is amended by adding at the end the following: "§ 180. Strengthening bridges formula program "(a) ESTABLISHMENT.—The Secretary shall establish a program in accordance with this section to provide funding for bridge projects. "(b) ELIGIBLE USES.—Funds apportioned to a State under this section may be obligated for the construction, replacement, rehabilitation, preservation, and protection of highway bridges on public roads. "(c) SUBALLOCATION OF APPORTIONED FUNDS.— "(1) CALCULATION.—Of the funds apportioned to a State under section 104(b)(9) (after the set aside of funds under subsection (e)), the State shall obligate— "(A) 25 percent in the following areas in proportion to their relative shares of the population of the State— "(i) in urbanized areas of the State with an urbanized population of over 200,000; "(ii) in urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000; "(iii) in urban areas of the State with a population of not less than 5,000 and not more than 49,999; and "(iv) in other areas of the State with a population less than 5,000; and "(B) the remainder may be obligated in any area of the State. "(2) TREATMENT OF FUNDS.—Funds made available to carry out this section shall be administered as if apportioned under Section 104(e) and Section 104(i) of Title 23, United States Code (as amended). "(3) PROJECT SELECTION.—A State shall only obligate funding under this section for— "(A) in areas of more than 50,000, projects that have been included on the Transportation Improvement Program for the metropolitan planning organization representing that area; "(B) in areas under 50,000 that are covered by a regional transportation planning organization, projects that are identified in cooperation with said regional transportation planning organization; and "(C) in areas under 50,000 that are not covered by a regional transportation planning organization, projects that are selected in consultation with local governments in that area. "(4) In order to facilitate better consultation with local governments to identify eligible projects, the State may work with nonpartisan, statewide organizations representing units of local government and their elected officials. "(d) APPLICABILITY OF PLANNING REQUIREMENTS.—Programming and expenditure of funds for projects under this section shall be consistent with sections 134 and 135 of title 23, United States Code. "(e) SET ASIDES.—The Secretary shall set aside— "(1) 3 percent of the funds available for this program in each fiscal year to carry out section 202(d) of title 23, United States Code; and "(2) up to one-half of 1 percent of the amounts made available for this program for the administration and operations of the Federal Highway Administration. "(f) COST SHARE.— "(1) IN GENERAL.—For funds made available from this program, the Federal share shall be determined in accordance with section 120 of title 23, United States Code. "(2) LOCAL, OFF-SYSTEM BRIDGE.—For funding for a project used on an off-system bridge that is owned by a local government or Tribe, the Federal share shall be 100 percent.". (2) CLERICAL AMENDMENT.—The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following: "180. Strengthening bridges formula program.". (e) HIGHWAY SAFETY IMPROVEMENT PROGRAM.— (1) LOCAL SAFETY SET-ASIDE.— Section 148 of title 23, United States Code, is amended by— (A) redesignating subsections (d), (e), (f), (g), (h), (i), (j), (k), and (l) as subsections (e), (f), (g), (h), (i), (j), (k), (l), and (m), respectively; (B) inserting after subsection (c) the following: "(d) ALLOCATIONS OF APPORTIONED FUNDS BASED ON POPULATION.— "(1) CALCULATION.—Of the funds apportioned to a State under

section 104(b)(3)— "(A) 25 percent for each of fiscal years 2027 through 2031 shall be obligated under this section, in proportion to their relative shares of the population of the State— "(i) in urbanized areas of the State with an urbanized area population of over 200,000; "(ii) in urbanized areas of the State with an urbanized area population of not less than 50,000 and not more than 200,000; "(iii) in urban areas of the State with a population not less than 5,000 and not more than 49,999; and "(iv) in other areas of the State with a population less than 5,000; and "(B) the remainder may be obligated in any area of the State.

"(2) PROJECT SELECTION.—A State shall only obligate funding under this section for— "(A) in areas of more than 50,000, projects that have been included on the Transportation Improvement Program for the metropolitan planning organization representing that area; "(B) in areas under 50,000 that are covered by a regional transportation planning organization, projects that are identified in cooperation with said regional transportation planning organization; and "(C) in areas under 50,000 that are not covered by a regional transportation planning organization, projects that are selected in consultation with local governments in that area.

"(3) CONSULTATION.—In order to facilitate better consultation with local governments to identify eligible projects, the State may work with nonpartisan, statewide organizations representing units of local government and their elected officials.

"(4) APPLICABILITY OF PLANNING REQUIREMENTS.—Programming and expenditure of funds for projects under this section shall be consistent with sections 134 and 135 of title 23, United States Code.";

(C) in subsection (f)(1)(B), as so redesignated, by striking "subsection (g)" and inserting "subsection (h)"; and (D) in subsection (h)(1), as so redesignated, by striking "subsection (f)" and inserting "subsection (g)".

(2) INCLUDED PROJECT.—Section 148(a)(4) of title 23, United States Code, is amended by inserting after subparagraph (xxix) the following: "(xxx) Any project that was eligible for funding under section 24112 of the Infrastructure Investment and Jobs Act (23 U.S.C. 402 note)".

(f) TRANSFERABILITY.—Section 126 of title 23, United States Code, is amended— (1) in paragraph (a) by replacing "subject to subsection (b)" with "subject to subsections (b) and (c)"; (2) in paragraph (b)(1) by replacing "104(d) and 133(d)(1)(A)" with "104(d), 133(d)(1)(A), 135(n), 148(d)(1)(A), 175(e)(1)(A), and 180(c)(1)(A)"; and (3) by inserting after paragraph (b) the following— "(c) SAFETY FUNDING.—Before transferring any funding apportioned under section 104(b)(3), a State shall make those funds available to local governments and regional planning organizations through a competitive process.

"(1) IN GENERAL.—Projects funded through this process must meet the requirements for funding under Section 104(b)(3) as outlined in section 148 of title 23, United States Code.

"(2) OPEN AND FAIR COMPETITION.—Only after the Secretary has certified that the State has held an open and fair competition for the funds under 104(b)(3) shall a State be able to transfer them under subsection (a) of this section".

(g) PROJECT SELECTION.—It is the sense of Congress that— (1) States should obligate all funds appropriated under section 133(d)(1)(A), section 148(d)(1)(A), section 175(e), and section 180(c)(1)(A) of title 23, United States Code, of this Act to locally selected projects; and (2) the Secretary, in partnership with the Administrator of the Federal Highway Administration, should work with States to ensure that the local consultation and coordination processes established under title 23, United States Code, are followed.

(h) METROPOLITAN PLANNING.— (1) ELIMINATING LOCAL MATCH.—Section 120(c) of title 23, United States Code, is amended by adding at the end the following: "(5) METROPOLITAN PLANNING FUNDS.—The Federal share payable for activities authorized by section 134 of title 23 and apportioned under section 104(b)(6) of title 23 shall be 100 percent".

(2) ENHANCED PLANNING FOR FASTER PROJECT DELIVERY.—Section 134 of title 23, United States Code, is amended by— (A) inserting at the end: "(s) ADDITIONAL USES OF METROPOLITAN PLANNING FUNDING.—In addition to carrying out the purposes of this section, funds provided to States and metropolitan planning organizations as apportioned under section 104 may be used for— "(1) fiscal administration of local projects; "(2) preliminary design; "(3) administrative and overhead costs, general operating expenses, and facilities and infrastructure costs; "(4) local technical assistance; "(5) housing studies directly linked to transportation; "(6) economic development studies directly linked to transportation; and "(7) critical data procurement."; (B) striking subsection (p) and inserting the following: "(p) FUNDING.— "(1) IN GENERAL.—Funds apportioned under section 104(b)(6) or section 5305(g) of title 49 shall be available to carry out this section.

"(2) DIRECT RECIPIENT STATUS.—Not less than 180 days after the passage of this Act, the Secretary shall establish a process whereby a metropolitan planning agency may qualify to become direct recipient of Federal funding, such process shall— "(A) be restricted to determining the technical and financial capabilities for an metropolitan planning organization to receive and be able to appropriately manage Federal funding and funding requirements; and "(B) occur concurrently to the recertification process through which metropolitan planning organizations have their abilities

reconfirmed under this section. "(3) SUBALLOCATION OF FEDERAL PLANNING FUNDS.—When the Secretary annually apportions funds to States under section 104(b)(6), the Secretary shall directly sub-allocate obligation authority and all associated responsibilities to metropolitan planning organizations that have become direct recipients for funding allocated under 104(b)(6) of this title or section 5305(g) of title 49, United States Code.". (3) FEDERAL TRANSPARENCY.—The Secretary shall give the same access to Federal-aid financial management systems to metropolitan planning organizations that it provides to State Departments of Transportation. (i) RURAL TRANSPORTATION PLANNING.—Section 135 of title 23, United States Code, is amended by adding at the end the following: "(n) REGIONAL TRANSPORTATION PLANNING FUNDING.—"(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary shall establish a program to provide assistance to States to support regional transportation planning organizations and regional entities responsible for transportation planning or economic development planning in nonmetropolitan areas of the State in carrying out the duties contained in subsection (m) of this section. "(2) USE OF FUNDS.—Funds made available to States under section 104(b)(9) of this title shall be utilized to— "(A) provide direct funding to federally designated regional transportation planning organizations to enable them to carry out the duties contained in paragraph (m)(4) of this section; and "(B) undertake activities, including the establishment of State-based pilot programs, to provide assistance to regional entities responsible for transportation planning or economic development planning in nonmetropolitan areas of the State to— "(i) increase the organizations understanding of statewide transportation planning requirements; "(ii) provide technical assistance in building organizational capacity and developing transportation planning expertise necessary to develop multimodal long-range transportation plans; "(iii) strengthening rural partnerships and collaboration; "(iv) enhance project prioritization and delivery; "(v) improve the overall statewide transportation planning process and respond to nonmetropolitan needs; and "(vi) secure Federal designation of regional transportation planning organizations. "(3) ELIGIBLE RECIPIENTS.—Funding made available to States under section 104(b)(9) of this title shall be made available to— "(A) regional transportation planning organization organizations as defined under section 134 (b)(5); and "(B) regional entities responsible for transportation planning or economic development planning in nonmetropolitan areas of the State. "(4) DISTRIBUTION OF FUNDS WITHIN STATES.— "(A) IN GENERAL.—The amounts made available to States to carry out this program under section 104(b)(9) of this title shall be distributed within the State— "(i) among all federally designated regional transportation planning organization through a formula developed by the State; and "(ii) to non-federally designated regional entities responsible for transportation planning or economic development planning in nonmetropolitan areas of the State through a grant process allowing regional entities to submit proposals for funding that achieve the objectives of this subsection. "(B) SECRETARIAL APPROVAL.—Both the formula distribution developed by a State under clause (i) of this paragraph and the grant process undertaken by a State under clause (ii) of this paragraph shall be approved by the Secretary. "(C) MINIMUM ALLOCATION.—States receiving funding under this paragraph shall provide each federally designated regional transportation planning organization not less than \$300,000 in fiscal years 2027 through 2031 to carry out this subsection. "(5) FEDERAL SHARE.—The Federal share payable on activities carried out with funds provided under this program shall be 100 percent.".; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Friedman of California (Friedman 043): Strike section 1126.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Figures of Alabama (Figures 062): Page 58. line 25, strike "and". Page 59, line 3, strike the period at the end and insert "; and". Page 59, after line 3, insert the following: "(iv) a project to improve resilience, safety, evacuation capacity, regional connectivity, or operational reliability along Gulf Coast corridors, including projects located in or serving coastal, including bridge lighting, drainage improvements, storm hardening, intelligent transportation systems, and other associated safety enhancements related to an eligible bridge project.".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Johnson of South Dakota (Johnson SD 077): At the end of section 1302 of the bill, add the following: (i) SAFETY DATA COLLECTION PROGRAM FOR CERTAIN 6-AXLE VEHICLES.— Section 127 of title 23, United States Code, is amended by adding at the end the following: "(dd) PILOT PROGRAM FOR SAFETY DATA COLLECTION ON CERTAIN 6-AXLE VEHICLES.— "(1) GENERAL AUTHORITY.—Not later than 30 days after the date of enactment of this subsection, the Secretary shall establish a pilot program (referred to in this subsection as the 'pilot program') under which States admitted by the Secretary under paragraph (2) may allow covered 6-axle vehicles to be operated on the Interstate System in the State. "(2) ADMISSION TO PILOT PROGRAM.— "(A) INITIAL APPLICATION.—Beginning on the date that is 30 days after the date of enactment of this subsection, a State seeking to participate in the pilot program shall submit an application to the Secretary in electronic form, containing such administrative information as the Secretary may require, including a certification that the State has or will have the authority pursuant to State law to implement the pilot program. "(B) ADMISSION.—The Secretary shall admit to the pilot program, on a rolling basis, States that submit a completed application under subparagraph (A). "(C) ELECTION TO NO LONGER PARTICIPATE.— If a State elects to no longer participate in the pilot program, the State shall notify the Secretary of such election. "(3) MEANS OF IMPLEMENTATION.— "(A) IN GENERAL.—To be eligible to participate in the pilot program, a State shall agree to implement the pilot program through the issuance of permits per vehicle or group of vehicles with respect to covered 6-axle vehicles. "(B) PERMIT.—A permit described in subparagraph (A) shall— "(i) describe the Interstate System routes that may be used while operating at greater than 80,000 pounds gross vehicle weight in a covered 6-axle vehicle; and "(ii) require the permit holder to report to the State, with respect to each covered 6-axle vehicle for which such permit was issued— "(I) each accident (as such term is defined in section 390.5 of title 49, Code of Federal Regulations, as in effect on the date of enactment of this subsection) that occurred in the State involving the covered 6-axle vehicle on the Interstate System in the State; "(II) the estimated gross vehicle weight of each covered 6-axle vehicle at the time of an accident described in subclause (I); and "(III) the estimated miles traveled by the covered 6-axle vehicle on the Interstate System in the State annually. "(C) SAFETY EQUIPMENT INCENTIVE.— "(i) FEE REDUCTION.—With respect to any fee associated with a permit under this paragraph, the State may reduce the fee otherwise applicable to a vehicle by 67 percent if the vehicle is equipped with an automatic emergency braking system, including such systems in use on the date of enactment of this subsection. "(ii) GROUP OF VEHICLES.—As applied to a permit for a group of vehicles, the reduction under clause (i) shall only apply with respect to individual vehicles in the group that are equipped with an automatic emergency braking system, including such systems in use on the date of enactment of this subsection. "(4) OTHER AUTHORIZATIONS NOT AFFECTED.—This subsection shall not restrict— "(A) a vehicle that may operate under any other provision of this section or another Federal law; or "(B) a State's authority with respect to a vehicle that may operate under any other provision of this section or another Federal law. "(5) NO HIGHWAY FUNDING REDUCTION.—Notwithstanding subsection (a), funds apportioned to a State under section 104 for any period may not be reduced because the State authorizes the operation of covered 6-axle vehicles within such State in accordance with this subsection. "(6) ANNUAL REPORT.—Not later than the first March 1 after the date of enactment of this subsection, and annually thereafter, a State participating in the pilot program shall submit to the Secretary with respect to the previous calendar year, a report on— "(A) the number of accidents (as such term is defined in section 390.5 of title 49, Code of Federal Regulations (as in effect on the date of enactment of this subsection)) that occurred on the Interstate System in the State involving a covered 6-axle vehicle for which a permit was issued under the pilot program; "(B) the estimated gross vehicle weight of each such vehicle at the time of the accident in the State described in subparagraph (A); and "(C) the estimated miles traveled by such vehicle on the Interstate System in the State. "(7) TERMINATION OF PILOT PROGRAM.— "(A) IN GENERAL.—Except as provided in subparagraph (B), the pilot program shall terminate on the date that is 5 years after the date of enactment of this subsection. "(B) ADDITIONAL APPLICATION; CONTINUATION OF AUTHORITY.—For a period of 5 years beginning on the date described in subparagraph (A), the Secretary may continue the pilot program with respect to each State in the program, upon the application of a State and after consideration of— "(i) the actual experience of the State under the pilot program; and "(ii) any documents or other material submitted by the State in support of such an application. "(8) COVERED 6-AXLE VEHICLE DEFINED.—In this subsection, the term

'covered 6-axle vehicle' means a vehicle— "(A) equipped with 6 or more axles; "(B) for which the weight— "(i) on any single axle of the vehicle does not exceed 20,000 pounds, including enforcement tolerances; "(ii) on any tandem axle of the vehicle does not exceed 34,000 pounds, including enforcement tolerances; and "(iii) on any group of three or more axles of the vehicle does not exceed 45,000 pounds, including enforcement tolerances; "(C) for which the gross weight does not exceed the lesser of— "(i) 91,000 pounds, including enforcement tolerances; and "(ii) the maximum permitted by the bridge formula under subsection (a); and "(D) that is not a longer combination vehicle, as such term is defined in subsection (d)(4)."; was AGREED TO by a recorded vote of 35 Yeas and 29 Nays (RC#84).

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**Vote: 84** **Measure: H.R. 8870**

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**On: No. 077, offered by**  
**Mr. Johnson of SD**

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**Yea** **35** **Nay** **29**

**Present** **0** **Not Voting** **3**

Member	Vote	Member	Vote
Mr. Graves of MO	Y	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	Y	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	N
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N
Mr. Rouzer	Y	Ms. Titus	N
Mr. Bost	Y	Mr. Huffman	
Mr. Westerman	Y	Ms. Brownley	N
Mr. Mast	Y	Ms. Wilson of FL	N
Mr. Stauber	N	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	N
Mr. Johnson of SD	Y	Mr. Stanton	N
Mr. Van Drew	Y	Ms. Davids of KS	
Mr. Nehls	Y	Mr. Garcia of IL	N
Mr. Mann	Y	Mr. Pappas	N
Mr. Owens	Y	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	Y	Ms. Hoyle of OR	N
Mr. Kiley	Y	Mrs. Sykes	N
Mr. Fong	Y	Ms. Scholten	Y
Mr. Wied	Y	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	Y	Mr. Garcia of CA	N

<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Owens of Utah (Owens 047): Page 334, after line 8, insert the following (and redesignate accordingly): (5) in subsection (d)(2)(B)— (A) in clause (i) by striking "recipient," and inserting "recipient, which may include ridership forecasting methods that account for population density, population growth rate, and development planning activities as described in section 5305(i);"; and (B) in clause (ii) by striking "population density" and all that follows through the period at the end and inserting "population density or population growth rate, whichever population factor is most beneficial to ridership forecasting to the project, current public transportation ridership in the corridor, and development planning activities as described in section 5305(i)(2)."; Page 335, line 13, strike "and". Page 335, after line 13, insert the following (and redesignate accordingly): (II) in clause (i) by striking "recipient;" and inserting "recipient, which may include ridership forecasting methods that account for population density, population growth rate, and development planning activities as described in section 5305(i)(2)."; and Page 592, line 21 is amended by inserting "video crash avoidance" before "technological means"; was AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Webster of Florida (Webster 039): Strike section 2004 and insert the following: SEC. 2004. FEDERAL INFRASTRUCTURE BANK. (a) DEFINITIONS.—In this section: (1) BANK.—The term "Bank" means the Federal Infrastructure Bank established under subsection (c). (2) ELIGIBLE ENTITY.—The term "eligible entity" means— (A) a corporation, limited liability company, partnership, joint venture, trust, or other legally recognized organization; (B) a State or political subdivision thereof; (C) any public instrumentality of a State; (D) a revolving fund; or (E) a State infrastructure bank established under section 610 of title 23, United States Code. (3) STATE INFRASTRUCTURE BANK.—The term "State infrastructure bank" has the meaning given in section 610 of title 23, United States Code. (4) INFRASTRUCTURE PROJECT.—The term "infrastructure project" means any project providing public use or public benefit, including highways, bridges, ports, airports, rail, energy transmission systems, water systems, stormwater systems, spaceports, dams, or any other project the Bank determines serves a public purpose. (b) PURPOSES.—The purposes of this section are— (1) to establish a federally chartered corporation to finance infrastructure projects of national or regional significance; (2) to support and complement State infrastructure banks established under section 610 of title 23, United States Code; (3) to leverage private capital for infrastructure investment; and (4) to improve long-term project delivery and lifecycle management. (c) ESTABLISHMENT OF THE FEDERAL INFRASTRUCTURE BANK.— (1) ESTABLISHMENT.—The Secretary, in consultation with other Federal agencies and private sector, shall establish a corporation to be known as the Federal Infrastructure Bank. (2) RELATIONSHIP TO STATE INFRASTRUCTURE BANKS.—The Bank shall coordinate with State infrastructure banks established under section 610 of title 23, United States Code,

and may support such banks consistent with section 610, except that no Federal capitalization may be provided. (3) FUNCTIONS.—The functions of the Bank are— (A) to provide direct loans, indirect loans, loan guarantees, lines of credit, and equity investments for eligible projects; (B) to support multi-State or nationally significant projects exceeding the financial capacity of individual State infrastructure banks; and (C) to purchase qualified infrastructure loans originated by State infrastructure banks. (d) CAPITALIZATION AND FUNDING.— (1) PRIVATE CAPITALIZATION ONLY.— (A) The Bank shall be capitalized exclusively with private-sector investment. (B) No Federal appropriations, Federal credit programs, or Federal capitalization grants may be used to capitalize the Bank. (2) ADDITIONAL FUNDING SOURCES.—The Bank may receive— (A) loan repayments and interest earnings; (B) proceeds from private bond issuance; (C) public–private investment agreements; (D) revenues from secondary market loan purchases; and (E) other sources as deemed by the Secretary, in consultation with other Federal agencies. (3) EQUITY SUBSCRIPTION.—The Bank may issue common stock, preferred stock, or membership interests to eligible investors, including institutional investors, endowments, philanthropic foundations, and State infrastructure banks investing State or other non-Federal moneys. Proceeds of such issuances shall constitute paid-in capital of the Bank. (e) ELIGIBLE INFRASTRUCTURE PROJECTS.— (1) IN GENERAL.—Eligible projects include— (A) highway projects authorized under Title 23, United States Code; (B) transit capital projects authorized under chapter 53 of title 49, United States Code; (C) rail, intermodal, and freight movement projects authorized under subtitle V of title 49, United States Code; and (D) projects eligible under section 610 of title 23, United States Code. (2) ADDITIONAL ELIGIBLE PROJECTS.—The Bank may finance additional infrastructure projects that enhance national economic competitiveness, supply chain security, transportation resilience or any project approved by the Board. (f) FINANCING TERMS.—Financing provided by the Bank shall— (1) carry an interest rate not lower than the cost of Federal borrowing; (2) be structured with repayment terms not exceeding 35 years or the useful life of the project; and (3) include collateral and creditworthiness requirements consistent with sound banking practice. (g) OVERSIGHT AND GOVERNANCE.— (1) SECRETARY OF TRANSPORTATION OVERSIGHT.—The Secretary shall oversee the Bank pursuant to sections 101, 102, 301, 302, and 322 of title 49, United States Code, and may issue regulations under chapters 5 and 7 of title 5, United States Code. (2) BOARD OF DIRECTORS.—The Board shall be composed of 9 members and appointed by the Secretary, who shall be appointed with the following experience: (A) Private-sector infrastructure finance experts. (B) State infrastructure banks. (C) Transportation sector experts. (D) Infrastructure project delivery experts. (E) Workforce development experts. (3) INITIAL APPOINTMENTS.—All initial appointments to the Board shall be made not later than 180 days after the date of enactment of this Act. (4) TERMS OF MEMBERS.— (A) IN GENERAL.—Each member appointed to the Board shall serve for a term of 6 years. (B) VACANCIES.—A vacancy on the Board— (i) shall not affect the power of the Board; and (ii) shall be filled in the same manner as the original appointment, not later than 30 days after the date on which the vacancy occurs. (5) CHAIRMAN, VICE CHAIRMAN.—The Board shall select a Chairperson and Vice Chairperson from among the members of the Board for a term of 4 years. (6) REPORTS.—The Bank shall annually submit reports to— (A) the Committee on Transportation and Infrastructure of the House of Representatives; (B) the Committee on Commerce, Science, and Transportation of the Senate; (C) the Committee on Environment and Public Works; and (D) the Secretary of Transportation. (h) COORDINATION WITH STATE INFRASTRUCTURE BANKS.—The Bank shall— (1) issue national coordination guidelines; (2) establish co financing structures with State infrastructure banks; and (3) permit State infrastructure banks to originate loans eligible for purchase or guarantee by the Bank. (i) LIMITATIONS.—The Bank may not— (1) finance projects located outside the United States; (2) accept customer deposits; (3) engage in financial or investment banking activities, except with respect to the Bank's own revenues; (4) finance projects owned, controlled, or influenced by a covered foreign country of concern (term as defined in paragraph (2) section 10638 of title VI of division B of the Research and Development, Competition, and Innovation Act (Public Law 117-167; 42 U.S.C. 19237)); or (5) provide grants except as permitted under section 610 of title 23, United States Code. (j) PROHIBITION WITH RESPECT TO CHINA.—The Board is prohibited from providing equity investments, direct loans, indirect loans, and loan guarantees for infrastructure projects that are owned, directed, controlled, financed, or influenced by the Government of the People's Republic of China, the Chinese Communist Party, or the People's Liberation Army. (k) RULE OF CONSTRUCTION.—Nothing in this section may be construed to authorize the Federal Government to guarantee any obligation of the Bank except as expressly provided in this Act.

(l) EFFECTIVE DATE.—This section, including the establishment and operational authority of the Federal Infrastructure Bank, shall take effect on the date that is 1 year after the date of enactment of this Act.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Nadler of New York (Nadler 043): Page 455, line 19, strike the quotation mark and the period at the end. Page 455, after line 19, insert the following: "(e) LOW AND NO EMISSION BUS GRANTS.— "(1) IN GENERAL.—The Secretary shall make grants under this subsection to assist designated recipients, States, and local governmental entities in purchasing new low and zero emission buses as described under subsection (c). "(2) MINIMUM AWARD.—Not less than 50 percent of the funds made available to carry out this subsection shall be used for eligible projects related to the acquisition of zero emission vehicles and related facilities. "(3) AMOUNTS AVAILABLE.—There is authorized to be appropriated out of the Highway Trust Fund \$1,200,000 for each of fiscal years 2027 through 2031 to carry out this subsection.".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 223): Page 403, line 12, strike the quotation mark and the period at the end. Page 403, after line 12, insert the following: "(y) PROHIBITION ON UNIVERSAL FARE FREE POLICIES.— "(1) IN GENERAL.—A recipient of assistance under this chapter may not provide a universal fare free policy that allows all users of a public transportation service provided by or on behalf of such recipient from using such service without paying a fare. "(2) EXCEPTION.—Nothing in this subsection shall prevent an recipient described in paragraph (1) from providing a targeted fare policy that allows a certain group of riders to ride for free or reduced charge including for— "(A) seniors; "(B) low-income riders; "(C) students; or "(D) employees or members of an organization whereby use of such public transportation is paid for through an agreement between an entity and the designated recipient. "(3) WAIVER.—The Secretary of Transportation may waive the requirements of paragraph (1) if a recipient of assistance under this chapter is able to identify a dedicated non-Federal source of operating revenue for such a universal fare free policy.". Page 486, line 24, strike "(y)" and insert "(z)". Page 487, line 8, strike "(z)" and insert "(aa)". Page 491, line 6, strike "(aa)" and insert "(bb)". Page 492, line 12, strike "(bb)" and insert "(cc)". Page 510, line 20, strike "(y)" and insert "(z)". Page 510, line 24, strike "(y)" and insert "(z)". Page 512, line 3, strike "(z)" and insert "(aa)". Page 512, line 4, strike "(y)" and insert "(z)". Page 512, line 11, strike "(aa)" and insert "(bb)". Page 512, starting on line 21, strike "and 5306(z)". Page 515, line 8, strike "(z)" and insert "(aa)". Page 515, line 16, strike "(y)" and insert "(z)". Page 515, line 20, strike "(y)" and insert "(z)". Page 517, line 9, strike "(y)" and insert "(z)". Page 517, line 12, strike "(y)" and insert "(z)". Page 517, line 15, strike "(y)" and insert "(z)". Page 519, line 21, strike "(z)" and insert "(aa)".; was NOT AGREED TO by a recorded vote of 24 Yeas and 40 Nays (RC#85).

The vote was as follows:

<b>Vote: 85</b>		<b>Measure: H.R. 8870</b>	
<b>On: No. 223, offered by Mr. Perry</b>			
<b>Yea</b>	<b>24</b>	<b>Nay</b>	<b>40</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>

<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Garamendi of California (Garamendi 079 Rev 1): At the end of subtitle C of title I of the bill, add the following: SEC. 13\_. CORROSION PREVENTION FOR BRIDGES. (a) DEFINITIONS.—In this section: (1) APPLICABLE BRIDGE PROJECT.—The term "applicable bridge project" means a project for construction, replacement, rehabilitation, preservation, or protection, other than de minimis work, as determined by the entity carrying out the project, on— (A) a bridge project

that receives financial assistance under title 23, United States Code; or (B) a project for a railroad bridge (as defined in section 237.5 of title 49, Code of Federal Regulations (or successor regulations)) that receives financial assistance under title 49, United States Code. (2) QUALIFIED PERFORMING ENTITY.—The term "qualified performing entity" means— (A) a certified contractor; or (B) a railroad, railroad bridge department, or railroad bridge and building force performing work using its own employees, provided that those employees meet the individual qualification requirements of this section. (3) QUALIFIED INDIVIDUAL.—The term "qualified individual" means a worker who has successfully completed— (A) a qualified training program; or (B) a railroad sponsored apprenticeship program, progression program, or internal training and qualification program covering corrosion control, surface preparation, hazardous coating removal, or industrial coating application, as determined by the Secretary of Transportation to provide equivalent training and competency. (4) QUALIFIED TRAINING PROGRAM.—The term "qualified training program" means a training program in corrosion control, mitigation, and prevention that is— (A) Offered by an organization that provides trainees with a certification that meets the ANSI/NACE number 13/SSPC-ACS-1 standard (or a successor standard) or another standard approved by the Administrator of the Federal Highway Administration; or (B) An industrial coatings applicator training program— (i) registered under the Act of August 16, 1937 (commonly known as the "National Apprenticeship Act") (50 Stat. 664, chapter 663; 29 U.S.C.50 et seq.); and (ii) that meets the standards of subpart A of part 29 and part 30 of title 29, Code of Federal Regulations (or successor regulations); or (C) registered railroad apprenticeship programs, joint labor management training programs, or in house railroad training systems recognized by the Secretary of Transportation as providing equivalent instruction. (5) CERTIFIED CONTRACTOR.—The term "certified contractor" means a contracting or subcontracting firm that has been certified by a third party organization recognized industry wide that evaluates the capability of the contractor or subcontractor to properly perform 1 or more specified aspects of an applicable bridge project described in subsection (b)(2). (b) APPLICABLE BRIDGE PROJECTS.— (1) QUALITY CONTROL.—Qualified individuals employed by a qualified performing entity shall carry out aspects of an applicable bridge project described in paragraph (2). (2) ASPECTS OF APPLICABLE BRIDGE PROJECTS.—Aspects of an applicable bridge project referred to in paragraph (1) include— (A) surface preparation or coating application on steel, concrete, or rebar of an applicable bridge project; (B) removal of a lead-based or other hazardous coating from steel or concrete of an existing applicable bridge project; and (C) shop painting of structural steel or rebar fabricated for installation on an applicable bridge project. (3) CORROSION MANAGEMENT SYSTEM.—In carrying out an applicable bridge project, the entity carrying out the project shall— (A) implement a corrosion management system that utilizes industry-recognized standards and corrosion mitigation and prevention methods to address different considerations, including— (i) surface preparation; (ii) protective coatings; (iii) materials selection; (iv) cathodic protection; (v) corrosion engineering; (vi) personnel training; and (vii) best practices in environmental protection to prevent environmental degradation and uphold public health; and (B) require a qualified performing entity, for the purpose of carrying out aspects of applicable bridge projects described in paragraph (2), to employ a substantial number of qualified individuals that are trained and certified by a qualified training program. (4) BIDDING.—Where bidding is required for an applicable bridge project, the entity carrying out the project may accept bids from— (A) certified contractors that present written proof that the certification of the contractor meets the relevant (AMPP) SSPC QP standards (or a successor standard); or (B) railroads performing work with their own qualified employees. (5) RULE FOR RAILROADS.—Nothing in this subsection shall be construed to require a railroad to solicit bids for work covered under this section performed by its own workforce. (6) PROHIBITION ON RAILROAD EMPLOYEE DISPLACEMENT.—Federal financial assistance provided under this Act for rail bridge corrosion control activities shall not be used to displace or result in the displacement of railroad employees or the outsourcing of work traditionally performed by railroad employees. (7) PRESERVATION OF IN-HOUSE RAILROAD WORK.—Nothing in this Act shall be interpreted to require a railroad to contract out or otherwise outsource work that has historically and customarily been performed by railroad employees. (c) TRAINING PROGRAM.—As a condition of entering into a contract for an applicable bridge project, each qualified performing entity shall provide training for each qualified individual who is not a certified coating applicator, but that the qualified performing entity employs to carry out aspects of applicable bridge projects described in subsection (b)(2). Page 838, after line 16, insert the following (and redesignate the subsequent subparagraph

accordingly): "(H) to perform corrosion control work on rail bridges, or; was NOT AGREED TO by a recorded vote of 31 Yeas and 33 Nays (RC#86).

The vote was as follows:

<b>Vote: 86</b>	<b>Measure: H.R. 8870</b>
<b>On: No. 079 Rev1, offered by Mr. Garamendi</b>	

Yea **31** Nay **33**  
Present **0** Not Voting **3**

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	N	Ms. Norton	N
Mr. Webster of FL	N	Mr. Nadler	Y
Mr. Massie		Mr. Garamendi	
Mr. Perry	N	Mr. Johnson of GA	Y
Mr. Babin	N	Mr. Carson	Y
Mr. Rouzer	N	Ms. Titus	Y
Mr. Bost	Y	Mr. Huffman	Y
Mr. Westerman	N	Ms. Brownley	N
Mr. Mast	N	Ms. Wilson of FL	
Mr. Stauber	Y	Mr. DeSaulnier	Y
Mr. Burchett	N	Mr. Carbajal	Y
Mr. Johnson of SD	N	Mr. Stanton	Y
Mr. Van Drew	Y	Ms. Davids of KS	Y
Mr. Nehls	N	Mr. García of IL	Y
Mr. Mann	N	Mr. Pappas	Y
Mr. Owens	N	Mr. Moulton	Y
Mr. Burlison	N	Ms. Strickland	Y
Mr. Collins	N	Mr. Ryan	Y
Mr. Ezell	N	Ms. Hoyle of OR	Y
Mr. Kiley	Y	Mrs. Sykes	Y
Mr. Fong	N	Ms. Scholten	Y
Mr. Wied	N	Mrs. Foushee	Y
Mr. Barrett	Y	Mr. Deluzio	Y
Mr. Begich	N	Mr. Garcia of CA	Y
Mr. Bresnahan	N	Ms. Pou	Y
Mr. Hurd	N	Ms. McDonald Rivet	Y
Mr. Shreve	N	Ms. Friedman	Y

<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Stauber of Minnesota (Stauber 049): At the end of subtitle D of title V, add the following:

**SEC. 53 . MOTOR CARRIER SELECTION STANDARD OF CARE.** (a) **SELECTION STANDARD.**— (1) **IN GENERAL.**—For any claim of negligent selection of a motor carrier against a covered entity with respect to the covered entity contracting with a covered motor carrier for the shipment of goods or household goods, the covered entity shall be considered reasonable and prudent in the selection of that covered motor carrier if, not later than the date of shipment and not earlier than 45 days before that date, the covered entity verifies that the covered motor carrier— (A) is registered under section 13902 of title 49, United States Code, as a motor carrier or a household goods motor carrier; (B) has at least the minimum insurance coverage required by Federal and State law; and (C) has been confirmed by the Federal Motor Carrier Safety Administration, including through a public confirmation described in subsection (c)(1), to be in compliance with all required Federal Motor Carrier Safety Administration safety standards to operate as a motor carrier. (2) **SUNSET.**—Paragraph (1) shall cease to be effective on the effective date of a regulation promulgated under subsection (c)(1). (b) **PUBLIC CONFIRMATION.**—The public confirmation described in paragraph (1)(C) shall include 1 of the following statements, depending on the status of the motor carrier: (1) "This motor carrier is confirmed to meet all operating requirements of the Federal Motor Carrier Safety Administration (FMCSA) and is authorized to operate on the nation's roadways.". (2) "This motor carrier is not confirmed to operate on the nation's roadways and fails to meet 1 or more requirements of the Federal Motor Carrier Safety Administration (FMCSA) to operate as a motor carrier.". (c) **SAFETY FITNESS RULE.**— (1) **RULEMAKING.**—Not later than 1 year after the date of enactment of this Act, the Secretary shall promulgate final regulations amending appendix B to part 385 of title 49, Code of Federal Regulations (or a successor regulation), to revise the methodology for issuance of motor carrier safety fitness determinations. (2) **CONSIDERATIONS.**—In promulgating the regulations under paragraph (1), the Secretary shall consider the use of all available data to determine the fitness of a motor carrier. (3) **FACTORS FOR AN UNFIT DETERMINATION.**—The regulations promulgated under paragraph (1) shall provide a procedure for the Secretary to determine whether a motor carrier is not fit to operate a commercial motor vehicle in or affecting interstate commerce in accordance with section 31144 of title 49, United States Code. (4) **REQUIREMENT.**—The regulations promulgated under paragraph (1) shall include the requirements described in subsections (a)(1) and (b). (d) **EXEMPTION FOR INDIVIDUAL SHIPPERS.**—For any claim of negligent selection of a motor carrier against a person acting as an individual shipper with respect to that person contracting with a covered motor carrier for the shipment of goods or household goods, that person shall, on demonstration that the person contracted with a covered motor carrier, be considered reasonable and prudent in the selection of that covered motor carrier without having to satisfy any of the requirements described in subsection (a)(1) (or any similar requirement in the regulations promulgated under subsection (c)(1)). (e) **SAVINGS CLAUSE.**—Nothing in this Act preempts or supersedes any State law (including regulations) relating to drayage. (f) **DEFINITIONS.**—In this section: (1) **COVERED ENTITY.**— (A) **IN GENERAL.**—The term "covered entity" means a person acting as— (i) except as provided in subparagraph (B), a shipper or consignee of goods; (ii) a broker, a freight forwarder, or a household goods freight forwarder (as those terms are defined in section 13102 of title 49, United States Code); (iii) an ocean transportation intermediary (as defined in section 40102 of title 46, United States Code), when arranging for inland transportation as

part of an international through movement involving ocean transportation between the United States and a foreign port; (iv) an indirect air carrier holding a Standard Security Program approved by the Transportation Security Administration, only to the extent that the person acting as an indirect air carrier is engaging in— (I) activities as an air carrier (as defined in section 40102 of title 49, United States Code); or (II) air commerce (as defined in that section); (v) a customs broker licensed in accordance with section 111.2 of title 19, Code of Federal Regulations (or a successor regulation), only to the extent that the person acting as a customs broker is engaging in— (I) a movement under a customs bond; or (II) a transaction involving customs business (as defined in section 111.1 of that title (or a successor regulation)); or (vi) a motor carrier registered under chapter 139 of title 49, United States Code. (B) EXCLUSION.—The term "covered entity" does not include a person acting as an individual shipper. (2) COVERED MOTOR CARRIER.—The term "covered motor carrier" means a motor carrier or a household goods motor carrier that is subject to Federal motor carrier financial responsibility and safety regulations, except for motor carriers that operate commercial motor vehicles of passengers, as defined in section 31101(1)(B) of 49, United States Code. (3) HOUSEHOLD GOODS.—The term "household goods" has the meaning given the term in section 13102 of title 49, United States Code. (4) HOUSEHOLD GOODS MOTOR CARRIER.—The term "household goods motor carrier" has the meaning given the term in section 13102 of title 49, United States Code. (5) INDIVIDUAL SHIPPER.—The term "individual shipper" has the meaning given the term in section 13102 of title 49, United States Code. (6) MOTOR CARRIER.—The term "motor carrier" has the meaning given the term in section 13102 of title 49, United States Code, except for motor carriers that operate commercial motor vehicles of passengers, as defined in section 31101(1)(B) of 49, United States Code. (7) SECRETARY.—The term "Secretary" means the Secretary of Transportation.; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Johnson of Georgia (Johnson GA 063): Page 379, after line 17, insert the following (and redesignate the subsequent subsections accordingly): "(c) USE OF FORMULA FUNDS.— "(1) IN GENERAL.—Notwithstanding any other provision of law, States may use up to 10 percent of the funds apportioned to the State under section 104(b) for projects described in this section. "(2) FEDERAL SHARE.—Notwithstanding any provision of section 120, the Federal share of the cost of a project described in this section shall be 100 percent.; was **NOT AGREED TO** by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Burchett of Tennessee (Burchett 149): Page 765, line 11, strike the closing quotation mark and insert the following: (15) any holding company of a Class II railroad or Class III railroad (as those terms are defined in section 20102 of title 49, United States Code).; was **NOT AGREED TO** by a recorded vote of 30 Yeas and 34 Nays (RC#87).

The vote was as follows:

<b>Vote: 87</b>		<b>Measure: H.R. 8870</b>	
<b>On: No. 149, offered by Mr. Burchett</b>			
<b>Yea</b>	<b>30</b>	<b>Nay</b>	<b>34</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>

<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>Y</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Carson of Indiana (Carson 058): Page 834, line 4, strike "and" at the end and insert the following (and redesignate subsequent paragraphs accordingly): (8) include terms to ensure that the agreement does not reduce existing maintenance and repair work product or workforces at rail maintenance facilities in the United States; and; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Nehls of Texas (Nehls 087): At the end of subtitle C of title I of the bill, add the following: SEC. 13. LIMITATION OF PUNITIVE DAMAGES UNDER COMMON LAW. Section 30103 of title 49, United States Code is amended— (1) in subsection (e), by striking "Compliance" and inserting "Except as provided in subsection (f), compliance"; and (2) by adding at the end the following: "(f) PUNITIVE DAMAGES.— "(1) PRECLUSION OF PUNITIVE DAMAGES IF COMPLIANT WITH APPLICABLE SAFETY STANDARDS.—Notwithstanding subsection (e) and in accordance with paragraph (2), compliance on the date of manufacture with sections 571.223 and 571.224 of title 49, Code of Federal Regulations (or any successor regulation), shall preclude an award of punitive or exemplary damages under State law. "(2) ALABAMA AND CERTAIN CIRCUMSTANCES.—In any case wherein death was caused, and the law of the place where the act or omission complained of occurred provides, or has been construed to provide, for damages only punitive in nature, the recovery shall be limited to actual or compensatory damages, measured by the pecuniary injuries resulting from such death. "(3) ADDITIONAL STANDARDS.—The Secretary of Transportation may identify other motor vehicle safety standards based on a balancing of competing safety risks for which compliance precludes an award of punitive damages under paragraph (1)."; was NOT AGREED TO by a recorded vote of 31 Yeas and 33 Nays (RC#88).

The vote was as follows:

<b>Vote: 88</b>	<b>Measure: H.R. 8870</b>
<b>On: No. 087, offered by Mr. Nehls</b>	

Yea	<b>31</b>	Nay	<b>33</b>
Present	<b>0</b>	Not Voting	<b>3</b>

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	N	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N
Mr. Rouzer	Y	Ms. Titus	N
Mr. Bost	Y	Mr. Huffman	N
Mr. Westerman	Y	Ms. Brownley	N
Mr. Mast	Y	Ms. Wilson of FL	
Mr. Stauber	Y	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	N
Mr. Johnson of SD	Y	Mr. Stanton	N
Mr. Van Drew	Y	Ms. Davids of KS	N
Mr. Nehls	Y	Mr. Garcia of IL	N
Mr. Mann	Y	Mr. Pappas	N
Mr. Owens	Y	Mr. Moulton	N

<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Titus of Nevada (Titus 299): Page 865, after line 23, insert the following: (10) A nonprofit organization representing railroad workers. (8) technologies to train railroad workers.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Owens of Utah (Owens 045): SECTION 13\_. BRIDGE ACT DIGITAL BOND TECHNICAL ASSISTANCE PILOT PROGRAM. (a) FINDINGS.—Congress finds the following: (1) Many small, rural, and disadvantaged communities face high transaction costs, limited staff capacity, and constrained market access when issuing securities to finance surface transportation projects. (2) Digital issuance technologies, including distributed ledger technology, are being used in the municipal securities market and do not alter the application of Federal securities laws or the rules of the Municipal Securities Rulemaking Board. (3) A time limited, technology neutral technical assistance pilot program can help eligible issuers evaluate and implement digital bond issuance in a manner that is consistent with existing law and supports federally assisted surface transportation projects. (b) PURPOSE.—The purpose of this section is to establish a time-limited, technology-neutral technical assistance pilot program for the digital issuance of securities for transportation projects, without changing any securities or tax law. (c) ESTABLISHMENT.—The Secretary of Transportation, acting through the Build America Bureau, shall establish a pilot program to provide technical assistance grants to eligible issuers to offset the costs of transitioning to qualified digital bond platforms for the issuance of securities in connection with federally assisted surface transportation projects. (d) ELIGIBLE ISSUERS.—A municipal entity, as such term is defined in section 15B of the Security Exchange Act of 1934 (15 U.S.C. 78o-4), or a Tribe that— (1) issues or intends to issue securities to finance a federally assisted surface transportation project; and (2) has not previously issued securities through a qualified digital bond platform, shall be eligible to receive a grant under this section. (e) ELIGIBLE USES.—Grant funds may be used— (1) to offset costs directly associated with an issuer's first use of a qualified digital bond platform, including—

(A) incremental bond counsel fees attributable to the legal review of on-chain securities issuance; (B) staff training and capacity-building activities; and (C) platform integration and technology onboarding costs; and (2) for— (A) legal, financial, and advisory services specific to digital bond structuring and issuance; (B) costs to select, onboard, and integrate qualifying platforms (including cybersecurity and data migration planning); (C) the development and implementation of bondholder continuity plans; (D) costs associated with obtaining a credit rating from a nationally recognized statistical rating organization for the digital bond, including reasonable costs associated with the publication or integration of such rating within the qualified digital bond platform's distributed ledger or other digital infrastructure; (E) training and capacity building for issuer staff on digital issuance and administration; and (F) data collection, evaluation, and reporting required by the program. (f) APPLICATION.—To be eligible to receive a grant under the program established under subsection (a), an eligible entity shall submit an application in such form, at such time, and containing such information as the Secretary may require, including— (1) an identification of the eligible transportation project to be financed; (2) an explanation of expected benefits of digital issuance (such as cost, timing, market access, transparency); (3) an identification of the proposed qualifying platform or the process to select such platform; (4) a description of how the issuance will comply with Federal securities law and applicable State and local law; (5) a detailed bondholder continuity plan; and (6) a description of how the issuer will collect and report evaluation data. (g) PRIORITY CRITERIA.—In awarding grants under this section, the Secretary shall give preference to— (1) small issuers; (2) issuers serving rural or disadvantaged communities; and (3) applicants proposing models or hubs that will be replicable and beneficial to multiple issuers. (h) GRANT SIZE.—The size of a grant under this section shall be in an amount to support at least 1 (and potentially multiple) digital bond issuances plus associated technical assistance. (i) TECHNOLOGY NEUTRAL STANDARDS.— (1) IN GENERAL.—The Secretary, in consultation with the Securities Exchange Commission, the Municipal Securities Rulemaking Board, the Depository Trust Company, and other relevant entities, shall set minimum technology neutral standards for qualifying digit bond platforms (such as cybersecurity, uptime, data integrity, governance, compliance support) for eligibility under this section, without naming or endorsing any specific blockchain, token, or vendor in such standards. (2) UPDATES.—The Secretary shall update the standards set under paragraph (1) not later than 180 days after any material Securities Exchange Commission or Municipal Securities Rulemaking Board rule change affecting tokenized or digital securities. (j) BOND CONTINUITY.—Each recipient of a grant under this section shall— (1) maintain and submit a bondholder continuity plan addressing platform failure, insolvency, dissolution, and long term unavailability; (2) provide for preservation and migration of records needed to maintain accurate ownership and payment records over the life of the bonds; (3) describe coordination with Depository Trust Company, if applicable, and other intermediaries to ensure continuity of recordkeeping and investor protections; and (4) acknowledge the current role of Depository Trust Company and intermediaries as authoritative recordkeepers under existing law. (k) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, including the cost of the Bureau to administer and oversee the program, \$20,000,000 for the period of fiscal years 2027 through 2031, to remain available until expended. (l) SUNSET AND REPORTING.— (1) SUNSET.—The authority to make grants under this section shall expire 5 years after the date of enactment of this Act. (2) REPORT.—Not later than 1 year after the date of enactment of this Act, and annually 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 evaluating the effectiveness of the pilot program, including— (A) the number and total value of securities issued through qualified digital bond platforms with grant assistance; (B) the estimated issuance cost savings achieved by grant recipients; (C) issuer characteristics, including small, rural, and disadvantaged communities; (D) any observed impacts on cost, timing, and investor demand; and (E) recommendations for whether to extend, expand, or terminate the program. (3) GAO REPORT.—Not later than 3 years after the date of enactment of this Act, the Comptroller General shall complete a review on the implementation and early outcomes of the pilot program established under this section. (m) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to— (1) require the participation of any eligible issuer in the program established under this section; (2) condition any existing or future Federal transportation funding on participation in the program under this section or the use of digital bond technology; (3) alter or preempt State or local authority over bond issuance; (4) amend, alter, or affect the Federal securities laws (as such term is defined in section 3 of the Securities Exchange Act ) or any Municipal Securities Rulemaking Board rule; or (5) affect the tax treatment of

municipal bond interest under the Internal Revenue Code of 1986. (n) DEFINITIONS.—In this section: (1) BUILD AMERICA BUREAU.—The term "Build America Bureau" means the Bureau established under section 116 of title 49, United States Code. (2) DIGITAL BOND.—The term "digital bond" means a security using distributed ledger technologies or similar technology, still fully subject to securities laws and Municipal Securities Rulemaking Board rules. (3) ELIGIBLE ENTITY.—The term "eligible entity" means a Tribe or municipal entity. (4) ELIGIBLE PROJECT.—The term "eligible project" means a surface transportation project eligible under title 23 or title 49, United States Code. (5) SMALL ISSUER.—The term "small issuer" means an issuer with an annual issuance volume threshold of \$10,000,000, adjusted annually by the Secretary for inflation. (6) RURAL AREA.—The term "rural area" has the meaning given such term in section 101 of title 23, United States Code. (7) QUALIFIED DIGITAL BOND PLATFORM.—The term "qualified digital bond platform" means a platform that— (A) is either— (i) operated by a broker dealer registered with the Securities and Exchange Commission and the Municipal Securities Rulemaking Board; or (ii) structured so that each issuance of securities through the platform is executed by a broker dealer registered with the Securities and Exchange Commission and the Municipal Securities Rulemaking Board; (B) utilizes distributed ledger technology for the recordkeeping and lifecycle management of securities; and (C) meets such additional standards as the Secretary may establish by regulation.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Collins of Georgia (Collins 025): At the end of subtitle A of title V, add the following: SEC. \_\_. STATE TAX. Section 14505(3) of title 49, United States Code, is amended by striking "passenger"; was AGREED TO by a recorded vote of 33 Yeas and 31 Nays (RC#89).

The vote was as follows:

<b>Vote: 89</b>		<b>Measure: H.R. 8870</b>	
<b>On: No. 025, offered by Mr. Collins of Georgia</b>			
<b>Yea</b>	<b>33</b>	<b>Nay</b>	<b>31</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>

Mr. Nehls	Y	Mr. García of IL	N
Mr. Mann	Y	Mr. Pappas	N
Mr. Owens	Y	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	Y	Ms. Hoyle of OR	N
Mr. Kiley	Y	Mrs. Sykes	N
Mr. Fong	Y	Ms. Scholten	N
Mr. Wied	Y	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	Y	Mr. Garcia of CA	N
Mr. Bresnahan	Y	Ms. Pou	N
Mr. Hurd	Y	Ms. McDonald Rivet	N
Mr. Shreve	Y	Ms. Friedman	N
Mr. McDowell	Y	Ms. Gillen	N
Mr. Taylor	Y	Mr. Figures	N
Mr. Knott	Y	Mr. Frost	N
<i>Ms. King-Hinds</i>	Y		
Mr. Kennedy	Y		
Mr. Onder	Y		
Mr. Patronis	Y		
Mr. Fuller	Y		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Kiley of California (Kiley 047): At the end of title I, add the following: SEC. \_\_. WITHHOLDING OF FUNDS FOR NONCOMPLIANCE WITH STATE GAS TAX RESTRICTION. Chapter 1 of title 23, United States Code, is further amended by adding at the end the following: "§ 183. Withholding of funds for noncompliance with State gas tax restriction "The Secretary shall withhold 8 per centum of the amount required to be apportioned to any State under each of paragraphs (1) and (2) of section 104(b) on the first day of each fiscal year after the first fiscal year beginning after the date of enactment of this section in which the tax for gasoline in such State is equal to or greater than \$0.50 per gallon.".; was NOT AGREED TO by a recorded vote of 14 Yeas and 50 Nays (RC#90).

The vote was as follows:

<b>Vote: 90</b>		<b>Measure: 8870</b>	
<b>On: No. 047, offered by Mr. Kiley</b>			
Yea	<b>14</b>	Nay	<b>50</b>
Present	<b>0</b>	Not Voting	<b>3</b>
Member	Vote	Member	Vote

<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<i>Ms. Norton</i>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>N</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>N</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. Garcia of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<i>Ms. King-Hinds</i>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Brownley of California (Brownley 069): Page 728, strike lines 4 through 13 and insert the

following: "(4) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Secretary to carry out this section such sums as may be necessary."; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. DeSaulnier of California (DeSaulnier 039): At the end of subtitle C of title I of the bill, insert the following: SEC. 13\_\_ . PROTECTION OF ELECTRIC VEHICLE CHARGING PROGRAM FUNDS. (a) IN GENERAL.—The Secretary shall implement the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Program established under the Infrastructure Investment and Jobs Act (Public Law 117–58) in accordance with the requirements of such Act and consistent with congressional intent. (b) AUTHORIZATION.—None of the funds authorized, appropriated, apportioned, allocated, obligated, or awarded for the programs described in subsection (a) may be delayed, withheld, frozen, suspended, cancelled, rescinded, repurposed, or otherwise unavailable for obligation or expenditure except as expressly authorized by an Act of Congress.; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Carbajal (Carbajal 072): Page 176, after line 15, insert the following (and redesignate subsequent subsections accordingly): "(e) INCOME LIMITATION.—The annual registration fee under subsection (a) shall not be imposed on an owner of a vehicle if such owner had an adjusted gross income level of \$75,000 or below for the most recent taxable year."; was **NOT AGREED TO** by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Ezell of Mississippi (Ezell 061): At the end of subtitle D of title X, insert the following: SEC. 10\_\_ . RECIPROCAL SWITCHING AT PORT COMPLEXES FOR CAPTIVE SHIPPERS. (a) DEFINITIONS.—In this section: (1) CLASS I RAILROAD.—The term "Class I railroad" has the meaning given such term in section 20102 of title 49, United States Code. (2) CLASS III RAILROAD.—The term "Class III railroad" has the meaning given such term in section 20102 of title 49, United States Code. (3) CAPTIVE SHIPPER.—The term "captive shipper" means a shipper that lacks reasonable alternative rail transportation options, as determined by the Surface Transportation Board. (4) PORT COMPLEX.—The term "port complex" means any marine port, inland port, or intermodal facility handling freight movements, including associated rail-served terminals. (5) TERMINAL RAILROAD.—The term "terminal railroad" means a railroad that provides switching, interchange, or terminal trackage services to multiple rail carriers or shippers within a defined geographic area. (b) RECIPROCAL SWITCHING REQUIREMENT.— (1) IN GENERAL.—In any case in which— (A) a port complex is directly served by a Class I railroad; and (B) such port complex is not directly served by an existing terminal railroad; the Class I railroad shall provide reciprocal switching service, on reasonable terms and conditions, to and from any captive shipper located at or within the port complex for a Class III railroad described in paragraph (2). (2) ELIGIBLE CARRIER.—A Class III railroad shall be eligible to receive reciprocal switching under paragraph (1) if such railroad— (A) is located within 7 miles of the applicable port complex; and (B) is capable of providing competitive rail service to the captive shipper. (3) RATES.—The Surface Transportation Board shall ensure that reciprocal switching rates established under this subsection are reasonable and nondiscriminatory. (c) SURFACE TRANSPORTATION BOARD AUTHORITY.— (1) IMPLEMENTATION.—Not later than 1 year after the date of enactment of this Act, the Surface Transportation Board shall issue regulations to implement this section. (2) DETERMINATIONS.—The Board shall have authority to— (A) determine whether a shipper qualifies as a captive shipper; (B) determine eligibility under subsection (b); (C) establish or prescribe reasonable rates and service terms; and (D) resolve disputes arising under this section. (d) ENFORCEMENT AND FUNDING LIMITATION.— (1) IN GENERAL.—If the Surface Transportation Board determines that a Class I railroad has failed to comply with the requirements of subsection (b), the Secretary shall prohibit the use of Federal funds described in paragraph (2) for projects involving infrastructure owned by such Class I railroad. (2) COVERED FUNDS.—The funds referred to in paragraph (1) are— (A) funds made available under section 130 of title 23, United States

Code; and (B) discretionary or formula grant programs administered by the Federal Railroad Administration. (3) DURATION.—The prohibition under paragraph (1) shall apply until the Surface Transportation Board determines that the Class I railroad is in compliance. (e) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to limit any existing authority of the Surface Transportation Board under sections 10705 or 11102 of title 49, United States Code.; WAS WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Knott of North Carolina (Knott 018 Rev 1): At the end of subtitle A of title V, insert the following: SEC. 50. CRIMINAL PENALTIES; SUBMISSION OR USE OF FRAUDULENT CERTIFICATIONS. (a) FRAUDULENT CERTIFICATION DEFINED.—In this section, the term "fraudulent certification" means any statement, representation, or omission of fact, including in any writing or document, that— (1) is material; (2) is known by the person submitting or using it to be false, fictitious, misleading, or incomplete; and (3) is submitted or used in connection with any registration, certification, filing, or compliance requirement administered by the Federal Motor Carrier Safety Administration under chapter 5, 311, 313, or 315 of title 49, United States Code. (b) CRIMINAL PENALTY.—Any person who knowingly and willfully submits to the Administrator of the Federal Motor Carrier Safety Administration or otherwise uses a fraudulent certification and, by means of that fraudulent certification or any authority or status obtained pursuant to that fraudulent certification, engages or attempts to engage in the unlawful transportation of property or passengers in interstate commerce shall be fined under title 18, United States Code, imprisoned for not more than 5 years, or both.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Davids of Kansas (Davids 066): Strike section 1129 and insert the following: SEC. 1. FAIR SHARE REGISTRATION FEE ON MOTOR VEHICLES. (a) IN GENERAL.—The Administrator of the Federal Highway Administration shall impose for each year a registration fee on the owner of a covered electric vehicle and a covered plug-in electric hybrid vehicle registered for operation by a State department of motor vehicles, in an amount determined in accordance with subsection (b). (b) ANNUAL FAIR FEE CALCULATION.— (1) IN GENERAL.—For each fiscal year, the Administrator shall determine the applicable annual registration fee for covered electric vehicles and covered plug-in electric hybrid vehicles using the formula of— (A) the most recent annual estimate of average vehicle miles traveled per light-duty vehicle, as reported by the Federal Highway Administration through the Highway Performance Monitoring System or subsequent replacements official statistical source; divided by (B) the most recent estimate of the average on-road fuel economy (miles per gallon) for the United States light-duty vehicle fleet, as reported in the Environmental Protection Agency in the Automotive Trends Report; multiplied by (C) the rate of tax specified in section 4081(a)(2)(A)(i) of the Internal Revenue Code of 1986. (2) APPLICATION TO VEHICLE TYPES.— (A) IN GENERAL.—The fee determined under paragraph (1) shall apply to covered electric vehicles. (B) REDUCED FEE.—The Administrator may establish, by regulation, a proportionally reduced fee for covered plug-in electric hybrid vehicles to reflect partial use of taxable motor fuels. If the Administrator adopts such a vehicle fee, the Administrator shall utilize the formula of— (i) the most recent figure for "average miles traveled per vehicle" for "all light-duty vehicles" published in the Federal Highway Administration's Highway Statistics Series, Table VM-1, Annual Vehicle Distance Traveled in Miles and Related Data (or any successor publication or table); divided by (ii) the most recent estimate of the average on-road fuel economy (miles per gallon) for the United States light-duty hybrid vehicle fleet, as reported in the Automotive Trends Report of published by the Environmental Protection Agency; multiplied by (iii) the rate of tax specified in section 4081(a)(2)(A)(i) of the Internal Revenue Code of 1986. (3) PUBLICATION.—Not later than October 1 of each fiscal year, the Administrator shall publish the fee determined under this subsection, which shall apply to registrations occurring in the following fiscal year. (4) ROUNDING.—The amount determined under this subsection shall be rounded to the nearest whole dollar. (c) COLLECTION, REMITTANCE, AND PROGRAM ADMINISTRATION.— (1) IN GENERAL.—A State department of motor vehicles shall incorporate the collection of fees established under subsection (a) into the vehicle registration and renewal processes. (2) REMITTANCE.—Not later

than 30 days after the last day of each month, a State transportation department shall remit to the Administrator the balance of total fee amounts collected under this section. (d) TECHNICAL ASSISTANCE.—The Administrator may provide technical assistance and grants to States to support implementation of this section. (e) WITHHOLDING FOR NONCOMPLIANCE.—The Administrator shall withhold funds under section 104(b) of title 23, United States Code, from any State that fails to meet the requirements of subsection (c), in a manner consistent with subsection (b) as in effect on the day before the date of enactment of this Act. (f) APPLICABILITY OF FEES.—The fees imposed under paragraphs (1) and (2) of subsection (a) shall terminate on October 1, 2031. (g) IMPLEMENTATION OF CERTAIN PROCESSES.— (1) IMPLEMENTATION.—The Administrator of the Federal Highway Administration shall provide grants to State departments of motor vehicles to implement a process to carry out this section. (2) FUNDING.—Out of any money in the Treasury not otherwise appropriated, \$104,000,000 is to remain available until September 30, 2029, beginning in the first fiscal year following the date of enactment of this Act, for grants under paragraph (1). (3) ELIGIBLE AMOUNTS.—Each State transportation department may receive not more than \$2,000,000 under this subsection. (h) REGULATIONS.—The Administrator shall issue such regulations and guidance as are necessary to— (1) carry out this section; and (2) establish a process for the timely and accurate remittance of fees collected under such section through an electronic method. (i) REPORT.—Not later than 2 years after the date of enactment of this Act, the Administrator 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 status of the implementation of this section. (j) SENSE OF CONGRESS.—It is the sense of Congress that registration fees collected under this section should be deposited into the Highway Trust Fund and divided between accounts of such Trust Fund in the same manner as excise taxes enacted after 1982 are deposited into such Trust Fund. (k) DEFINITIONS.—In this section: (1) COVERED ELECTRIC VEHICLE.—The term 'covered electric vehicle' means a covered motor vehicle that meets the definition of 'electric vehicle' under section 86.1803–01 of title 40, Code of Federal Regulations (as in effect on the date of enactment of the BUILD America 250 Act). (2) COVERED MOTOR VEHICLE.—The term "covered motor vehicle" has the meaning given the term "motor vehicle" in section 154(a) of title 23, United States Code, but excludes a motor vehicle that is a covered farm vehicle or commercial motor vehicle (as such terms are defined in section 390.5 of title 49, Code of Federal Regulations). (3) COVERED PLUG-IN ELECTRIC HYBRID VEHICLE.—The term "covered plug-in electric hybrid vehicle" means a covered motor vehicle that meets the definition of "plug-in hybrid electric vehicle" under section 86.1803–01 of title 40, Code of Federal Regulations (as in effect on the date of enactment of the BUILD America 250 Act).; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Patronis of Florida (Patronis 047): Page 230, after line 14, insert the following: (i) OPERATION OF CERTAIN SPECIALIZED HAULING VEHICLES ON THE INTERSTATE.—Section 127 of title 23, United States Code, is amended by adding at the end the following: "(dd) OPERATION OF CERTAIN SPECIALIZED HAULING VEHICLES ON THE INTERSTATE.—"(1) IN GENERAL.—A State may not prohibit the operation of a stinger-steered combination automobile transporter with a gross weight of 88,000 pounds or less on— "(A) any segment of the Interstate System (except a system exempted under section 31111(f) of title 49); or "(B) the classes of qualifying Federal-aid primary highways designated by the Secretary under section 31111(e) of title 49. "(2) REASONABLE ACCESS.—No State may enact or enforce a law denying reasonable access to stinger-steered combination automobile transporters, to and from highways described in paragraph (1), to loading or unloading points or facilities for food, fuel, repair, and rest. "(3) AXLE WEIGHT TOLERANCE.—A State shall allow a stinger-steered combination automobile transporter an increase of not more than 10 percent on the axle weight limitations set forth in subsection (a). "(4) STINGER-STEERED COMBINATION AUTOMOBILE TRANSPORTER DEFINED.—In this subsection, the term 'stinger-steered combination automobile transporter' means a truck tractor semitrailer wherein the fifth wheel is located on a drop frame located behind and below the rear-most axle of the power unit that is transporting one or more vehicles.".; was AGREED TO by a recorded vote of 32 Yeas and 31 Nays (RC#91).

The vote was as follows:

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**Vote: 91** **Measure: 8870**

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**On: No. 047, offered by  
Mr. Patronis**

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**Yea** **32** **Nay** **31**

**Present** **0** **Not Voting** **4**

Member	Vote	Member	Vote
Mr. Graves of MO	Y	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	Y	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N
Mr. Rouzer	Y	Ms. Titus	N
Mr. Bost		Mr. Huffman	N
Mr. Westerman	Y	Ms. Brownley	N
Mr. Mast	Y	Ms. Wilson of FL	
Mr. Stauber	N	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	N
Mr. Johnson of SD	Y	Mr. Stanton	N
Mr. Van Drew	Y	Ms. Davids of KS	N
Mr. Nehls	Y	Mr. García of IL	N
Mr. Mann	Y	Mr. Pappas	N
Mr. Owens	Y	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	Y	Ms. Hoyle of OR	N
Mr. Kiley	Y	Mrs. Sykes	N
Mr. Fong	Y	Ms. Scholten	N
Mr. Wied	Y	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	Y	Mr. Garcia of CA	N
Mr. Bresnahan	N	Ms. Pou	N
Mr. Hurd	Y	Ms. McDonald Rivet	N
Mr. Shreve	N	Ms. Friedman	N
Mr. McDowell	Y	Ms. Gillen	N
Mr. Taylor	Y	Mr. Figures	Y
Mr. Knott	Y	Mr. Frost	N

<b><i>Ms. King-Hinds</i></b>	<b>Y</b>
<b>Mr. Kennedy</b>	<b>Y</b>
<b>Mr. Onder</b>	<b>Y</b>
<b>Mr. Patronis</b>	<b>Y</b>
<b>Mr. Fuller</b>	<b>Y</b>

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Garcia of Illinois (Garcia 044): Strike section 1324 of the bill.; was NOT AGREED TO by voice vote.

An En Bloc Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Pappas of New Hampshire (Pappas 117 and 121): Strike section 1304(b) and insert the following: (b) AUTHORIZATION OF APPROPRIATIONS.—Section 11529(j)(1) of the Infrastructure Investment and Jobs Act (23 U.S.C. 217 note) is amended by striking "2022 through 2026" and inserting "2027 through 2031". Page 138, line 20, insert "as in effect on the day before the date of enactment of the BUILD America 250 Act" after "seq."; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Strickland of Washington (Strickland 078): Page 306, after line 4 insert the following (and redesignate subparagraphs accordingly): (A) in paragraph (1)— (i) in subparagraph (C) by striking "and" at the end; (ii) by redesignating subparagraph (D) as subparagraph (E); and (iii) by inserting after subparagraph (C) the following: "(D) the planning, design, construction, deployment, and maintenance of cool pavements, porous and permeable pavements, tree cover, and green infrastructure along public transportation corridors, including along new transportation rights-of-ways, at bus stops, near transit hubs, and along pedestrian walkways, to improve safety, reduce surface and ambient temperatures, and enhance resilience and performance of transportation infrastructure; and"; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Pat Ryan of New York (Ryan 072): SEC. 104 \_\_. MINIMUM INSPECTIONS OF GRADE CROSSINGS AND SIGNAL SYSTEMS. (a) INSPECTIONS AT GRADE CROSSINGS.—Section 20134(b) of title 49, United States Code, is amended— (1) by striking "Not later than" and inserting the following: "(1) IN GENERAL.—Not later than"; and (2) by adding at the end the following: "(2) EFFECT OF CERTAIN REGULATIONS.—Except as provided in paragraph (3)(B), part 234 of title 49, Code of Federal Regulations, as in effect on September 1, 2025, shall have the same force and effect of law as if such part had been enacted by Congress. "(3) PROHIBITION.— "(A) IN GENERAL.—The Secretary may not, through rulemaking, waiver, order, guidance, or any other means, reduce the frequency of maintenance, testing, or visual inspections required under part 234 of title 49, Code of Federal Regulations, as in effect on September 1, 2025. "(B) SAVINGS CLAUSE.—Nothing in paragraph (2) or subparagraph (A) limits the authority of the Secretary to issue regulations that increase the frequency of maintenance, testing, or visual inspections required under part 234 of title 49, Code of Federal Regulations, beyond those in effect on September 1, 2025. "(C) RULE OF CONSTRUCTION.—Nothing in subparagraph (A) may be construed as restricting the authority of the Secretary to issue a penalty under section 21301 of this title". (b) INSPECTIONS OF SIGNAL SYSTEMS.—Section 20504 of title 49, United States Code, is amended by adding at the end the following: "(c) REGULATIONS.— "(1) EFFECT OF CERTAIN REGULATIONS.—Except as provided in paragraph (2)(B), part 236 of title 49, Code of Federal Regulations, as in effect on September 1, 2025, shall have the same force and effect of law as if such part had been enacted by Congress. "(2) PROHIBITION.— "(A) IN GENERAL.—The Secretary may not, through rulemaking, waiver, order, guidance, or any other means, reduce the frequency of maintenance, testing, or visual inspections required under part 236 of title 49, Code of Federal Regulations, that were in effect on September 1,

2025. "(B) SAVINGS CLAUSE.—Nothing in paragraph (1) or subparagraph (A) limits the authority of the Secretary to issue regulations that increase the frequency of maintenance, testing, or visual inspections required under part 236 of title 49, Code of Federal Regulations, beyond those in effect on September 1, 2025. "(C) RULE OF CONSTRUCTION.—Nothing in subparagraph (A) may be construed as restricting the authority of the Secretary to issue a penalty under section 21302 of this title".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Hoyle of Oregon (Hoyle 054): Page 63, line 9, insert ", including a full evaluation of eligible applications for projects to preserve, protect, stabilize, or rehabilitate locally owned covered bridges that are historic bridges, as defined in section 144(g)(1)" before the period.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mrs. Foushee of North Carolina (Foushee 065): Page 19, after line 10 insert the following (and redesignate subsequent subparagraphs accordingly): (B) CHARGING AND FUELING INFRASTRUCTURE GRANTS.—To carry out section 151(f) of title 23, United States Code— (i) \$300,000,000 for fiscal year 2027; (ii) \$400,000,000 for fiscal year 2028; (iii) \$500,000,000 for fiscal year 2029; (iv) \$600,000,000 for fiscal year 2030; and (v) \$700,000,000 for fiscal year 2031.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Pou of New Jersey (Pou 036 Rev 1): At the end of subtitle B of title X, insert the following: SEC. 102 \_\_. GAO STUDY ON AMTRAK NORTHEAST CORRIDOR COST-SHARE. (a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall initiate a study to assess— (1) the methodology for cost-share requirement calculations for Amtrak under the Federal Railroad Administration Northeast Corridor capital improvement projects; (2) the impact of such methodology on State and local transportation funding; and (3) any associated recommendations to improve the cost-share model. (b) CONSIDERATIONS.—The study shall consider the following: (1) The cost-share requirement calculations used to establish the cost for States and localities. (2) The cost-share requirement calculations used to establish the cost for Amtrak. (3) The total capital cost of the corresponding projects. (4) The impact of the cost-share requirement calculations for States and localities on State or local budgets. (c) CONSULTATION.—In conducting the study under subsection (a), the Comptroller General may consult with relevant stakeholders, including— (1) State departments of transportation that fund Amtrak services; (2) transportation advocacy organizations, including those representing intercity passenger rail passengers on Northeast Corridor, State-supported, and long-distance routes; (3) representatives of Amtrak passengers and workforce; and (4) members of the Northeast Corridor Commission. (d) REPORT TO CONGRESS.—Not later than 1 year after the date on which the study described under section (a) is initiated, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of such study and any recommendations.; was NOT AGREED TO by a recorded vote of 29 Yeas and 35 Nays (RC#92).

The vote was as follows:

<b>Vote: 92</b>		<b>Measure: 8870</b>	
<b>On: No. 036 Rev1, offered by Ms. Pou</b>			
<b>Yea</b>	<b>29</b>	<b>Nay</b>	<b>35</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	N	Ms. Norton	Y
Mr. Webster of FL	N	Mr. Nadler	Y
Mr. Massie		Mr. Garamendi	
Mr. Perry	N	Mr. Johnson of GA	Y
Mr. Babin	N	Mr. Carson	Y
Mr. Rouzer	N	Ms. Titus	Y
Mr. Bost	N	Mr. Huffman	Y
Mr. Westerman	N	Ms. Brownley	Y
Mr. Mast	N	Ms. Wilson of FL	
Mr. Stauber	N	Mr. DeSaulnier	Y
Mr. Burchett	N	Mr. Carbajal	Y
Mr. Johnson of SD	N	Mr. Stanton	Y
Mr. Van Drew	N	Ms. Davids of KS	Y
Mr. Nehls	N	Mr. Garcia of IL	Y
Mr. Mann	N	Mr. Pappas	Y
Mr. Owens	N	Mr. Moulton	Y
Mr. Burlison	N	Ms. Strickland	Y
Mr. Collins	N	Mr. Ryan	Y
Mr. Ezell	N	Ms. Hoyle of OR	Y
Mr. Kiley	N	Mrs. Sykes	Y
Mr. Fong	N	Ms. Scholten	Y
Mr. Wied	N	Mrs. Foushee	Y
Mr. Barrett	N	Mr. Deluzio	Y
Mr. Begich	N	Mr. Garcia of CA	Y
Mr. Bresnahan	Y	Ms. Pou	Y
Mr. Hurd	N	Ms. McDonald Rivet	Y
Mr. Shreve	N	Ms. Friedman	Y
Mr. McDowell	N	Ms. Gillen	Y
Mr. Taylor	N	Mr. Figures	Y
Mr. Knott	N	Mr. Frost	Y
Ms. King-Hinds	N		
Mr. Kennedy	N		
Mr. Onder	N		
Mr. Patronis	N		
Mr. Fuller	N		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Friedman of California (Friedman 042): Strike section 1125.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 222): SEC. 30\_\_ . REMOVAL OF EMPLOYEE PROTECTIVE ARRANGEMENTS. Section 5333 of title 49, United States Code, is amended by striking subsection (b). Strike section 3106. Strike section 3203(c)(18).; was NOT AGREED TO by a recorded vote of 18 Yeas and 46 Nays (RC#93).

The vote was as follows:

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**Vote: 93** **Measure: 8870**

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**On: No. 222, offered by  
Mr. Perry**

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**Yea** **18** **Nay** **46**

**Present** **0** **Not Voting** **3**

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	N	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N
Mr. Rouzer	N	Ms. Titus	N
Mr. Bost	N	Mr. Huffman	N
Mr. Westerman	Y	Ms. Brownley	N
Mr. Mast	Y	Ms. Wilson of FL	
Mr. Stauber	N	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	N
Mr. Johnson of SD	Y	Mr. Stanton	N
Mr. Van Drew	N	Ms. Davids of KS	N
Mr. Nehls	N	Mr. Garcia of IL	N
Mr. Mann	N	Mr. Pappas	N
Mr. Owens	N	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	N	Ms. Hoyle of OR	N
Mr. Kiley	N	Mrs. Sykes	N
Mr. Fong	N	Ms. Scholten	N
Mr. Wied	Y	Mrs. Foushee	N

<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Deluzio of Pennsylvania on behalf of Mr. Garamendi of California (Garamendi 077): At the end of subtitle A of title I, add the following: SEC. 1 \_\_\_\_. USE OF QUALIFIED CEMENT IN DEPARTMENT OF TRANSPORTATION PROJECTS. (a) REQUIREMENT FOR QUALIFIED CEMENT.— (1) IN GENERAL.—Notwithstanding any other provision of law, the Secretary of Transportation shall ensure that, to the maximum extent practicable, all cement used in projects receiving Federal financial assistance from the Department of Transportation is qualified cement, as defined in subsection (e). (2) IMPLEMENTATION.—The Secretary shall implement this subsection through project specifications, grant conditions, or other appropriate administrative mechanisms. (b) WAIVER AUTHORITY.— (1) IN GENERAL.—The Secretary may waive the requirement under subsection (a) only upon a written determination, published in the Federal Register, that— (A) qualified cement is not available in sufficient and reasonably available quantities or of a satisfactory quality; (B) the use of qualified cement would increase the total cost of the project by more than 25 percent; or (C) application of the requirement would be inconsistent with the public interest. (2) PROJECT SPECIFIC DETERMINATIONS.—Any waiver issued under this subsection shall be limited in scope to the specific project and quantity of cement for which the waiver is granted. (c) LIMITATION ON WAIVERS FOR CERTAIN LARGE-SCALE PROJECTS.—Notwithstanding subsection (b), the Secretary may not grant a waiver of the requirement under subsection (a) for any project that— (1) receives Federal financial assistance from the Department of Transportation in an amount exceeding \$100,000,000; (2) is— (A) a highway or bridge project carried out on— (i) the National Multimodal Freight Network established under section 70103 of title 49, United States Code; (ii) the National Highway Freight Network established under section 167 of title 23, United States Code; or (iii) the National Highway System (as defined in section 101(a) of title 23, United States Code); (B) a freight intermodal (including public ports) or freight rail project that provides a public benefit; (C) a railway-highway grade separation or elimination project; (D) an intercity passenger rail project; (E) a public transportation project that is— (i) eligible for assistance under chapter 53; and (ii) part of a project described in any of subparagraphs (A) through (D); (F) a grouping, combination, or program of interrelated, connected, or dependent projects of any of the projects described in subparagraphs (A) through (E); or (G) defined in section 6701 of title 49, United States Code; and (3) where the Secretary determines that the use of qualified cement is essential to national competitiveness, economic security, or supply chain resilience. (d) GEOGRAPHIC ELIGIBILITY FOR QUALIFIED CEMENT.—For purposes of subsection (a), cement shall be considered qualified cement if it— (1) is produced in— (A) the United States; (B) Canada; or (C) Mexico; and (2) meets the definition of qualified cement. (e) DEFINITIONS.—In this section: (1) CEMENT.—The term "Cement" means hydraulic cement, including portland cement and blended hydraulic cement, as defined by applicable American Society for Testing and Materials (ASTM)

standards and referenced in Department of Transportation specifications. (2) QUALIFIED CEMENT.—  
 The term "qualified cement" means cement for which all manufacturing processes, from clinker production in a kiln through finish grinding and blending into cement, occurred entirely within one of the countries listed in subsection (d), and which complies with applicable performance, labor, and environmental requirements under Federal law.; was NOT AGREED TO by a recorded vote of 17 Yeas and 47 Nays (RC#94).

The vote was as follows:

<b>Vote: 94</b>	<b>Measure: 8870</b>
<b>On: No. 077, offered by Mr. Deluzio on b/o Mr. Garamendi</b>	
<b>Yea</b>	<b>17 Nay 47</b>
<b>Present</b>	<b>0 Not Voting 3</b>

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	N	Ms. Norton	N
Mr. Webster of FL	N	Mr. Nadler	Y
Mr. Massie		Mr. Garamendi	
Mr. Perry	N	Mr. Johnson of GA	Y
Mr. Babin	N	Mr. Carson	N
Mr. Rouzer	N	Ms. Titus	Y
Mr. Bost	N	Mr. Huffman	Y
Mr. Westerman	Y	Ms. Brownley	N
Mr. Mast	N	Ms. Wilson of FL	
Mr. Stauber	N	Mr. DeSaulnier	Y
Mr. Burchett	N	Mr. Carbajal	N
Mr. Johnson of SD	N	Mr. Stanton	N
Mr. Van Drew	N	Ms. Davids of KS	N
Mr. Nehls	N	Mr. Garcia of IL	Y
Mr. Mann	N	Mr. Pappas	N
Mr. Owens	N	Mr. Moulton	Y
Mr. Burlison	N	Ms. Strickland	Y
Mr. Collins	N	Mr. Ryan	Y
Mr. Ezell	N	Ms. Hoyle of OR	Y
Mr. Kiley	N	Mrs. Sykes	N
Mr. Fong	N	Ms. Scholten	N
Mr. Wied	N	Mrs. Foushee	Y
Mr. Barrett	N	Mr. Deluzio	Y
Mr. Begich	N	Mr. Garcia of CA	Y

<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Van Drew of New Jersey (Van Drew 123): At the end of subtitle A of title I of the bill, add the following: SEC. 11 \_\_. PUBLIC ACCESS TO DEFIBRILLATION IN TRANSPORTATION FACILITIES ACT. (a) FINDINGS; SENSE OF CONGRESS.— (1) FINDINGS.—Congress finds the following: (A) Sudden cardiac arrest (in this section referred to as "SCA") is a leading cause of death in the United States, with an estimated 356,000 out-of-hospital cardiac arrests occurring annually. (B) Automated external defibrillators (in this section referred to as "AEDs") are a vital tool in responding to SCA, as they are capable of delivering a life-saving shock to restore the heart's natural rhythm. (C) There is a need for quick response times in cases of SCA, as every minute that passes without defibrillation decreases the likelihood of survival by 7 to 10 percent. (2) SENSE OF CONGRESS.—It is the sense of Congress that Federal agencies, States, and municipalities should accelerate efforts to deploy AEDs in locations that are frequented by large crowds. (b) EXPANSION OF SURFACE TRANSPORTATION BLOCK GRANT PROGRAM TO FUND AED DEPLOYMENT.— (1) IN GENERAL.—Section 133(b) of title 23, United States Code, is amended by adding at the end the following: "(26) Projects to purchase and deploy automated external defibrillators for use at transportation facilities otherwise eligible for assistance under this section. "(27) Projects to develop and implement written emergency action plans for responding to medical emergencies at transportation facilities otherwise eligible for assistance under this section, including the use of automated external defibrillators.". (2) TECHNICAL ASSISTANCE.—The Secretary of Transportation, in consultation with the Secretary of Health and Human Services and the Director of the Centers for Disease Control and Prevention, shall provide technical assistance to States and local officials in developing the written emergency action plans referred to in section 133(b)(26) of title 23, United States Code (as added by paragraph (1) of this section). (c) DEPLOYMENT OF AEDS IN INTERSTATE TRANSPORTATION FACILITIES.— (1) IN GENERAL.—The Secretary of Transportation, in consultation with the Secretary of Health and Human Services, shall issue— (A) recommendations for the deployment of automated external defibrillators (in this section referred to as "AEDs") at interstate transportation facilities based on best practices for the placement and maintenance of AEDs; and (B) guidelines to assist any owner or operator of an interstate transportation facility in developing and implementing for such facility a written emergency action plan for responding to medical emergencies, including the use of AEDs. (2) TECHNICAL ASSISTANCE.—The Secretary of Transportation shall provide technical assistance to owners and operators of interstate transportation facilities in complying with the recommendations and guidelines issued under paragraph (1). (3) ENFORCEMENT.—In carrying out financial assistance programs of the Department of Transportation, including its components, the Secretary of Transportation may impose such additional terms and conditions as the Secretary determines necessary to provide for adoption of the recommendations and guidelines issued under paragraph (1). (4) DEFINITIONS.—In this section: (A) INTERSTATE SYSTEM.—The term "Interstate System" has the meaning given such term in section 101 of title 23, United States Code. (B) INTERSTATE TRANSPORTATION FACILITY.—The term "interstate transportation facility" includes— (i) a bus terminal, a ferry terminal,

and a rail passenger transportation terminal; (ii) a highway rest area on the Interstate System; (iii) a vehicle used to provide rail passenger transportation, other than a vehicle used exclusively to provide transportation between station stops located within 15 minutes of each other (as determined using times established in public timetables); and (iv) such other facilities as the Secretary of Transportation determines appropriate. (C) RAIL PASSENGER TRANSPORTATION.—The term "rail passenger transportation" includes transportation provided by a rail fixed guideway public transportation system, an intercity passenger rail system, or a commuter rail passenger transportation system that receives Federal assistance, as identified by the Secretary of Transportation. (d) EFFECTIVE DATE.—This section, and the amendments made by this section, shall apply beginning on the date that is 180 days after the date of enactment of this Act.; was NOT AGREED TO by voice vote.

An En Bloc Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Johnson of Georgia (Johnson GA 061 and 069): Page 717, line 14, strike "(i)" and insert "(j)". Page 717, line 24, strike the closing quotation marks and the second period. Page 717, after line 24, insert the following: "(i) MODERNIZING FREIGHT-SAFETY DATA SYSTEMS.—Each State freight plan under this section shall include a list of freight-safety data systems that could modernize freight-safety, including systems related to truck parking, freight bottlenecks, work zone safety, and commercial motor vehicle crash analysis." Strike section 10412.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Carson of Indiana (Carson 059): Page 833, after line 25 insert the following (and redesignate subsequent paragraphs accordingly): (7) require any entity that begins service on a new route or expands service on an existing route using equipment from the equipment pool to provide that service for no less than 5 years, subject to monetary penalties for early termination of service; Page 834, line 12, insert ", subject to the requirements of subsections (c) and (d)" before the period at the end. Page 834, after line 6 insert the following (and redesignate subsequent subsections accordingly): (c) APPLICABLE LAWS.—(1) IN GENERAL.—Any entity that uses, maintains, inspects, or repairs, equipment from the equipment pool shall be considered a rail carrier, and an employer for the purposes of making it subject to— (A) the Railroad Retirement Act of 1974 (45 U.S.C. 231 et seq.); (B) the Railway Labor Act (45 U.S.C. 151 et seq.); and (C) the Railroad Unemployment Insurance Act (45 U.S.C. 351 et seq.). (2) LESSEE.—If the lessee of the equipment is a State or State entity, it need not be a carrier and covered by such laws, so long as any entity it contracts with to use, maintain, inspect, or repair the equipment is a carrier and covered by such laws. (d) PROTECTIVE CONDITIONS.—The Secretary of Labor shall develop, within 180 days of enactment, employee protections at least as protective of employee interests as those developed by the Secretary of Labor and imposed under the "4R Act" (49 U.S.C. 22404). Any employee of a rail carrier providing passenger rail service who is adversely affected by the leasing of equipment from the pool will be covered by, and entitled to benefits under, the protections developed by the Secretary of Labor.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Titus of Nevada (Titus 301): At the end of subtitle C of title X add the following: SEC. \_\_. RAIL IMPROVEMENT GRANT CONDITIONS. Section 22905(b) of Title 49, United States Code is amended to read: "(b) OPERATORS AND CERTAIN RAILROAD TRANSPORTATION SERVICE PROVIDERS DEEMED RAIL CARRIERS AND EMPLOYERS FOR CERTAIN PURPOSES.—A person that (1) conducts passenger or freight rail operations over, or (2) performs work for, or in support of passenger rail operations that is work performed by employees in railroad industry crafts and classes recognized under the ninth paragraph of section 2 of the Railway Labor Act (45 U.S.C. 152) on rail infrastructure constructed or improved with funding provided in whole or in part in a grant made under this chapter shall be considered a rail carrier, and an employer only for the purposes of making it subject to the laws of the United States referred to in section 10501(c)(3)(A) and therefore shall be subject to (A) the Railroad Retirement Act of 1974 (45 U.S.C. 231 et seq.); (B) the Railway Labor Act (45 U.S.C. 151 et seq.); and (C) the Railroad Unemployment Insurance Act (45 U.S.C. 351 et seq.) but is not deemed to be a rail carrier for the purposes of, or subject to, any other law of the United States. "Notwithstanding

subsection (b) above, (1) an employer engaged primarily in the building and construction industry, as that term is used in section 8(f) of the National Labor Relations Act (29 U.S.C. 158(f)) that is performing construction work as a contractor for a rail carrier shall not itself be considered a rail carrier solely as a result of performance of that work and shall be permitted to perform the work with employees who are not covered by— "(i) the Railroad Retirement Act of 1974 (45 U.S.C. 231 et seq.); (ii) the Railway Labor Act (45 U.S.C. 151 et seq.); and "(ii) the Railroad Unemployment Insurance Act (45 U.S.C. 351 et seq.). "The exception described in paragraph (1) does not apply to the performance of railroad maintenance and repair work that is, and has been, historically and customarily performed by employees in railroad industry crafts and classes recognized under the ninth paragraph of section 2 of the Railway Labor Act (45 U.S.C. 152). "(2) An employer performing work as a contractor or subcontractor for (a) a railroad that owns, uses, or is contracted to perform work on, rail infrastructure constructed or improved with funding provided in whole or in part in a grant made under this chapter, or (b) an operator that uses such infrastructure, shall not itself be considered a rail carrier solely as a result of performance of that work, and shall be permitted to perform the work with employees who are not covered by (1) the Railroad Retirement Act of 1974 (45 U.S.C. 231 et seq.), (2) the Railway Labor Act (45 U.S.C. 151 et seq.), and (3) the Railroad Unemployment Insurance Act (45 U.S.C. 351 et seq.), when such work is performed consistent with a collective bargaining agreement between the railroad or operator and a union representing employees in a railroad industry craft or class recognized under the ninth paragraph of section 2 of the Railway Labor Act (45 U.S.C. 152 Ninth) covering work performed by that craft or class." ; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Huffman of California (Huffman 076 Rev1): Page 31, line 22, insert "or grant announcement" before "for a grant or award". Page 31, beginning on line 23, strike "under this Act (or an amendment made by this Act)" and insert "before the date of enactment of this Act".; was NOT AGREED TO by a recorded vote of 27 Yeas and 37 Nays (RC#95).

The vote was as follows:

<b>Vote: 95</b>		<b>Measure: 8870</b>	
<b>On: No. 076 Rev1, offered by Mr. Huffman</b>			
<b>Yea</b>	<b>27</b>	<b>Nay</b>	<b>37</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>N</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>N</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>

<b>Mr. Burchett</b>	<b>N</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. García of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Carbajal of California (Carbajal 073): At the end of subtitle D of title X, add the following: SEC. 104\_\_. LIMITATIONS ON DUTY HOURS OF YARDMASTERS EMPLOYEES. (a) LIMITATIONS ON DUTY HOURS OF YARDMASTER EMPLOYEES.—Section 21103 of title 49, United States Code, is amended— (1) in the section heading by inserting "and yardmaster employees" after "train employees"; (2) by inserting "or yardmaster employee" after "train employee" each place it appears; and (3) in subsection (e), by inserting "or yardmaster" after "During a train". (b) DEFINITIONS.—Section 21101 of title 49, United States Code, is amended— (1) in paragraph (3) by inserting "a yardmaster employee," after "dispatching service employee,,"; and (2) by adding at the end the following: "(6) 'yardmaster employee' means an individual responsible for supervising and coordinating the control of trains and engines operating within a rail yard.". (c) CONFORMING AMENDMENT.—The table of sections for chapter 211 of title 49, United States Code, is amended by striking the item relating to section 21103 and inserting the following: "21103. Limitations on duty hours of train employees and yardmaster employees."; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Begich of Alaska (Begich 124): At the end of title I, insert the following: SEC. 13\_\_.

NATURAL POZZOLAN STUDY AND PILOT PROJECT. (a) STUDY AND REPORT ON CONCRETE RESILIENCE.— (1) IN GENERAL.—The Secretary of Transportation shall engage the Transportation Research Bureau of the National Academy of Sciences to undertake and complete a study and submit a report to the Secretary and Congress on the use of natural pozzolans as an additive to or replacement of cement to improve concrete used in Federal-aid highway projects. (2) STUDY AND REPORT.—The study and report shall include— (A) a review of performance standards and standard test methods, including the length of time of required for such test methods, used by the Federal Highway Administration and State departments of transportation to determine the optimum performance of concrete suitable and appropriate for use in highway construction and rehabilitation as it relates to the expanded use of Supplementary Cementitious Materials (SCM's), such as natural pozzolans; (B) the extent to which addition of natural pozzolans to concrete will make concrete more resilient, stronger, and more durable over the lifetime of the structure (testing age of 56 days or greater); (C) the extent to which addition of natural pozzolans to concrete will improve the long-term cost-effectiveness of concrete; (D) the extent to which addition of natural pozzolans to concrete will extend the service life of highway structures and pavement; (E) the extent to which development and utilization of natural pozzolan in concrete enhances United States construction material supply chain independence from foreign construction material supply chains; (F) the extent to which the addition of natural pozzolans to concrete is more energy-efficient since natural pozzolans need not be super-heated like other concrete ingredients; and (G) such other information as may be relevant. (3) CONSULTATION.—The Secretary and the Transportation Research Board shall consult with relevant stakeholders, including State departments of transportation, commercial suppliers and users of natural pozzolans. (4) REPORT.—Not later than 18 months after the date of enactment of this section, the Secretary shall submit a report on the results of the study to— (A) the Committee on Transportation and Infrastructure of the House of Representatives; (B) the Committee on Environment and Public Works of the Senate; (C) the Federal Highway Administration; and (D) the American Association of State Highway and Transportation Officials. (b) PILOT PROGRAM ON CONCRETE RESILIENCE.— (1) ESTABLISHMENT.—The Secretary of Transportation shall establish a pilot program within 9 months of the effective date of this section to test the use of natural pozzolans as an addition to or replacement of cement to improve concrete used in Federal-aid highway projects, including for roads, abutments, bridges, and other highway related structures. (2) ACTIVITIES.—The pilot program shall be in conjunction with 2 or more State departments of transportation to test the improved durability, long-term compressive strength, and resilience to alkali-silica reactions (ASR) of highway pavement and other highway related structures with the addition of natural pozzolans. The pilot program shall test and analyze actual pavement and highway related structures used with the addition of natural pozzolans and shall take into consideration short-term costs and long-term savings. (3) CONSULTATION.—The Secretary shall consult with relevant stakeholders, including State departments of transportation, suppliers of natural pozzolans, commercial suppliers and producers of cement and concrete, and users of natural pozzolans. (4) REPORT.—Not later than 3 years after the effective date of this section, the Secretary shall submit a report on the results of the pilot program to— (A) the Committee on Transportation and Infrastructure of the House of Representatives; (B) the Committee on Environment and Public Works of the Senate; (C) the Federal Highway Administration; and (D) the American Association of State Highway and Transportation Officials.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Garcia of Illinois (Garcia 046): At the end of subtitle C of title I of the bill, add the following: SEC. 13 \_\_. FAIR COMPENSATION FOR TRUCK CRASH VICTIMS ACT. (a) FINDINGS.—The Congress finds the following: (1) In passing the Motor Carrier Act of 1980, Public Law 96–296, Congress intended for the minimum insurance levels to maintain safety. According to the House Report No. 96–1069, "the action of the Committee in increasing financial responsibility is to encourage the carriers to engage in practices and procedures that will enhance the safety of their equipment so as to afford the best protection to the public.". (2) The National Transportation Policy Study Commission (which consisted of six Members of the Senate, six Members of the House of Representatives, and seven public members appointed by the President) recommended mandatory minimum insurance requirements of \$1,000,000, in its 1979 Final Report to the Congress, National Transportation Policies through the Year 2000. The Report stated: "As an example, all certificated motor carriers operating upon the

highways should be obligated to carry adequate insurance (or proof of financial responsibility equal to such insurance) to protect the public. The insurance should cover public liability, property, damage, cargo and environmental restoration with a \$1 million for single occurrence, or another minimum amount sufficient to require periodic 'on site' inspection by the insurance company, with the minimum to be updated regularly. Non-certificated motor carriers should be subject to similar standards." (3) According to the U.S. Bureau of Labor Statistics, the amount of \$750,000, set in 1980 (the year of enactment), would have the same purchasing power as \$5,193,665.62 in 2020, if the amount was raised to account for medical-cost inflation. (4) That same amount of \$750,000 would have the same purchasing power as \$5,811,083 in 2025, if the amount was raised to account for medical-cost inflation. (b) MINIMUM FINANCIAL RESPONSIBILITY FOR TRANSPORTING PROPERTY.— (1) IN GENERAL.— Section 31139(b) of title 49, United States Code, is amended— (A) in paragraph (2), by striking "\$750,000" and inserting "\$5,000,000"; and (B) by adding at the end the following: "(3) ADJUSTMENT.—The Secretary, in consultation with the Bureau of Labor Statistics, shall adjust the minimum level of financial responsibility under paragraph (2) quinquennially for inflation relating to medical care." (2) EFFECTIVE DATE.—The amendments made by subsection (a) shall take effect on the date that is 1 year after the date of enactment of this Act. ; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Taylor of Ohio (Taylor 078): At the end of subtitle D of title V of the bill, add the following: SEC. \_\_\_\_ . ACTIVE USDOT NUMBER REQUIRED. Section 31134 of title 49, United States Code, is further amended— (1) in subsection (a) in the second sentence by striking "a USDOT number" and inserting "an active USDOT number"; (2) by redesignating subsection (e) as subsection (f); and (3) by inserting after subsection (d) the following: "(e) ACTIVE USDOT NUMBER REQUIRED.— "(1) IN GENERAL.—No employer or person may conduct operations requiring registration under this section or chapter 139 of this title without an active USDOT Number. "(2) DETERMINATION.—The Secretary shall only issue an active USDOT Number to an employer or person seeking registration under this section or under chapter 139 of this title after the Secretary determines that the employer or person meets all of the requirements for registration. "(3) INACTIVATING USDOT NUMBERS.—The Secretary shall immediately inactivate the USDOT Number of an employer or person issued under this subsection if the employer or person does not have any valid registration issued under this section or under chapter 139 of this title; or, if the employer or person failed to make any periodic update required by the Secretary." ; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Patronis of Florida (Patronis 046): At the end of subtitle E of title X, add the following: SEC. 105 \_\_ . RAILROAD RIGHTS-OF-WAY. Section 24202 of title 49, United States Code, is amended to read as follows: "SEC. 24202. RAILROAD RIGHTS-OF-WAY. "(a) IN GENERAL.—Except as provided in subsection (b), a railroad right-of-way (including any property, site, or individual element of such right-of-way) shall not be considered to be a historic property under section 306108 of title 54 or a historic site under section 303 of this title or section 138 of title 23, regardless of whether the railroad right-of-way or portions or elements of the railroad right-of-way are listed on, or eligible for listing on, the National Register of Historic Places. "(b) INDIVIDUAL ELEMENTS.— "(1) IN GENERAL.—Not later than 1 year after the date of the enactment of this section, the Secretary shall determine the individual elements of a railroad right-of-way that possess national or exceptional historic significance, each of which shall be considered to be a historic property under section 306108 of title 54 or a historic site under section 303 of this title or section 138 of title 23, as applicable. "(2) REMAINING ELEMENTS.—The portions of railroad rights-of-way that are not determined to possess national or exceptional historic significance pursuant to paragraph (1) before the deadline set forth in such paragraph shall not be considered to be— "(A) a historic property under section 306108 of title 54; or "(B) a historic site under section 303 of this title or section 138 of title 23. "(c) WITHDRAWAL OF PROGRAM COMMENT.—Not later than 30 days after the Secretary makes a determination required under subsection (b), the Advisory Council on Historic Preservation shall withdraw the property-based approach of the Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way (83 Fed. Reg. 42920, August 24, 2018). "(d) RULE OF CONSTRUCTION.—Nothing

in the section may be construed to invalidate any application of the Program Comment referred to in subsection (c) by any Federal agency for any undertaking before its withdrawal pursuant to subsection (c).; was NOT AGREED TO by a recorded vote of 31 Yeas and 33 Nays (RC#96).

The vote was as follows:

<b>Vote: 96</b>	<b>Measure: 8870</b>
<b>On: No. 046, offered by Mr. Patronis</b>	

Yea **31** Nay **33**  
Present **0** Not Voting **3**

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	Y	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N
Mr. Rouzer	Y	Ms. Titus	N
Mr. Bost	Y	Mr. Huffman	N
Mr. Westerman	Y	Ms. Brownley	N
Mr. Mast	Y	Ms. Wilson of FL	
Mr. Stauber	Y	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	N
Mr. Johnson of SD	Y	Mr. Stanton	N
Mr. Van Drew	Y	Ms. Davids of KS	N
Mr. Nehls	Y	Mr. García of IL	N
Mr. Mann	Y	Mr. Pappas	N
Mr. Owens	Y	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	Y	Ms. Hoyle of OR	N
Mr. Kiley	Y	Mrs. Sykes	N
Mr. Fong	Y	Ms. Scholten	N
Mr. Wied	Y	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	Y	Mr. Garcia of CA	N
Mr. Bresnahan	Y	Ms. Pou	N
Mr. Hurd	Y	Ms. McDonald Rivet	N
Mr. Shreve	Y	Ms. Friedman	N

<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>N</b>
<i>Ms. King-Hinds</i>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Hoyle of Oregon (Hoyle 055): Page 20, strike lines 11 through 18 (and redesignate accordingly). Page 20, insert after line 9 the following: (E) **NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT AND HIGHWAY PROJECTS.**—To carry out the nationally significant multimodal freight and highway projects program under section 117 of title 23, United States Code, \$1,200,000,000 for each of fiscal years 2027 through 2031.; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Sykes of Ohio (Sykes 125): At the end of title I, insert the following: SEC. 1 \_\_. **REPORT ON CERTAIN ACTIONS WITH RESPECT TO GRANTS.** (a) **SUBMISSION OF LIST.**—The Secretary shall submit to Congress on a monthly basis a list of grants for which the Secretary has taken any of the following actions on the basis that the original project scope no longer effectuates non-statutory program goals or agency priorities: (1) Withheld funds. (2) Terminated funds. (3) Requested or required the project sponsor to alter or amend the project's original scope. (b) **EXPLANATIONS.**—Accompanying each submission under subsection (a), the Secretary shall submit to Congress an explanation of— (1) the legal basis for withholding, terminating, or re-negotiating the scope of a grant; (2) the Secretary's rationale for withholding, terminating, or re-negotiating the scope of a grant; (3) any actions the Secretary recommends that a project sponsor take to retain the grant, in whole or in part; and (4) the results of a project sponsor taking the recommended actions referenced in paragraph (3). (c) **PUBLIC INFORMATION.**—The Secretary shall— (1) make publicly available in an easily identifiable location on the website of the Department the comprehensive list referenced in subsection (a) and the accompanying explanations referenced in subsection (b); and (2) update the information described in paragraph (1) on a monthly basis.; was **NOT AGREED TO** by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mrs. Foushee of North Carolina (Foushee 063): At the end of subtitle C of title I of the bill, add the following: SEC. 13 \_\_. **IMPACT ACT 2.0.** (a) **PURPOSE.**—The purpose of this section is to encourage States to improve State-level cement, concrete, asphalt binder, and asphalt mixture specifications and standards to facilitate the purchase of low-emissions cement, concrete, asphalt binder, or asphalt mixtures. (b) **ESTABLISHMENT.**—The Administrator of the Federal Highway Administration (referred to in this section as the "Administrator") shall provide to States— (1) reimbursement for the additional cost of using low-emissions cement, concrete, asphalt binder, and asphalt mixtures used in Federal highway projects of the State, including the costs of research, lab and field testing, and pilot demonstrations of using such mixtures, including test development, equipment rental and purchase, and replacement of test sections; (2) incentives for the acquisition of low-emissions cement, concrete, asphalt binder, and asphalt mixtures for use in Federal highway projects of the State; (3) technical assistance, including reimbursements to States for the provision of technical assistance from third party entities, to update the specifications and standards of the State to be performance-based specifications and standards; and (4) technical assistance, including reimbursements to States for the provision of technical assistance from third party entities, to benchmark and quantify embodied

greenhouse gas emissions. (c) REIMBURSEMENT AND INCENTIVE AMOUNTS.— (1) REIMBURSEMENT AMOUNT.—The amount of reimbursement under subsection (b)(1) shall be equal to the incrementally higher cost of using such materials relative to the cost of using traditional materials, as determined by the State and verified by the Administrator. (2) INCENTIVE AMOUNT.—The amount of an incentive under subsection (b)(2) shall be equal to 2 percent of the cost of using low-emissions cement, concrete, asphalt binder, and asphalt mixtures on a Federal highway project of the State. (3) LIMITATION.—Amounts provided for reimbursement and incentives under this section may not exceed the amount authorized to be appropriated under subsection (h). (d) ELIGIBILITY.—To be eligible to receive reimbursement or incentives under this section, a State shall have in effect, as appropriate, special provisions, specifications, or standards, such as engineering performance standards, or a collection of embodied greenhouse gas emissions reporting tools, such as environmental product declarations, that facilitate the purchase of low-emissions cement, concrete, asphalt binder, and asphalt mixtures. (e) DECISION DEADLINE.— (1) IN GENERAL.—Not later than 180 days after the date on which the Administrator receives an application from a State for reimbursement or incentives under this section, the Administrator shall approve the application or deny the application. (2) WRITTEN REASONS FOR DENIAL.—If the Administrator denies an application under paragraph (1), the Administrator shall provide the State a written explanation for the denial. (f) DIRECTORY OF LOW-EMISSION CEMENT, CONCRETE, ASPHALT BINDER, OR ASPHALT MIXTURES.— (1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish and maintain a publicly available directory of low-emissions cement, concrete, asphalt binder, or asphalt mixtures submitted by States, solely as an information resource, that the Administrator determines to be eligible for reimbursement or incentives under this subsection. (2) RULE OF CONSTRUCTION.—Nothing in this subsection shall be construed as prohibiting eligibility for reimbursement or incentives under subsection (d). (g) COORDINATION.—In carrying out this section, the Administrator shall leverage the Every Day Counts Initiative of the Department of Transportation to promote the commercialization of low-emissions cement, concrete, asphalt binder, and asphalt mixtures. (h) LOW-EMISSIONS CEMENT, CONCRETE, AND ASPHALT DEFINED.—In this Act, the term "low-emissions cement, concrete, and asphalt" means cement, concrete, asphalt binder, or asphalt mixture that reduces, to the maximum extent practicable, greenhouse gas or directly related pollutant emissions to levels below commercially available cement, concrete, or asphalt. (i) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Secretary to carry out this section \$15,000,000 for the period of fiscal years 2025 through 2027. Page 86, after line 16, insert the following (and redesignate the subsequent paragraph accordingly): "(25) A project that includes the use of innovative, domestically produced cement, concrete, asphalt mixture, or asphalt binder manufactured using a process described in subsection (l). "(26) Subject to subsection (m), a project that is carried out through an advance multiyear contract with a producer for a specified quantity and specified price of innovative, domestically produced cement, concrete, asphalt mixture, or asphalt binder manufactured using a process described in subsection (l). Page 88, after line 21, insert the following (and redesignate the subsequent paragraphs accordingly): (7) in subsection (h)(6) by adding at the end the following: "(D) PROCUREMENT FOR INNOVATIVE BUILDING MATERIALS.— "(i) IN GENERAL.—A State may use the funds set aside under this subsection to enter into an advance multi-year contract described in subsection (m) for a specified quantity and specified price of innovative, domestically produced cement, concrete, asphalt mixture, or asphalt binder. "(ii) USE OF FUNDS.—States may not provide payments to the producer as part of the advance procurement under clause (i) unless materials have been delivered according to contract terms and conditions."; Page 91, line 24, strike the closing quotation marks and the second period. Page 91, after line 24, insert the following: "(l) REQUIREMENTS FOR CERTAIN PROJECTS.—The process referred to in paragraphs (25) and (26) of subsection (b) is a manufacturing process that— "(1) produces materials with— "(A) superior durability to conventional materials; and "(B) superior performance with respect to— "(i) compressive strength; "(ii) tensile strength; or "(iii) workability; or "(2) produces materials that meet the engineering specifications of the State and achieve superior performance with respect to— "(A) environmental performance; or "(B) energy efficiency. "(m) ADVANCE MULTI-YEAR CONTRACTS.—Except as otherwise provided in this section, none of the funds made available under this section may be used for a multi-year contract unless— "(1) cancellation provisions in the contract do not include consideration of recurring manufacturing costs of the producer associated with the production of unfunded units to be delivered under the contract; "(2) the contract provides that payments to the producer under the contract shall not

be made in advance of incurred costs on funded units; "(3) the contract does not provide for a price adjustment based on a failure to award a follow-on contract; "(4) the producer submits a statement describing the quantity and cost of the cement, concrete, asphalt mixture, and asphalt binder; "(5) the producer demonstrates material steps towards commercial production and operational capacity of cement, concrete, asphalt mixture, or asphalt binder production with respect to logistics, planned material storage, handling capacities, and delivery mechanisms, of which failure to demonstrate material progress towards commercial production and operational capacity may result in termination of a portion or all of the advance procurement at the sole discretion of the State; and "(6) the contract fulfills, to the maximum extent possible, preference criteria set by the State." ; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Pou of New Jersey (Pou 041 Rev 2): Page 672, after line 8 insert the following (and redesignate subsequent subparagraphs accordingly): (C) Job impacts, including the workforce implications, including how ADS-equipped commercial motor vehicles will impact job retention and quality within the transportation industry.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Friedman of California (Friedman 040): Page 109, strike lines 1 through 4.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Gillen of New York (Gillen 084): At the end of subtitle D of title X, insert the following: SEC. 10\_\_. CENTRALIZED TRAIN DISPATCHING SYSTEMS SAFETY AND OVERSIGHT. Not later than 30 days after the date of enactment of this Act, the Secretary of Transportation shall amend section 236.911 of title 49, Code of Federal Regulations, to apply the requirements of subpart H of part 236 of such title to existing and any future deployment of centralized computer-aided train-dispatching systems and centralized traffic control boards.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 226): Page 838, strike line 20 and all that follows through page 843, line 8 and insert the following: SEC. 10302. PROHIBITION ON FUNDING TO CALIFORNIA HIGH-SPEED RAIL AUTHORITY. The Secretary may not make a grant or award using funds made available under this Act, or award other Federal financial assistance to the California High-Speed Rail Authority.; was NOT AGREED TO by a recorded vote of 31 Yeas and 33 Nays (RC#97).

The vote was as follows:

<b>Vote: 97</b>		<b>Measure: 8870</b>	
<b>On: No. 226, offered by Mr. Perry</b>			
<b>Yea</b>	<b>31</b>	<b>Nay</b>	<b>33</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>

<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Deluzio of Pennsylvania on behalf of Mr. Garamendi of California (Garamendi 085 Rev3): Page 833, strike lines 5 through 12 and insert the following: (A) include identification of acceptable contracting methods and required contract terms to ensure compliance with all applicable legal requirements, which shall include the "Buy America" requirements in section 22905(a) of title 49,

United States Code, and such additional methods and terms as the Secretary determines appropriate; and; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Van Drew of New Jersey (Van Drew 120): At the end of subtitle A of title V of the bill, add the following: SEC. 5. TRANSPORTATION OF HORSES. Section 80502 of title 49, United States Code, is amended— (1) in subsection (c) by striking "This section does not" and inserting "Subsection (a) and (b) shall not"; (2) by redesignating subsection (d) as subsection (e); (3) by inserting after subsection (c) the following: "(d) TRANSPORTATION OF EQUINES.—"(1) PROHIBITION.— No person may transport or cause to be transported, an equine from a place in a State, the District of Columbia, or a territory or possession of the United States through or to a place in another State, the District of Columbia, or a territory or possession of the United States, or any place that is under the sovereignty of a government that is not the United States— "(A) in a motor vehicle containing 2 or more levels stacked on top of each other; or "(B) with reason to believe that the equine may be slaughtered for human consumption. "(2) DEFINITIONS.—In this subsection: "(A) MOTOR VEHICLE.—The term 'motor vehicle' means— "(i) a vehicle driven or drawn by mechanical power and manufactured primarily for use on public highways; and "(ii) does not include a vehicle operated exclusively on a rail or rails. "(B) EQUINE.—The term 'equine' means any member of the Equidae family."; and (4) in subsection (e), as so redesignated— (A) by striking "A rail carrier" and inserting the following: "(1) IN GENERAL.— A rail carrier"; (B) by striking "this section" and inserting "subsection (a) or (b)"; and (C) by striking "On learning" and inserting the following: "(2) TRANSPORTATION OF EQUINES.— "(A) CIVIL PENALTY.—A person that knowingly violates subsection (d) is liable to the United States Government for a civil penalty of at least \$100, but not more than \$500, for each violation. A separate violation of subsection (d) occurs for each equine that is transported, or caused to be transported, in violation of subsection (d). "(B) RELATIONSHIP TO OTHER LAWS.—The penalty imposed under subparagraph (A) shall be in addition to any penalty or remedy available under any other law. "(3) CIVIL ACTION.— On learning"; was AGREED TO by a recorded vote of 34 Yeas and 30 Nays (RC#98).

The vote was as follows:

<b>Vote: 98</b>		<b>Measure: 8870</b>	
<b>On: No. 120, offered by Mr. Van Drew</b>			
<b>Yea</b>	<b>34</b>	<b>Nay</b>	<b>30</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>N</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	

<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. Garcia of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Scholten of Michigan (Scholten 113): Page 736, line 1, insert "or inhibit the movement of invasive species" after "facilitate fish passage."; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Nehls of Texas (Nehls 093): Page 186, line 22, strike "and". Page 187, line 10, strike the final period and insert "; and". Page 187, after line 10, insert the following: (3) in subsection (i)— (A) by striking "\$100,000,000" and inserting "\$500,000,000"; and (B) by adding at the end the following: "The estimated total cost described in this subsection shall be adjusted annually to reflect increases in the rate of inflation as measured by Consumer Price Index for All Urban Consumers published by the Department of Labor."; was AGREED TO by a recorded vote of 36 Yeas and 28 Nays (RC#99).

The vote was as follows:

Vote: 99

Measure: 8870

On: No. 093, offered by  
Mr. Nehls

Yea **36** Nay **28**

Present **0** Not Voting **3**

Member	Vote	Member	Vote
Mr. Graves of MO	Y	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	Y	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N
Mr. Rouzer	Y	Ms. Titus	N
Mr. Bost	Y	Mr. Huffman	N
Mr. Westerman	Y	Ms. Brownley	N
Mr. Mast	Y	Ms. Wilson of FL	
Mr. Stauber	Y	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	Y
Mr. Johnson of SD	Y	Mr. Stanton	N
Mr. Van Drew	N	Ms. Davids of KS	N
Mr. Nehls	Y	Mr. Garcia of IL	N
Mr. Mann	Y	Mr. Pappas	N
Mr. Owens	Y	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	Y	Ms. Hoyle of OR	N
Mr. Kiley	Y	Mrs. Sykes	N
Mr. Fong	Y	Ms. Scholten	N
Mr. Wied	Y	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	Y	Mr. Garcia of CA	N
Mr. Bresnahan	Y	Ms. Pou	N
Mr. Hurd	Y	Ms. McDonald Rivet	N
Mr. Shreve	Y	Ms. Friedman	N
Mr. McDowell	Y	Ms. Gillen	Y
Mr. Taylor	Y	Mr. Figures	N
Mr. Knott	Y	Mr. Frost	N
Ms. King-Hinds	Y		
Mr. Kennedy	Y		

<b>Mr. Onder</b>	<b>Y</b>
<b>Mr. Patronis</b>	<b>Y</b>
<b>Mr. Fuller</b>	<b>Y</b>

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Titus of Nevada (Titus 298): Page 860, line 4, strike "shall" and insert "may". Page 860, beginning on line 8, strike "If the Secretary does not use the approach described in subsection (a), the" and insert "The". Page 860, line 12, strike "that" and insert "on whether". Page 860, line 13, strike "prescriptive" and insert "performance-based". Page 860, beginning on line 14, strike "a justification for the prescriptive or nonperformance-based approach, as applicable, including". Page 860, line 16, strike "an" and insert "the". Page 860, beginning on line 17, strike "other than the approach described in paragraph (1)"; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Huffman of California (Huffman 074): At the end of subtitle C of title I of the bill, add the following: SEC. 13\_\_ . USEFUL SERVICE LIFE STANDARDS FOR FEDERALLY FUNDED TRANSPORTATION PROJECTS. (a) IN GENERAL.—Chapter 1 of title 23, United States Code, is further amended by adding at the end the following: "§ 184. Useful service life standards for federally funded transportation projects "(a) DEFINITIONS.—In this section: "(1) USEFUL SERVICE LIFE.—The term 'useful service life' means the estimated period during which a transportation asset is expected to remain in service while meeting applicable performance, operational, and safety standards. "(2) TEMPORARY INFRASTRUCTURE.—The term 'temporary infrastructure' means infrastructure primarily intended for short-term use, interim installation, demonstration purposes, or rapid replacement. "(b) MINIMUM USEFUL SERVICE LIFE STANDARDS.— "(1) IN GENERAL.—Not later than 18 months after the date of enactment of this section, the Secretary shall establish minimum useful service life standards applicable to projects carried out using funds made available under this title with a total project cost exceeding \$50,000,000. "(2) CATEGORIES.—The standards established under paragraph (1) shall include categories for— "(A) highways and roads; "(B) bridges; "(C) bicycle and pedestrian infrastructure; "(D) intelligent transportation systems; and "(E) other transportation infrastructure categories determined appropriate by the Secretary. "(3) CONTENTS.—In establishing standards under this subsection, the Secretary shall— "(A) maximize long-term durability; "(B) minimize repetitive replacement and reconstruction costs; "(C) account for geographic, climatic, environmental, and operational conditions affecting long-term infrastructure performance, including flooding, landslides, coastal erosion, seismic activity, freeze-thaw cycles, extreme heat, heavy precipitation, wildfire impacts, soil instability, high traffic volumes, freight movement demands, and other regional conditions that may accelerate infrastructure deterioration; and "(D) incorporate accepted engineering, resiliency, and safety practices. "(c) EXCEPTIONS.—The Secretary may exempt from the requirements of this section— "(1) emergency projects necessary to respond to natural disasters, catastrophic infrastructure failures, severe weather events, or other emergencies; "(2) pilot or demonstration projects intended to evaluate innovative designs, technologies, or safety measures; and "(3) projects for which the Secretary determines that compliance is impracticable or contrary to the public interest. "(d) ANNUAL REPORT.—Not later than 2 years after the date of enactment of this section, and annually thereafter, the Secretary shall submit to Congress and publish on the website of the Department a report describing— "(1) projects granted exemptions under subsection (c); and "(2) recommendations to improve infrastructure durability.". (b) CLERICAL AMENDMENT.—The analysis for chapter 1 of title 23, United States Code, is further amended by adding at the end the following: "184. Useful service life standards for federally funded transportation projects."; was NOT AGREED TO by a recorded vote of 24 Yeas and 40 Nays (RC#100).

The vote was as follows:

**Vote: 100** **Measure: 8870**

**On: No. 074, offered by Mr. Huffman**

**Yea 24 Nay 40**  
**Present 0 Not Voting 3**

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	N	Ms. Norton	N
Mr. Webster of FL	N	Mr. Nadler	Y
Mr. Massie		Mr. Garamendi	
Mr. Perry	N	Mr. Johnson of GA	Y
Mr. Babin	N	Mr. Carson	Y
Mr. Rouzer	N	Ms. Titus	Y
Mr. Bost	N	Mr. Huffman	Y
Mr. Westerman	N	Ms. Brownley	Y
Mr. Mast	N	Ms. Wilson of FL	
Mr. Stauber	N	Mr. DeSaulnier	Y
Mr. Burchett	N	Mr. Carbajal	N
Mr. Johnson of SD	N	Mr. Stanton	Y
Mr. Van Drew	N	Ms. Davids of KS	Y
Mr. Nehls	N	Mr. Garcia of IL	Y
Mr. Mann	N	Mr. Pappas	Y
Mr. Owens	N	Mr. Moulton	Y
Mr. Burlison	N	Ms. Strickland	Y
Mr. Collins	N	Mr. Ryan	Y
Mr. Ezell	N	Ms. Hoyle of OR	Y
Mr. Kiley	N	Mrs. Sykes	Y
Mr. Fong	N	Ms. Scholten	Y
Mr. Wied	N	Mrs. Foushee	Y
Mr. Barrett	N	Mr. Deluzio	Y
Mr. Begich	N	Mr. Garcia of CA	Y
Mr. Bresnahan	N	Ms. Pou	N
Mr. Hurd	N	Ms. McDonald Rivet	Y
Mr. Shreve	N	Ms. Friedman	Y
Mr. McDowell	N	Ms. Gillen	Y
Mr. Taylor	N	Mr. Figures	N
Mr. Knott	N	Mr. Frost	Y
Ms. King-Hinds	N		

<b>Mr. Kennedy</b>	<b>N</b>
<b>Mr. Onder</b>	<b>N</b>
<b>Mr. Patronis</b>	<b>N</b>
<b>Mr. Fuller</b>	<b>N</b>

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Stanton of Arizona (Stanton 085): Page 949, line 8, insert "except that, for a project relating to a station serving intercity passenger rail transportation that is not located within the boundaries of a downtown core, the eligibility radius shall include the nearest downtown core within a maximum 2-mile radius of such station, so long as the project is located within the nearest downtown core and there is public transportation between the station serving intercity rail passenger transportation and the designated location" before the semicolon. Page 950, line 9, strike the closing quotation mark and the period and insert the following: "(17) DOWNTOWN CORE.—The term 'downtown core' means an area within a municipality or region that— "(A) contains the highest concentration of office square footage or employment density, as determined by the most recent comprehensive plan, zoning map, economic development plan; and "(B) is officially designated by a municipal or regional planning authority using terms such as central business district, downtown core, city center, urban core, business core, or similar terminology.".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Sykes of Ohio (Sykes 124): At the end of subtitle B of title X, insert the following: SEC. 10\_. AUTHORIZATION OF APPROPRIATIONS FOR SERVICE EXPANSION. There are authorized to be appropriated to Amtrak such sums as may be necessary to expand passenger rail service to the Akron-Canton region of Ohio.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mrs. Foushee of North Carolina (Foushee 061): At the end of subtitle E of title X, insert the following: SEC. 10516. SET-ASIDE FOR STATES. Section 22907 of title 49, United States Code, is further amended by adding at the end the following: "(n) STATE SET-ASIDE.— "(1) IN GENERAL.— The Secretary shall allocate a portion of the amounts made available to carry out this section for grants to States for eligible activities under this section, including planning, project development, and delivery of rail infrastructure and safety improvements. "(2) MINIMUM ALLOCATION.—The Secretary shall ensure that each State and the District of Columbia receives a minimum allocation and may establish criteria to ensure equitable distribution based on factors such as network need, safety risk, and existing rail infrastructure. "(3) NONDUPLICATION OF SET-ASIDE AMOUNTS.—For any State receiving amounts under subsection (l), any allocation provided under this subsection shall be reduced by the amount provided under such subsection.".; was NOT AGREED TO by a recorded vote of 28 Yeas and 36 Nays (RC#101).

The vote was as follows:

<b>Vote: 101</b>	<b>Measure: 8870</b>	
<b>On: No. 061, offered by Mrs. Foushee</b>		
<b>Yea</b>	<b>28</b>	<b>Nay 36</b>
<b>Present</b>	<b>0</b>	<b>Not Voting 3</b>

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	N	Ms. Norton	Y
Mr. Webster of FL	N	Mr. Nadler	Y
Mr. Massie		Mr. Garamendi	
Mr. Perry	N	Mr. Johnson of GA	Y
Mr. Babin	N	Mr. Carson	Y
Mr. Rouzer	N	Ms. Titus	Y
Mr. Bost	N	Mr. Huffman	Y
Mr. Westerman	N	Ms. Brownley	Y
Mr. Mast	N	Ms. Wilson of FL	
Mr. Stauber	N	Mr. DeSaulnier	Y
Mr. Burchett	N	Mr. Carbajal	Y
Mr. Johnson of SD	N	Mr. Stanton	Y
Mr. Van Drew	N	Ms. Davids of KS	Y
Mr. Nehls	N	Mr. Garcia of IL	Y
Mr. Mann	N	Mr. Pappas	Y
Mr. Owens	N	Mr. Moulton	Y
Mr. Burlison	N	Ms. Strickland	Y
Mr. Collins	N	Mr. Ryan	Y
Mr. Ezell	N	Ms. Hoyle of OR	Y
Mr. Kiley	N	Mrs. Sykes	Y
Mr. Fong	N	Ms. Scholten	Y
Mr. Wied	N	Mrs. Foushee	Y
Mr. Barrett	N	Mr. Deluzio	Y
Mr. Begich	N	Mr. Garcia of CA	Y
Mr. Bresnahan	N	Ms. Pou	Y
Mr. Hurd	N	Ms. McDonald Rivet	Y
Mr. Shreve	N	Ms. Friedman	Y
Mr. McDowell	N	Ms. Gillen	Y
Mr. Taylor	N	Mr. Figures	Y
Mr. Knott	N	Mr. Frost	Y
Ms. King-Hinds	N		
Mr. Kennedy	N		
Mr. Onder	N		
Mr. Patronis	N		
Mr. Fuller	N		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 227): Page 106, strike line 24 and all that follows through page 107, line 21 (and redesignate subsequent paragraphs accordingly). At the end of title I, insert the following: SEC. 13 . REPEAL OF NATIONAL ELECTRIC VEHICLE CHARGING AND HYDROGEN, PROPANE, AND NATURAL GAS FUELING CORRIDORS. (a) REPEAL.—Section 151 of title 23, United States Code, is repealed. (b) TECHNICAL AND CONFORMING AMENDMENT.—The analysis for chapter 1 of title 23, United States Code, is amended by striking the item relating to section 151.; was NOT AGREED TO by a recorded vote of 21 Yeas and 43 Nays (RC#102).

The vote was as follows:

<b>Vote: 102</b>		<b>Measure: 8870</b>	
<b>On: No. 227, offered by Mr. Perry</b>			
<b>Yea</b>	<b>21</b>	<b>Nay</b>	<b>43</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>N</b>

<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Nehls of Texas (Nehls 091 Rev1): Page 871, line 18, strike "50 percent" and insert "80 percent".; was AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Titus of Nevada (Titus 297): At the end of subtitle B of title III, insert the following: SEC. 31 . DISABILITY ACCESS TO TRANSPORTATION. (a) ONE-STOP PARATRANSIT PILOT PROGRAM.—(1) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Secretary shall establish a one-stop paratransit pilot program. (2) PURPOSE.—The purpose of the pilot program under this subsection is to develop or expand paratransit programs carried out pursuant to the ADA to provide for at least 1 stop of at least 15 minutes outside of the vehicle during a paratransit trip to prevent long wait times between multiple trips that unduly limit an individual's ability to complete essential tasks. (3) ELIGIBLE ENTITIES.—(A) IN GENERAL.—An entity eligible to participate in the pilot program is a transit agency that agrees to use the existing operator of the paratransit service and its workforce, such workforce to be directly employed by the eligible entity or its contractor, to implement the pilot program and to track and share information as the Secretary requires, including— (i) number of ADA paratransit trips conducted each year; (ii) requested time of each paratransit trip; (iii) scheduled time of each paratransit trip; (iv) actual pickup time for each paratransit trip; (v) average length of a stop in the middle of a ride as allowed by this subsection; (vi) any complaints received from a paratransit rider; (vii) rider satisfaction with paratransit services; and (viii) after the completion of the pilot program, an assessment by the eligible entity of its capacity to continue a one-stop program independently. (B) PREFERENCE.—The Secretary shall give preference to entities that— (i) have comparable data for the year prior to implementation of the pilot program that can be used by the Secretary and other organizations, such as nonprofit organizations and advocacy organizations, for research purposes; (ii) plan to use the existing operator of the paratransit service and its workforce, such workforce to be directly employed by the eligible entity or its contractor, to implement the pilot program; and (iii) plan to use technology innovation to improve the rider experience and cost-effectiveness of ADA paratransit services, including— (I) dynamic routing; (II) real-time tracking; and (III) scheduling same-day rides with on-demand capabilities. (4) APPLICATION.—To be eligible to participate in the pilot program, an eligible entity shall submit to the Secretary an application at such time, in such manner, and containing such information as the Secretary may require, including information on— (A) methodology for informing the public of the pilot program; (B) vehicles, personnel, and other resources that will be used to implement the pilot program; and (C) if the applicant does not intend the pilot program to apply to the full area under the jurisdiction of the applicant, a required description of the

geographic area in which the applicant intends the pilot program to apply. (5) SELECTION.—The Secretary shall seek to achieve diversity of participants in the pilot program by selecting a range of eligible entities that includes at least 5 of each of the following: (A) An eligible entity that serves an area with a population of 200,000 people or fewer. (B) An eligible entity that serves an area with a population of over 200,000 people. (C) An eligible entity that provides transportation for rural communities. (6) REPORT.—Not later than 6 months after the conclusion of the first 15 pilot projects carried out under this subsection, the Secretary shall submit to Congress a report on the results of the program, including the feasibility of developing and implementing one-stop programs for all ADA paratransit services. (7) FUNDING.— (A) FEDERAL SHARE.—The Federal share of the total cost of a project carried out under this section may not exceed 80 percent. (B) AUTHORIZATION OF APPROPRIATIONS.— There are authorized to be appropriated to carry out this section \$75,000,000 for each of fiscal years 2025 through 2029. (b) PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.—Not later than 180 days after the date of enactment of this Act, the Attorney General shall issue such regulations as are necessary to adopt enforceable standards for new construction and alterations of pedestrian facilities in the public right-of-way that comply with the guidance issued by the Architectural and Transportation Barriers Compliance Board, pursuant to section 502(b)(3) of the Rehabilitation Act of 1973 (29 U.S.C. 792(b)(3)), under part 1190 of title 36, Code of Federal Regulations. (c) REPORTING ACCESSIBILITY COMPLAINTS.— (1) IN GENERAL.—The Secretary shall ensure that an individual who believes that the individual or a specific class of individuals has been subjected to discrimination on the basis of disability by a public entity may, by the individual or by an authorized representative, easily file a complaint with the Department. (2) PROCEDURES.—Not later than 1 year after the date of enactment of this Act, the Secretary shall implement procedures that allow an individual to submit a complaint described in paragraph (1) by phone, by mail-in form, and online through the website of the Office of Civil Rights of the Federal Transit Administration. (3) NOTICE TO INDIVIDUALS WITH DISABILITIES.—Not later than 18 months after the date of enactment of this Act, the Secretary shall require that each public transit provider and contractor providing paratransit services shall include on a publicly available website of the service provider, any related mobile device application, and online service— (A) the telephone number, or a comparable electronic means of communication, for the disability assistance hotline of the Office of Civil Rights of the Federal Transit Administration; (B) notice that a consumer can file a disability-related complaint with the Office of Civil Rights of the Federal Transit Administration; (C) an active link to the website of the Office of Civil Rights of the Federal Transit Administration for an individual to file a disability-related complaint; and (D) notice that an individual can file a disability-related complaint with the local transit agency and the process and any timelines for filing such a complaint. (4) INVESTIGATION OF COMPLAINTS.—Not later than 60 days after the last day of each fiscal year, the Secretary shall publish a report that lists the disposition of complaints described in paragraph (1), including— (A) the number and type of complaints filed with Department; (B) the number of complaints investigated by the Department; (C) the result of the complaints that were investigated by the Department including whether the complaint was resolved— (i) informally; (ii) by issuing a violation through a noncompliance Letter of Findings; or (iii) by other means, which shall be described in detail; and (D) if a violation was issued for a complaint, whether the Department resolved the noncompliance by— (i) reaching a voluntary compliance agreement with the entity; (ii) referring the matter to the Attorney General; or (iii) by other means, which shall be described in detail. (5) REPORT.—Upon implementation of this subsection, the Secretary shall, to the extent practicable, issue a report composed of the information collected under this subsection for the preceding 5 years. (d) ACCESSIBILITY DATA PILOT PROGRAM.— (1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary shall establish an accessibility data pilot program. (2) PURPOSE.—In carrying out the pilot program, the Secretary shall develop or procure an accessibility data set and make that data set available to each eligible entity selected to participate in the pilot program to improve the transportation planning of such eligible entities by— (A) measuring the level of access by multiple transportation modes, including transportation network companies, to desired destinations, which may include connections between modes, including connections to— (i) high-quality transit or rail service; (ii) safe bicycling corridors; and (iii) safe sidewalks that achieve compliance with applicable requirements of the ADA; (B) disaggregating the level of access by multiple transportation modes by a variety of population categories, which shall include— (i) low-income populations; (ii) minority populations; (iii) age; (iv) disability such as sensory, cognitive, and physical, including wheelchair users; and (v) geographical location; and (C) assessing the change in accessibility that would result from new

transportation investments. (3) ELIGIBLE ENTITIES.—An entity eligible to participate in the pilot program is— (A) a State; (B) a metropolitan planning organization; or (C) a rural transportation planning organization. (4) APPLICATION.—To be eligible to participate in the pilot program, an entity shall submit to the Secretary an application at such time, in such manner, and containing such information as the Secretary may require, including information relating to— (A) previous experience of the eligible entity measuring transportation access or other performance management experience; (B) the types of important destinations to which the eligible entity intends to measure access; (C) the types of data disaggregation the eligible entity intends to pursue; (D) a general description of the methodology the eligible entity intends to apply; and (E) if the applicant does not intend the pilot program to apply to the full area under the jurisdiction of the applicant, a description of the geographic area in which the applicant intends the pilot program to apply. (5) SELECTION.— (A) IN GENERAL.—The Secretary shall seek to achieve diversity of participants in the pilot program by selecting a range of eligible entities that shall include— (i) States; (ii) metropolitan planning organizations that serve an area with a population of 200,000 people or fewer; (iii) metropolitan planning organizations that serve an area with a population of over 200,000 people; and (iv) rural transportation planning organizations. (B) INCLUSIONS.—The Secretary shall seek to ensure that, among the eligible entities selected under subparagraph (A) program participants represent— (i) a range of capacity and previous experience with measuring transportation access; and (ii) a variety of proposed methodologies and focus areas for measuring level of access. (6) DUTIES.—For each eligible entity participating in the pilot program, the Secretary shall— (A) develop or acquire an accessibility data set described in paragraph (2); and (B) submit the data set to the eligible entity. (7) METHODOLOGY.—In calculating the measures for the data set under the pilot program, the Secretary shall ensure that methodology is open source. (8) AVAILABILITY.—The Secretary shall make an accessibility data set under the pilot program available to— (A) units of local government within the jurisdiction of the eligible entity participating in the pilot program; and (B) researchers. (9) REPORT.—Not later than 120 days after the last date on which the Secretary submits data sets to the eligible entity under paragraph (6), the Secretary shall submit to Congress a report on the results of the program, including the feasibility of developing and providing periodic accessibility data sets for all States, regions, and localities. (10) FUNDING.—The Secretary shall carry out the pilot program using amounts made available to the Secretary for administrative expenses to carry out programs under the authority of the Secretary. (11) SUNSET.—The pilot program shall terminate on the date that is 8 years after the date on which the pilot program is implemented. (e) DEFINITIONS.—In this section: (1) ADA.—The term "ADA" means the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.). (2) STATE.—The term "State" means each of the several States, the District of Columbia, and any commonwealth, territory, or possession of the United States. (3) TRANSPORTATION NETWORK COMPANY.—The term "transportation network company"— (A) means a corporation, partnership, sole proprietorship, or other entity, that uses an online-enabled application or digital network to connect riders to drivers affiliated with the entity in order for the driver to transport the rider using a vehicle owned, leased, or otherwise authorized for use by the driver to a point chosen by the rider; and (B) does not include a shared-expense carpool or vanpool arrangement that is not intended to generate profit for the driver. ; was NOT AGREED TO by a recorded vote of 31 Yeas and 33 Nays (RC#103).

The vote was as follows:

<b>Vote: 103</b>		<b>Measure: 8870</b>	
<b>On: No. 297, offered by Ms. Titus</b>			
<b>Yea</b>	<b>31</b>	<b>Nay</b>	<b>33</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>

<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>N</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>N</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>N</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. Garcia of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Sykes of Ohio (Sykes 126): At the end of subtitle D of title X, insert the following: SEC. 104 \_\_. RECOMMENDATIONS FOR SAFETY. (a) RULEMAKING.—Not later than 1 year after the date on which the National Transportation Safety Board issues the report on the East Palestine, Ohio

crash, the Secretary, in consultation with the Administrator of the Federal Railroad Administration, shall issue regulations, or modify existing regulations, based on such report establishing safety requirements, in accordance with subsection (b), with which a rail carrier operating a train transporting hazardous materials that is not subject to the requirements for a high-hazard flammable train under section 174.310 of title 49, Code of Federal Regulations, shall comply with respect to the operation of each such train and the maintenance of specification tank cars. (b) REQUIREMENTS.—The regulations issued pursuant to subsection (a) shall require rail carriers to provide advance notification and information regarding the transportation of hazardous materials described in subsection (a) to each State emergency response commissioner, the Tribal emergency response commission, or any other State or Tribal agency responsible for receiving the information notification for emergency response planning information.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Scholten of Michigan (Scholten 114): At the end of subtitle A of title I of the bill, add the following: SEC. 13\_\_ ACCOMMODATION OF CERTAIN FACILITIES IN RIGHT-OF-WAY. (a) IN GENERAL.—Notwithstanding chapter 1 of title 23, United States Code, energy generation facilities, transmission and distribution infrastructure, and broadband infrastructure and conduit shall be treated as a facility covered under part 645 of title 23, Code of Federal Regulations (or successor regulations), for purposes of being accommodated under section 109(l) of title 23, United States Code. (b) STATE APPROVAL.—A State, on behalf of the Secretary of Transportation, may approve the accommodation of the infrastructure and facilities described in subsection (a) within any right-of-way on a Federal-aid highway pursuant to section 109(l) of title 23, United States Code.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mrs. Foushee of North Carolina (Foushee 066): Page 176, insert after line 23 the following (and redesignate the following subsections accordingly): "(g) EXCEPTION FOR SENIORS.—The fees imposed under this section shall not apply to seniors aged 65 or older on a fixed income.".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 221): At the end of title I, insert the following: SEC. 13\_\_ LICENSE PLATE READERS. A recipient of assistance under title 23, United States Code, may not use automated license plate readers for any purpose other than tolling.; was NOT AGREED TO by a recorded vote of 20 Yeas and 44 Nays (RC#104).

The vote was as follows:

<b>Vote: 104</b>		<b>Measure: 8870</b>	
<b>On: No. 221, offered by Mr. Perry</b>			
<b>Yea</b>	<b>20</b>	<b>Nay</b>	<b>44</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	

<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. Garcia of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Begich of Alaska (Begich 128): Page 384, after line 9, insert the following (and by redesignating the subsequent paragraphs accordingly): (5) in subsection (i) by adding at the end the following: "(3) SLIDING SCALE.—A State or a recipient located in a State described in section 120(b) of title 23 shall receive a Government share of the net costs in accordance with the formula under that section for funds made available under section 5338(a)(2)(A), 5338(a)(2)(C), 5338(a)(2)(D), 5338(a)(2)(F), 5338(a)(2)(L), 5338(a)(2)(M), and 5338(a)(2)(O), unless the State or recipient elects to take a different Federal share allowable by law."; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Titus of Nevada (Titus 293): In section 1322 of the bill, in the section heading by striking "cold weather States" and inserting "States with cold weather or extreme heat". In section 1322 of the bill, insert "or extreme heat" after "cold weather" each place it appears.; was NOT AGREED TO by a recorded vote of 27 Yeas and 37 Nays (RC#105).

The vote was as follows:

<b>Vote: 105</b>		<b>Measure: 8870</b>	
<b>On: No. 293, offered by Ms. Titus</b>			
<b>Yea</b>	<b>27</b>	<b>Nay</b>	<b>37</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	N	Ms. Norton	N
Mr. Webster of FL	N	Mr. Nadler	Y
Mr. Massie		Mr. Garamendi	
Mr. Perry	N	Mr. Johnson of GA	Y
Mr. Babin	N	Mr. Carson	Y
Mr. Rouzer	N	Ms. Titus	Y
Mr. Bost	N	Mr. Huffman	Y
Mr. Westerman	N	Ms. Brownley	Y
Mr. Mast	N	Ms. Wilson of FL	
Mr. Stauber	N	Mr. DeSaulnier	Y
Mr. Burchett	N	Mr. Carbajal	Y
Mr. Johnson of SD	N	Mr. Stanton	Y
Mr. Van Drew	N	Ms. Davids of KS	Y
Mr. Nehls	N	Mr. Garcia of IL	Y
Mr. Mann	N	Mr. Pappas	Y
Mr. Owens	N	Mr. Moulton	Y
Mr. Burlison	N	Ms. Strickland	Y
Mr. Collins	N	Mr. Ryan	Y
Mr. Ezell	N	Ms. Hoyle of OR	Y
Mr. Kiley	N	Mrs. Sykes	Y
Mr. Fong	N	Ms. Scholten	Y
Mr. Wied	N	Mrs. Foushee	Y
Mr. Barrett	N	Mr. Deluzio	Y
Mr. Begich	N	Mr. Garcia of CA	Y

<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Pou of New Jersey (Pou 045): Page 57, line 19, strike "Except as". Page 57, after line 19, insert the following: "(A) IN GENERAL.—Except as Page 57, line 22, strike the closing quotation marks and the second period. Page 57, after line 22, insert the following: "(B) EXCEPTION.—The Federal share payable for activities authorized by section 134 for and apportioned under section 104(b)(6) shall be 100 percent for an activity that assists parts of an urbanized or rural area with lower population density or lower average income levels compared to— "(i) the applicable urbanized area; "(ii) the applicable rural area; "(iii) the adjoining urbanized area; or "(iv) the adjoining rural area.".; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 225): At the end of subtitle C of title I add the following: SEC. \_\_. AUTOMATED TRAFFIC ENFORCEMENT SYSTEM. (a) IN GENERAL.—Chapter 1 of title 23, United States Code, as amended by section 1130, is further amended by adding at the end the following: "§ 184. Automated traffic enforcement system "(a) WITHHOLDING OF APPORTIONMENTS FOR NONCOMPLIANCE.—The Secretary shall withhold 10 percent of the amount required to be apportioned to any State under each of paragraphs (1) and (2) of section 104(b) on the first day of each fiscal year, beginning after September 30, 2026, in which the State fails to submit the certification described in subsection (b). "(b) ANNUAL CERTIFICATION.— "(1) IN GENERAL.—To be in compliance under subsection (a), the Governor of a State shall submit to the Secretary a certification that no jurisdiction in such State operates an automated traffic enforcement system. "(2) AUDIT.—To verify such certification, the Secretary may conduct an audit or require documentation as the Secretary determines necessary. "(c) DEFINITION OF AUTOMATED TRAFFIC ENFORCEMENT SYSTEM.—In this section, the term 'automated traffic enforcement system' means any device that— "(1) captures an image of a vehicle for the purposes only of red light and speed enforcement, and "(2) does not include hand held radar and other devices operated by law enforcement officers to make an on-the-scene traffic stop, issue a traffic citation, or other enforcement action at the time of the violation.". (b) REGULATIONS.—The Secretary of Transportation may issue such regulations as are necessary to carry out section 184 of title 23, United States Code (as added by subsection (a)).; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Titus of Nevada (Titus 295): At the end of subtitle C of title I of the bill, add the following: SEC. 11\_\_. TRANSPORT OF ANIMALS. Section 80502 of title 49, United States Code, is amended— (1) by redesignating subsection (d) as subsection (f); and (2) by inserting after subsection (c) the following: "(d) ENFORCEMENT.—Not later than 180 days after the date of enactment of the BUILD

America 250 Act, the Secretary of Transportation, in consultation with the Secretary of Agriculture, shall develop a mechanism for conducting investigations or inspections, including the inspection of any vehicle or vessel transporting animals or any written or electronic records associated with such transport of animals, to determine whether any rail carrier, express carrier, or common carrier, a receiver, trustee, or lessee of one of such carriers, or an owner or master of a vessel transporting animals has violated or is violating this section. "(e) ADDITIONAL AUTHORITY.—To carry out subsection (d), the Secretary of Transportation and the Secretary of Agriculture shall promulgate such rules and regulations, and issue such orders or guidance, as are necessary.".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Sykes of Ohio (Sykes 127): At the end of subtitle D of title X, insert the following: SEC. 140\_. SPECIFICATIONS FOR SAFETY PLACARDS. (a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall issue regulations to require that placards covered under section 172.519 of title 49, Code of Federal Regulations, be able to withstand heat in excess of 180 degrees. (b) UPDATES BASED ON RECOMMENDATIONS.—The Secretary may, upon recommendation from the National Transportation Safety Board, issue such regulations as are necessary to increase the heat threshold described in subsection (a).; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 238): Page 165, line 2, strike the closing quotations and the second period. Page 165, after line 2, insert the following “(m) RESTRICTION. – No eligible entity may use eminent domain for any project funded under this section”.; was NOT AGREED TO by a recorded vote of 24 Yeas and 40 Nays (RC#106).

The vote was as follows:

<b>Vote: 106</b>		<b>Measure: 8870</b>	
<b>On: No. 238, offered by Mr. Perry</b>			
<b>Yea</b>	<b>24</b>	<b>Nay</b>	<b>40</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>

<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. Garcia of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Sykes of Ohio (Sykes 122): Amend section 3024(a)(3)(E) to read as follows: (E) in paragraph (5)— (i) in the paragraph heading by striking "RURAL PROJECTS" and inserting "SET-ASIDES"; (ii) in subparagraph (A)— (I) in the subparagraph heading by striking "IN GENERAL" and inserting "RURAL AREAS"; (II) by striking "subparagraph (B)" and inserting "subparagraph (C)"; and (III) by inserting "for grants" before "under this subsection"; (iii) in subparagraph (B) by striking "subparagraph (A)" and inserting "subparagraph (A) or (B)"; (iv) by redesignating subparagraph (B), as amended, as subparagraph (C); and (v) by inserting after subparagraph (A) the following: "(B) AREAS OF PERSISTENT POVERTY.—Subject to subparagraph (C), not less than 25 percent of the amounts made available under this subsection in a fiscal year shall be distributed to projects in areas of persistent poverty, as determined by the Secretary."; Amend section 10104(4) to read as follows: (4) in subsection (g)— (A) in the subsection heading by striking "RURAL AREAS" and inserting "SET-ASIDES"; (B) in paragraph (1), in the paragraph heading, by striking "IN GENERAL" and inserting "RURAL AREAS"; (C) in paragraph (2) by striking "urbanized area, as defined by the Bureau of the Census" and inserting "urban area, as defined by the Bureau of the Census with a population of 50,000 or less"; and (D) by adding at the end the following: "(3) AREAS OF PERSISTENT POVERTY.—Of the amounts appropriated under this section, at least 25 percent shall be available for projects in areas of persistent poverty, as determined by the Secretary. "(4) OVERLAP.—Funds made available pursuant to this subsection for use in areas that are both areas of persistent poverty under paragraph (3) and rural areas may simultaneously satisfy the requirements of paragraphs (1) and (3)."; Amend section 10105(2) to

read as follows: (2) in subsection (f)— (A) in paragraph (1)— (i) in subparagraph (F) by striking "and" at the end; (ii) in subparagraph (G) by striking the period and inserting "; and"; and (iii) by adding at the end the following: "(H) if applicable to the project, utilize advanced technology and data to— "(i) augment the scope of the project to increase safety; and "(ii) reduce overall costs of the project."; and (B) in paragraph (3) by adding at the end the following: "(E) AREAS OF PERSISTENT POVERTY GRANTS.—Not less than 25 percent of the grant funds available for the Program in any fiscal year shall be reserved for projects located in areas of persistent poverty, as determined by the Secretary."; was NOT AGREED TO by a recorded vote of 27 Yeas and 37 Nays (RC#107).

The vote was as follows:

<b>Vote: 107</b>		<b>Measure: 8870</b>	
<b>On: No. 122, offered by Ms. Sykes</b>			
<b>Yea</b>	<b>27</b>	<b>Nay</b>	<b>37</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>N</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>N</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>N</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. García of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>Y</b>

<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 239): At the end of subtitle A of title V of the bill, add the following: SEC. 50. COMMERCIAL MOTOR VEHICLE DATA ACCESS. Title 49, United States Code, is amended by inserting after chapter 317 the following: "CHAPTER 319—COMMERCIAL MOTOR VEHICLE DATA ACCESS "31901. Commercial motor vehicle owner access to commercial motor vehicle data. "31902. Enforcement by secretary. "31903. Relationship to state law. "31904. Motor vehicle safety rule of construction. "31905. Definitions. "§ 31901. Commercial motor vehicle owner access to commercial motor vehicle data "(a) IN GENERAL.—A manufacturer of a commercial motor vehicle shall provide to a commercial motor vehicle owner secure access to commercial motor vehicle data of the commercial motor vehicle of such commercial motor vehicle owner as follows: "(1) At no cost beyond the purchase price of such commercial motor vehicle. "(2) In real time, except to the extent that a data transmission latency issue beyond the commercially reasonable control of the commercial motor vehicle manufacturer temporarily precludes the commercial motor vehicle manufacturer from providing such real time access (such as when a commercial motor vehicle is in a location where there is no wireless service). "(3)(A) Without any restriction or limitation with respect to the manner in which such commercial motor vehicle owner—"(i) uses such commercial motor vehicle data; or "(ii) authorizes access to or use of such commercial motor vehicle data by a third party, other than a person owned or controlled by a foreign adversary (as defined in section 791.2 of title 15, Code of Federal Regulation. "(B) Notwithstanding (i) and (ii), neither a commercial motor vehicle owner nor a third party to whom such owner authorizes access shall knowingly provide such commercial motor vehicle data to a commercial motor vehicle manufacturer who is a competitor of the manufacturer of the owner's vehicle. "(4) In unencrypted form or, if encrypted, with any software or tools necessary to decrypt such commercial motor vehicle data, without a requirement that such commercial motor vehicle owner pay a fee or purchase a license to decrypt such commercial motor vehicle data or use a device provided by such manufacturer to access and use such commercial motor vehicle data. "(5) Through— "(A) a motor vehicle interface port (such as an on-board diagnostics port) of such commercial motor vehicle, to the extent such commercial motor vehicle is equipped with such a port, and "(B) digital transmission of such commercial motor vehicle data utilizing a means that does not rely on a vehicle interface port (such as a real-time application programming interface or other web or internet-based standard), and "(C) only with respect to the types of commercial motor vehicle data that such commercial motor vehicle manufacturer transmits to, or collects for, itself or any third party (such as an authorized dealer of such commercial motor vehicle manufacturer). "(6) In a manner that facilitates the deletion of any user data stored in such commercial motor vehicle. "(7) In compliance with automotive industry cybersecurity standards (such as ISO/SAE 24134). "(b) The manufacturer of the commercial motor vehicle of a commercial motor vehicle owner may not sell to a third party the commercial motor vehicle data (including in aggregated form) of such commercial vehicle owner's vehicle or use any such data to compete against such

commercial motor vehicle owner. "§ 31902. Enforcement by secretary "On the initiative of the Secretary of Transportation or the complaint of a commercial motor vehicle owner, the Secretary shall investigate and decide whether a manufacturer of a commercial motor vehicle has violated section 31901. If the Secretary, after notice and opportunity for a hearing, finds that a manufacturer is in violation of section 31901, the Secretary shall order the manufacturer to comply with section 31901. The Secretary may enforce section 31901 in the same manner as authorized pursuant to section 46106. "§ 31903. Relationship to state law "No State, or political subdivision of a State, may maintain, enforce, prescribe, or continue in effect any law, rule, regulation, requirement, standard, or other provision having the force and effect of law that relates to section 31901. "§ 31904. Motor vehicle safety rule of construction "Nothing in this Act shall be construed to alter or affect any person's obligation to comply with, or the authority of the Secretary of Transportation under, chapter 301 of title 49, United States Code. "§ 31905. Definitions "In this chapter: "(1) INFERRED OR DERIVED DATA.—The term 'inferred or derived data' means electronic data created, transformed, derived, extrapolated or inferred from commercial motor vehicle data using patented, copyrighted, or trade secret algorithms, models, or other mechanisms. "(2) COMMERCIAL MOTOR VEHICLE.—The term 'commercial motor vehicle' has the meaning given such term in section 31132. "(3) COMMERCIAL MOTOR VEHICLE DATA.—The term 'commercial motor vehicle data' means raw data and pre-processed data that is electronic data generated or processed onboard a commercial motor vehicle, including data generated by sensors, receivers, computer processing units, and other components of the commercial motor vehicle, other than inferred or derived data. "(4) COMMERCIAL MOTOR VEHICLE OWNER.—The term 'commercial motor vehicle owner' means a commercial or governmental entity that owns, operates, manages, or leases a commercial motor vehicle or a designee of any such person or entity. "(5) PRE-PROCESSED DATA.—The term 'pre-processed data' means electronic data that are data points that have undergone processing for the purpose of making them understandable and useable prior to subsequent processing and analysis. "(6) RAW DATA.—The term 'raw data' means electronic data points which are automatically generated (such as by vehicle sensors) without any further form of data processing. "(7) USER DATA.—The term 'user data'— "(A) means data transferred from a personal or external device to a commercial motor vehicle by a commercial motor vehicle owner or user of such commercial motor vehicle; and "(B) does not include commercial motor vehicle data.".; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Titus of Nevada (Titus 296): At the end of subtitle C of title I of the bill, add the following: SECTION 1 \_\_. NATIONAL ACADEMIES STUDY ON TUNNEL SAFETY. (a) STUDY.— (1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary shall seek to enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine under which the National Academies shall conduct a 1-year study on tunnel safety and electric vehicles. (2) CONSIDERATIONS.—In conducting the study required under paragraph (1), the National Academies shall consider the following: (A) Any new safety hazards in tunnels resulting from the adoption of electric vehicles, including thermal runaway resulting from the collision of electric vehicles. (B) The existing National Bridge and Tunnel Inspection Standards and whether such standards need to be updated to account for the new hazards identified under subparagraph (A). (C) The need for updated or additional requirements relating to tunnel design and operations, including ventilation, fire suppression, emergency egress, and incident response. (3) CONSULTATION.—In conducting the study required under paragraph (1), the National Academies shall consult with the Federal Highway Administration, National Tunnel and Bridge Inspectors, relevant Federal agencies, and any applicable labor organizations, including firefighters and the building trades. (b) REPORTS.— (1) REPORT TO SECRETARY.—Not later than 180 days after the date on which the study under subsection (a) is completed, the National Academies shall submit to the Secretary of Transportation a report on the results of such study, including any recommendations determined appropriate by the National Academies. (2) REPORT TO CONGRESS.—Not later than 60 days after the date on which the National Academies submits the report under paragraph (1), the Secretary shall submit to the appropriate committees of Congress a report describing the results of the study required under subsection (a), including any recommendations for further action determined appropriate by the Secretary.; was NOT AGREED TO by a recorded vote of 29 Yeas and 35 Nays (RC#108).

The vote was as follows:

<b>Vote: 108</b>	<b>Measure: 8870</b>		
<b>On: No. 296, offered by Ms. Titus</b>			
<b>Yea</b>	<b>29</b>	<b>Nay</b>	<b>35</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<i>Ms. Norton</i>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>N</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>N</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>N</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. García of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>

<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<i>Ms. King-Hinds</i>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 236): Page 138, strike lines 11 through 13 (and redesignate accordingly). Page 144, strike lines 1 through 3 (and redesignate accordingly). Page 144, on line 17, insert "and" after the semicolon. Page 144, line 22, strike ";" and" and insert a period. Page 144, strike line 23 through line 2 on page 145.; was NOT AGREED TO by a recorded vote of 9 Yeas and 55 Nays (RC#109).

The vote was as follows:

<b>Vote: 109</b>	<b>Measure: 8870</b>
<b>On: No. 236, offered by Mr. Perry</b>	

<b>Yea</b>	<b>9</b>	<b>Nay</b>	<b>55</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<i>Ms. Norton</i>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>

Mr. Collins	N	Mr. Ryan	N
Mr. Ezell	N	Ms. Hoyle of OR	N
Mr. Kiley	N	Mrs. Sykes	N
Mr. Fong	N	Ms. Scholten	N
Mr. Wied	Y	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	N	Mr. Garcia of CA	N
Mr. Bresnahan	N	Ms. Pou	N
Mr. Hurd	N	Ms. McDonald Rivet	N
Mr. Shreve	N	Ms. Friedman	N
Mr. McDowell	N	Ms. Gillen	N
Mr. Taylor	Y	Mr. Figures	N
Mr. Knott	N	Mr. Frost	N
Ms. King-Hinds	N		
Mr. Kennedy	N		
Mr. Onder	Y		
Mr. Patronis	N		
Mr. Fuller	Y		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 232): At the end of title I, insert the following: SEC. 13\_\_. NEPA WAIVER FOR HIGHWAY AND BRIDGE PROJECTS. A project for the repair or replacement of a highway segment or bridge shall be categorically excluded from the requirements of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); was NOT AGREED to by a recorded vote of 26 Yeas and 38 Nays (RC#110).

The vote was as follows:

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**Vote: 110** **Measure: 8870**

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**On: No. 232, offered by  
Mr. Perry**

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Yea **26** Nay **38**  
Present **0** Not Voting **3**

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	Y	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N

<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 229): Page 128, line 11, strike "title 49" and insert "title 49 as of the date before the date of enactment of the BUILD America 250 Act". Page 305, line 20, strike "5309" and insert "5309 as of the date before the date of enactment of the BUILD America 250 Act". SEC. 3007. REPEAL OF FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS. (a) IN GENERAL.—Section 5309 of title 49, United States Code, and the item relating to such section in the analysis for chapter 53 of such title, are repealed. (b) CONFORMING AMENDMENTS.—Section 5338(b) of title 49, United States Code, is repealed. Page 436, strike lines 5 through 12. Page 436, line 13, strike "(c)" and "(b)". Page 438, line 14, strike "(d)" and insert "(c)". Page 439, line 6, strike "(e)" and insert "(d)". Page 465, line 14, strike "5309,". Page 466, line 5, strike "5309,". Strike sections 3110 and 3114. Page 506, strike lines 1 through 8. Page 514, starting on line 13, strike paragraph (7). Page 522, line 7, strike "5309,".

Page 729, starting on line 25, strike subparagraph (E) and insert the following: "(E) a public transportation project that is— "(i) eligible for assistance under chapter 53; and "(ii) part of a project described in any of subparagraphs (A) through (D); or". Page 734, line 19, strike "5309" and insert "5309 as of the date before the date of enactment of the BUILD America 250 Act".; was NOT AGREED TO by a recorded vote of 8 Yeas and 56 Nays (RC#111).

The vote was as follows:

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**Vote: 111** **Measure: 8870**

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**On: No. 229, offered by  
Mr. Perry**

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**Yea** **8** **Nay** **56**

**Present** **0** **Not Voting** **3**

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	N	Ms. Norton	N
Mr. Webster of FL	N	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	N	Mr. Carson	N
Mr. Rouzer	N	Ms. Titus	N
Mr. Bost	N	Mr. Huffman	N
Mr. Westerman	N	Ms. Brownley	N
Mr. Mast	N	Ms. Wilson of FL	
Mr. Stauber	N	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	N
Mr. Johnson of SD	N	Mr. Stanton	N
Mr. Van Drew	N	Ms. Davids of KS	N
Mr. Nehls	N	Mr. Garcia of IL	N
Mr. Mann	N	Mr. Pappas	N
Mr. Owens	N	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	N	Mr. Ryan	N
Mr. Ezell	N	Ms. Hoyle of OR	N
Mr. Kiley	N	Mrs. Sykes	N
Mr. Fong	N	Ms. Scholten	N
Mr. Wied	N	Mrs. Foushee	N
Mr. Barrett	N	Mr. Deluzio	N
Mr. Begich	N	Mr. Garcia of CA	N
Mr. Bresnahan	N	Ms. Pou	N

<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 228): SEC. 1\_\_ SURFACE TRANSPORTATION BLOCK GRANT PROGRAM. (a) IN GENERAL.—Section 133 of title 23, United States Code, is amended— (1) in subsection (b)(23) by striking "subsection (j)" and inserting "subsection (i)"; (2) in subsection (d)(1) by striking "(after the set aside of funds under subsection (h))"; (3) by striking subsection (h); (4) in subsection (i) by striking "(excluding those carried out under subsection (h)(5))"; and (5) by redesignating subsections (i) through (k) as subsections (h) through (j), respectively. (b) CONFORMING AMENDMENTS.— (1) TRANSFERABILITY OF FEDERAL-AID HIGHWAY FUNDS.—Section 126(b) of title 23, United States Code, is amended— (A) by striking "CERTAIN SET-ASIDES" and all that follows through "Funds that" and inserting "CERTAIN -SETASIDES.—Funds that"; and (B) by striking paragraph (2). (2) METROPOLITAN TRANSPORTATION PLANNING.—Section 134(r)(3) of title 23, United States Code, is amended— (A) by striking "SUBALLOCATED FUNDING" and all that follows through "In determining" and inserting "SUBALLOCATED FUNDING.—In determining"; (B) by striking subparagraph (B); and (C) by redesignating clauses (i) through (iii) as subparagraphs (A) through (C), respectively (and adjusting margins accordingly). Page 92, strike lines 1 through 8.; was NOT AGREED TO by a recorded vote of 9 Yeas and 55 Nays (RC#112).

The vote was as follows:

<b>Vote: 112</b>		<b>Measure: 8870</b>	
<b>On: No. 228, offered by Mr. Perry</b>			
<b>Yea</b>	<b>9</b>	<b>Nay</b>	<b>55</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>

<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>N</b>
<b><i>Ms. King-Hinds</i></b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 235): Page 273, after line 20, insert the following (and redesignate the subsequent subparagraphs accordingly): (A) in paragraph (5)(B)— (i) by striking clause (ii); and (ii) by redesignating clauses (iii) and (iv) as clauses (ii) and (iii), respectively; (B) by adding at the end the following: "(12) INELIGIBLE PROJECTS.— "(A) IN GENERAL.—Notwithstanding any other provision of law, a transit-oriented development project shall not be eligible to receive assistance under the TIFIA program. "(B) DEFINITION.—In this paragraph, the term 'transit-oriented development project' means a project or components of a project designed for commercial or residential use." Page 273, starting on line 22, strike clause (i) and insert "(I) by striking subparagraph (E)". Page 275, line 18, strike "and". Page 276, after line 21, insert the following: (F) by redesignating subparagraphs (F) through (H), as amended, as subparagraphs (E) through (G), respectively. Page 276, starting on line 25, strike the em dash and all that follows through the enumerator of clause (ii). Page 277, starting on line 7, strike subparagraph (B) and insert the following: (B) FUNDING.—Section 608(a)(4) of title 23, United States

Code, is amended— (i) by striking "section 601(a)(12)(E)" and inserting "section 601(a)(13)(E)" each place it occurs; and (ii) by striking "(A) TRANSIT-ORIENTED DEVELOPMENT PROJECTS.—" and all that follows through "(B) AIRPORT-RELATED PROJECTS.—". Page 277, before line 11, insert the following: (3) APPLICABILITY.—This subsection and the amendments made by this subsection shall apply to project applications submitted on or after the date of enactment of this Act. Page 838, line 5, strike "and". Page 838, starting line 9, strike subparagraph (B) (and redesignated subparagraph (C) accordingly). Page 838, line 12, strike "by adding at the end" and insert "by striking subparagraph (F) and inserting". Page 838, line 13, strike "(G)" and insert "(F)". Page 838, line 17, strike "(H)" and insert "(G)". Page 838, line 19, strike the period and insert "; and". Page 838, after line 19, insert the following: (3) in subsection (c)(6) by striking "and increase transit-oriented development". (h) APPLICABILITY.— The amendments made by subsection (g) shall apply to applications for direct loans or guaranteed loans submitted on or after the date of enactment of this Act. (i) ELIMINATION OF TRANSIT-ORIENTED DEVELOPMENT PLANNING PILOT PROGRAM.—Section 20005 of MAP-21 (49 U.S.C. 5303 note; Public Law 112-141) is amended by striking subsection (b). Page 305, line 5, strike subsection (b) and makes such conforming amendments as may be necessary.; was NOT AGREED TO by a recorded vote of 9 Yeas and 55 Nays (RC#113).

The vote was as follows:

<b>Vote: 113</b>	<b>Measure: 8870</b>
<b>On: No. 235, offered by</b>	
<b>Mr. Perry</b>	

<b>Yea</b>	<b>9</b>	<b>Nay</b>	<b>55</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. Garcia of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>N</b>

<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 234): At the end of subtitle A of title III, insert the following: SEC. 3 . WITHHOLDING OF TRANSIT FUNDS TO SANCTUARY JURISDICTIONS. (a) IN GENERAL.—No funds may be made available under chapter 53 of title 49, United States Code, or under this title or the amendments made by this title, to any jurisdiction that is operating as a sanctuary jurisdiction. (b) DEFINITION OF SANCTUARY JURISDICTION.—In this section, the term "sanctuary jurisdiction" means any State or political subdivision of a State that has in effect a statute, ordinance, policy, or practice that prohibits or restricts any government entity or official from— (1) sending, receiving, maintaining, or exchanging with any Federal, State, or local government entity information regarding the citizenship or immigration status (lawful or unlawful) of any individual; or (2) complying with a request lawfully made by the Department of Homeland Security under section 236 or 287 of the Immigration and Nationality Act (8 U.S.C. 1226 and 1357) to comply with a detainer for, or notify about the release of, an individual.; was NOT AGREED TO by a recorded vote of 29 Yeas and 35 Nays (RC#114).

The vote was as follows:

<b>Vote: 114</b>		<b>Measure: 8870</b>	
<b>On: No. 234, offered by Mr. Perry</b>			
<b>Yea</b>	<b>29</b>	<b>Nay</b>	<b>35</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>

<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. Garcia of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 244): At the end of subtitle C of title I of the bill, add the following: SEC. 13 . SPEED-LIMIT REVISION TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. Not later than December 31, 2028, the Secretary shall issue a final rule revising

the Manual on Uniform Traffic Control Devices under section 109(d)(2) of title 23, United States Code, to require that non-statutory speed limits governed by the Manual be established only on the basis of an engineering study that measures free-flowing motor vehicle operating speeds. The posted speed limit shall be set at the nearest 5 mile-per-hour increment to the measured 85th-percentile operating speed unless a deviation up to 5 miles per hour is justified by the engineering study, site-specific crash data, and objective safety or traffic conditions not readily apparent to the driver. The revision shall prohibit perceived safety or other subjective safety judgments unsupported by objective engineering and safety data as a basis for establishing or lowering a speed limit, and shall provide that increased enforcement may not be recommended as a substitute for establishing a speed limit in accordance with this section. An interim approval, official interpretation, guidance document, policy statement, or other action other than a final rule revising the Manual shall not satisfy the requirement under this section.; was NOT AGREED TO by a recorded vote of 25 Yeas and 39 Nays (RC#115).

The vote was as follows:

<b>Vote: 115</b>		<b>Measure: 8870</b>	
<b>On: No. 244, offered by</b>			
<b>Mr. Perry</b>			
<b>Yea</b>	<b>25</b>	<b>Nay</b>	<b>39</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>

<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Bresnahan of Pennsylvania (Bresnahan 049): At the end of subtitle C of title I of the bill, add the following: SEC. 13\_\_ . OPTIONAL EQUIPMENT. Section 30106 of title 49, United States Code, is amended— (1) by redesignating subsection (b) as subsection (c); and (2) by inserting after subsection (a) the following: "(b) DUTY OF CARE.—In any civil action in which a motor vehicle is involved in an accident, an owner (or an affiliate of an owner) described in subsection (a) shall have no obligation or duty of care to retrofit the vehicle with component parts or optional equipment, or to have selected component parts or optional equipment to be included on the vehicle, if such parts or equipment were not required by applicable Federal motor vehicle safety standards under part 571 of title 49, Code of Federal Regulations, at the time the vehicle was manufactured or first sold.".; was AGREED TO by a recorded vote of 36 Yeas and 28 Nays (RC#116).

The vote was as follows:

<b>Vote: 116</b>		<b>Measure: 8870</b>	
<b>On: No. 049, offered by</b>			
<b>Mr. Bresnahan</b>			
<b>Yea</b>	<b>36</b>	<b>Nay</b>	<b>28</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>Y</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>

<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>Y</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b><i>Ms. King-Hinds</i></b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Taylor of Ohio (Taylor 081 Rev 1): Add at the end of subtitle C of title V the following: SEC. 52\_\_. CHAMELEON CARRIERS. (a) GAO REPORT.— (1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to Congress a report that contains the results of a study that examines chameleon carriers on United States roadways. (2) CONTENTS.—The report under paragraph (1) shall include— (A) the estimated number of chameleon carriers on United States roadways at any given time; (B) the prevalence of chameleon carriers on United States roadways since the issuance of the report of the Government Accountability Office titled "Motor Carrier Safety: New Applicant Reviews Should Expand to Identify Freight Carriers Evading Detection", issued March 22, 2012; (C) the estimated number of fatalities caused by chameleon carriers since the

report described in subparagraph (B), including the number of fatalities broken down by State; (D) the estimated number of serious bodily injuries caused by chameleon carriers since the report described in subparagraph (B), including the number of serious bodily injuries broken down by State; (E) the estimated amount of property damage caused by chameleon carriers since the report described in subparagraph (B); (F) an identification and analysis of the methods and techniques used by chameleon carriers to evade Federal enforcement, including how such methods and techniques have evolved over time; (G) an identification and analysis of the existing monitoring and enforcement capabilities, along with any shortcomings, of the Department to detect and mitigate chameleon carrier activity, including— (i) the registration processes for Department numbers; (ii) the existing software capabilities of the Department to detect chameleon carrier applicants; (iii) any recommendations for improving data fields within the Motor Carrier Management Information System; and (iv) any existing penalties laid out under Federal statute and regulation for chameleon carriers; (H) any other relevant priorities deemed necessary by the Department; and (I) any legislative recommendations to address chameleon carriers. (3) COLLABORATION.—In carrying out the study under paragraph (1), the Comptroller General may collaborate with other Federal agencies, State and local governments, institutions of higher education, and private sector entities. (b) ADVANCED AUTOMATION TOOL.— (1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Motor Carrier Safety Administration shall develop, test, and implement an advanced automation tool to help Federal Motor Carrier Safety Administration registration personnel detect chameleon carrier applications under the registration process for Department numbers. (2) COLLABORATION.— (A) IN GENERAL.—In developing the tool under paragraph (1), the Administrator may collaborate with other Federal agencies, State and local governments, institutions of higher education, and the private sector as necessary to develop and test the advanced automation tool. (B) FEDERAL AGENCIES.—The Administrator and any Federal agency the Administrator determines is relevant shall enter into a memorandum of understanding to share information needed to implement the requirements of the tool under paragraph (3), which may include— (i) the Department of Treasury; (ii) the Department of Justice; (iii) the United States Postal Service; (iv) the Department of Homeland Security; (v) the Department of Commerce; (vi) the Department of State; and (vii) relevant operating administrations within the Department. (C) STATE AGENCIES.—The Administrator shall enter into a memorandum of understanding with any relevant State agency to share information needed to implement the requirements of the tool under paragraph (3). (3) REQUIREMENTS.—The advanced automation tool developed under paragraph (1) shall include— (A) the ability to detect chameleon carrier-like characteristics that support evidence of substantial continuity between entities, including— (i) whether the new or affiliated entity was created for the purpose of evading statutory or regulatory requirements, a Federal Motor Carrier Safety Administration order, enforcement action, or negative compliance history; (ii) the previous entity's safety performance history, including, among other things, safety violations and enforcement actions of the Secretary, if any; (iii) existing or inactive Department numbers; (iv) consideration exchanged for assets purchased or transferred; (v) dates of company creation and dissolution or cessation of operations; (vi) commonality of ownership between the current and former company or between current companies; (vii) commonality of officers and management personnel; (viii) identity of physical or mailing addresses, telephone, fax numbers, or email addresses; (ix) identity of motor vehicle equipment; (x) continuity of liability insurance policies or commonality of coverage under such policies; (xi) commonality of drivers and other employees; (xii) continuation of carrier facilities and other physical assets; (xiii) continuity or commonality of nature and scope of operations; and (xiv) advertising, corporate name, or other acts through which the company holds itself out to the public; (B) the ability to detect lapses in insurance coverage; (C) the ability to compile evidence of the chameleon carrier-like characteristics under subparagraph (A) relevant to the determination of a registration application for Department numbers; (D) the ability to provide automated decision support relevant to the determination of any registration application for Department numbers, while keeping responsibility for final determinations on employees of the Administration; (E) the ability to automate information sharing between Federal agencies; and (F) any other relevant priorities determined necessary by the Administrator. (4) APPEALS FOR REDETERMINATION.— (A) IN GENERAL.—In establishing the tool under this subsection, the Administrator shall develop an appeals process under which persons denied a Department number on the basis of a flag by such tool may seek a review of the denial. (B) NOTIFICATION.—In establishing the tool under this subsection, the Administrator shall provide for a process under which a person denied a Department number as described in subparagraph (A) shall receive a notification of such denial that

includes the factors flagged by the tool and provides instructions to such person to correct the application for such number not later than 30 days after receipt of the notification. (C) TIMING OF REDETERMINATION.—The appeals process developed under subparagraph (A) shall provide for a redetermination on the amended application for a Department number to take place not later than 30 days after the receipt of the information described in subparagraph (B). (5) BRIEFING.—Not later than 30 days after the date of enactment of this Act, the Administrator shall brief the congressional committees of jurisdiction on the issue of chameleon carriers and any ongoing efforts or progress that the Administration has made to combat such issue or meet the objectives of this Act. (6) RULE OF CONSTRUCTION.—Nothing in this Act shall be construed to allow the final use of an automated decision by the tool created under this section for Department number registration. (7) DATA PRIVACY.—In developing the tool under subsection (a), the Administrator shall ensure that data used by such tool is not disclosed for a purpose not described in this section. (8) AUDIT AND REPORT ON EFFECTIVENESS.— (A) IN GENERAL.—Not later than 2 years after the date of implementation of the tool established under this section, the inspector general of the Department shall submit to Congress a report on the effectiveness of such tool. (B) CONTENTS.—The report under subparagraph (A) shall contain— (i) the results of an audit of the effectiveness of the tool established under this section; (ii) empirical data on outcomes of the use of the tool, including the number of flagged and rejected applications for Department numbers, any reduction in severe crashes, and the number of errors and application redeterminations under subsection (d); and (iii) any recommendations to improve the effectiveness of the tool. (c) DEFINITION OF CHAMELEON CARRIER.—In this section, the term "chameleon carrier" means a motor carrier, intermodal equipment provider, broker, or freight forwarder, or an officer, employee, agent, authorized representative, or other affiliated party of such an entity, that has, directly or indirectly, operated or attempted to operate a motor carrier, intermodal equipment provider, broker, or freight forwarder under a new identity or as an affiliated entity to— (1) avoid complying with a Federal Motor Carrier Safety Administration order; (2) avoid complying with a statutory or regulatory requirement; (3) avoid paying a civil penalty; (4) avoid responding to an enforcement action; (5) avoid being linked with a negative compliance history; (6) avoid or evade increased insurance premiums, policy cancellations, or underwriting restrictions by obtaining or attempting to obtain insurance coverage under a new or materially different identity, ownership structure, or corporate form; (7) misrepresent ownership, control, management, or operational continuity to an insurer, broker, or underwriter for the purpose of securing lower insurance rates or favorable coverage terms; or (8) reincorporate, re-register, or otherwise reconstitute a carrier entity following the denial, nonrenewal, or cancellation of an insurance policy due to safety, claims, or compliance history.; WAS AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Figures of Alabama (Figures 065): Page 281, after line 18, insert the following: (d) TERMS AND LIMITATIONS MAXIMUM AMOUNT.— (1) SECURED LOAN.—Section 603(b)(2)(A) of title 23, United States Code, is amended by striking "49 percent of the reasonably anticipated eligible project costs" and inserting "a percentage of the reasonably anticipated eligible project costs determined reasonable by the Secretary". (2) LINE OF CREDIT.—Section 604(b)(10) of title 23, United States Code, is amended by inserting before the period at the end ", unless a higher percentage is determined reasonable by the Secretary considering the anticipated eligible project costs".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Begich of Alaska (Begich 129): Page 231, line 3, strike the period at the end and insert the following: "(105) The Dalton Highway in the State of Alaska, from the junction with the Elliott Highway near Livengood, Alaska, to Deadhorse, Alaska. "(106) The Alaska Highway in the State of Alaska, from the United States-Canada border at Port Alcan to Delta Junction, Alaska.".; was AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Westerman of Arkansas (Westerman 076): Page 57, line 9, strike "and" at the end. Page 57, after line 9, insert the following (and redesignate the subsequent paragraph accordingly): (2) in paragraph (3)(A)(ii) by inserting "subgrade or base course materials," after "innovative technologies,"; and; was AGREED TO by a recorded vote of 52 Yeas and 12 Nays (RC#117).

The vote was as follows:

<b>Vote: 117</b>		<b>Measure: 8870</b>	
<b>On: No. 076, offered by Mr. Westerman</b>			
<b>Yea</b>	<b>52</b>	<b>Nay</b>	<b>12</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>Y</b>

<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 243): Strike section 4003(b).; was NOT AGREED TO by a recorded vote of 27 Yeas 37 Nays (RC#118).

The vote was as follows:

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**Vote: 118** **Measure: 8870**

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**On: No. 243, offered by  
Mr. Perry**

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**Yea** **27** **Nay** **37**  
**Present** **0** **Not Voting** **3**

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>N</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. Garcia of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>

<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>Y</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>N</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Gillen of New York (Gillen 085): Page 921, line 14, strike “Secretary” and insert “Comptroller General”. Page 921, line 18, strike “Secretary” and insert “Comptroller General”. Page 922, line 16, strike “Secretary” and insert “Comptroller General”. Page 922, line 22, strike “Secretary” and insert “Comptroller General”.; was NOT AGREED TO by voice vote.

**An** Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Friedman of California (Friedman 044 Rev1): Amend paragraphs (1) and (2) of section 2001(a) to read as follows: (1) IN GENERAL.—Section 601(a) of title 23, United States Code, is amended— (A) in the matter preceding paragraph (1), by inserting "and section 612" after "609"; (B) by redesignating paragraphs (1) through (22) as paragraphs (2), (4), (5), (7), (8), (9), (10), (11), (12), (13), (14), (15), (16), (18), (19), (20), (21), (22), (23), (24), (25), and (26), respectively; (C) by inserting before paragraph (2) (as so redesignated) the following: "(1) ATTAINABLE HOUSING PROJECT.—The term 'attainable housing project' means a transit-oriented development project— "(A) that serves households with an income that is not more than 120 percent of the area median income; and "(B) in which the majority of the housing units in the project are affordable to households with an income that is not more than 80 percent of the area median income."; (D) by inserting before paragraph (4) (as so redesignated) the following: "(3) DRAYAGE TRUCK.—The term 'drayage truck' means any in-use on-road vehicle that— "(A) has a gross vehicle weight rating greater than 26,000 pounds; "(B) is used for transporting cargo; and "(C) operates on, moves through, or operates in transit to or from, a seaport or an intermodal freight transfer facility to load, unload, or transport cargo, including empty containers or chassis."; (E) by inserting before paragraph (7) (as so redesignated) the following: "(6) INVESTMENT-CREDITWORTHINESS ASSESSMENT ALTERNATIVE.—The term 'investment-creditworthiness assessment alternative' means, with respect to project obligations for a transit-oriented development

project, a sufficient demonstration of fiscal soundness and low risk of credit default that is not an investment-grade rating, such as— "(A) a joint liability agreement or equivalent between the project lead and a State or unit of local government with a sufficient credit rating; "(B) an alternative rating sufficient to account for the risk assumed by the Department of Transportation for a project in which the Federal credit instrument is \$150,000,000 or less, as determined by the Secretary; or "(C) a certification that a project is deemed creditworthy by an approved originator-servicer under section 612."; (F) in paragraph (13) (as so redesignated), in subparagraph (D)(ii)— (i) by striking "investment grade rating" and inserting "investment-grade rating"; and (ii) by inserting "or an investment-creditworthiness assessment alternative" after "rating agency"; (G) in paragraph (15) (as so redesignated)— (i) by striking subparagraph (E) and inserting the following: "(E) a transit-oriented development project"; (ii) in subparagraph (G) by striking "for which" and all that follows through "for assistance"; and (iii) by striking subparagraph (H) and inserting the following: "(H) purchasing or leasing of drayage trucks."; (H) by inserting before paragraph (18) (as so redesignated) the following: "(17) QUALIFIED FINANCIAL INSTITUTION.—The term 'qualified financial institution' means— "(A) an insured depository institution as defined in section 3(c)(2) of the Federal Deposit Insurance Act (12 U.S.C. 1813(c)(2)); "(B) an insured credit union as defined in section 101 of the Federal Credit Union Act (12 U.S.C. 1752); and "(C) any other financial institution that— "(i) is regulated or supervised by— "(I) the Board of Governors of the Federal Reserve System; "(II) the Securities and Exchange Commission; "(III) the Federal Housing Finance Agency; "(IV) the Farm Credit Administration; or "(V) any other Federal financial regulatory agency; "(ii) is regularly engaged in the business of extending credit or making credit determinations; and "(iii) the Secretary determines has demonstrated experience in the underwriting or provision of credit."; and (I) by adding at the end the following: "(27) TRANSIT-ORIENTED DEVELOPMENT PROJECT.—The term 'transit-oriented development project' means a project located within 1/2 mile walking distance of a fixed guideway transit facility, bus rapid transit facility, passenger rail station, or multimodal facility, including a transportation, public utility, or capital project described in section 5302(4)(G)(vi) of title 49, and related infrastructure— "(A) that consists entirely of, or includes, residential, commercial, public infrastructure, or mixed-used development or other related infrastructure, including public or community space; "(B) that incorporates private investment; and "(C) for which the project sponsor demonstrates the ability to generate new revenue for the relevant station, facility, or service by increasing ridership, increasing tenant lease payments, or carrying out other activities that generate revenue exceeding costs.".

(2) CONFORMING AMENDMENTS.— (A) DETERMINATION OF ELIGIBILITY AND PROJECT SELECTION.—Section 602 of title 23, United States Code, is further amended— (i) in subsection (a)(5)(B)(ii) by striking "in section 601(a)(12)(E)"; and (ii) in subsection (e) by striking "section 601(a)(2)(A)" and inserting "section 601(a)(4)(A)". (B) FUNDING.—Section 608(a)(4) of title 23, United States Code, is amended by striking "section 601(a)(12)(E)" and inserting "section 601(a)(15)(E)". Strike section 2001(b)(1)(A) and insert the following: (A) in paragraph (2)— (i) in subparagraph (A)— (I) in clause (iii)— (aa) by striking "investment grade rating" and inserting "investment-grade rating"; and (bb) by inserting "or an investment-creditworthiness assessment alternative" after "credit instrument"; and (II) in clause (iv), by inserting ", or an investment-creditworthiness assessment alternative" after "sufficient"; and (ii) in subparagraph (B)— (I) by striking "investment grade rating" and inserting "investment-grade rating"; and (II) by inserting ", or an investment-creditworthiness assessment alternative" after "sufficient"; (B) in paragraph (3)— (i) by striking "A project" and inserting the following: "(A) IN GENERAL.—Except as provided in subparagraph (B), a project"; and (ii) by adding at the end the following: "(B) TRANSIT-ORIENTED DEVELOPMENT PROJECTS.—"(i) COMPATIBILITY WITH PLANNING.—In the case of a transit-oriented development project, the project sponsor shall be required— "(I) to provide evidence of a nexus with a project included in the transportation improvement program developed by the applicable metropolitan planning organization under section 134(j) and the statewide transportation improvement program developed by the applicable State under section 135(g); or "(II) to demonstrate compatibility with the long-range transportation plan developed by the applicable metropolitan planning organization under section 134(i). "(ii) COORDINATION.—In the case of a transit-oriented development project that is located within a metropolitan planning area, the project sponsor shall coordinate with the applicable metropolitan planning organization, including by providing timely notification to the metropolitan planning organization during the planning and entitlement process, and by sharing information on project details, transportation impacts, and mitigation measures."; Page 277, line 25, strike "(B)" and insert "(C)". Add at the end of section 2001(b)(1) the following: (D) by adding

at the end the following: "(12) REQUIREMENT FOR ATTAINABLE HOUSING PROJECTS.—In the case of an attainable housing project, not less than 75 percent of the total financial assistance provided for the project under the TIFIA program shall be used for residential components of the project."; Page 278, before line 22, insert the following: (2) in subsection (b)(3), in the matter preceding subparagraph (A), by striking "The Secretary" and inserting "Except in a case in which a project intends to use an investment-creditworthiness assessment alternative, the Secretary"; Page 278, line 22, strike "(2)" and insert "(3)". Page 281, line 7, strike the period at the end and insert a semicolon. Add at the end of section 2001(b) the following: (4) in subsection (d)(1)— (A) by striking "and to the maximum extent practicable"; and (B) by striking ", to the maximum extent practicable,"; and (5) by adding at the end the following: "(f) OTHER REQUIREMENTS.—Transit-oriented development projects and attainable housing projects assisted under the TIFIA program, shall be subject to the standards of section 5333(a) of title 49, U.S. Code.". Amend section 2001(c) to read as follows: (c) SECURED LOAN.—Section 603 of title 23, United States Code, is amended— (1) in subsection (a)— (A) in paragraph (3), by inserting "or an investment-creditworthiness assessment alternative, as applicable" after "602(b)(3)(B)"; and (B) by adding at the end the following: "(4) LOAN DISBURSEMENT.—Upon request from the obligor, the Secretary may delay issuance of the secured loan funds until a date, to be specified by the obligor, during the 2-year period beginning on the date that the project is determined to be in substantial completion, so long as the obligor is compliant with the credit agreement on the date of issuance."; and (2) in subsection (b)— (A) in paragraph (2)— (i) in subparagraph (A)— (I) by striking "subparagraph (B)" and inserting "subparagraphs (B) and (C)"; and (II) by striking "investment grade rating" and inserting "investment-grade rating or an investment-creditworthiness assessment alternative"; and (ii) by adding at the end the following: "(C) TRANSIT-ORIENTED DEVELOPMENT PROJECTS.—The amount of a secured loan under this section for a transit-oriented development project that contains a significant general housing or attainable housing component (as determined by the Secretary) or involves a partnership with a transit agency, State, local government partner, or nonprofit financing entity shall not exceed 75 percent of the reasonably anticipated eligible project costs."; (B) in paragraph (4)— (i) in subparagraph (A), by striking "subparagraphs (B) and (C)" and inserting "subparagraphs (B), (C), and (D)"; and (ii) by adding at the end the following: "(D) ATTAINABLE HOUSING PROJECTS.—The interest rate of a loan offered to an attainable housing project under the TIFIA program shall be at 1/2 of the Treasury Rate in effect on the date of execution of the loan agreement."; and (C) in paragraph (7)— (i) by striking "The Secretary" and inserting the following: "(A) IN GENERAL.—The Secretary"; and (ii) by adding at the end the following: "(B) DISCLOSURE OF FEES.—The Secretary shall develop and make publicly available a straightforward, scalable, and reasonable fee structure with respect to fees that may apply under this section. "(C) GUIDANCE ON PROJECT REQUIREMENTS.—The Secretary shall develop and make publicly available guidance on eligibility requirements for transit-oriented development projects, including guidance relating to— "(i) minimum debt service coverage ratios by project type; "(ii) maximum loan-to-cost and loan-to-value thresholds; and "(iii) distribution covenants.". Insert after subsection (c) of section 2001 the following new subsection (and redesignate subparagraphs (d) through (f) as subparagraphs (e) through (g)): (d) LINES OF CREDIT.—Section 604(a)(4) of title 23, United States Code, is amended by inserting "or securing an investment-creditworthiness assessment alternative" after "rating agencies". On page 281, starting on line 24, amend paragraph (1) to read as follows: (1) in paragraph (4)— (A) by striking the paragraph designation and heading and all that follows through "described in section 601(a)(12)(G)" in subparagraph (B), in the matter preceding clause (i), and inserting the following: "(4) LIMITATION FOR AIRPORT-RELATED PROJECTS.—The Secretary may use to carry out projects described in section 601(a)(14)(G)"; (B) in clause (i) by striking "under the Surface Transportation Reauthorization Act of 2021"; (C) in clause (ii)— (i) by striking "fiscal years 2022 through 2026" and inserting "fiscal years 2027 through 2031"; and (ii) by striking "(as of October 1, 2021)" and inserting "(as of October 1, 2026)"; and (D) by redesignating clauses (i) and (ii) as subparagraphs (A) and (B), respectively, and adjusting the margins appropriately; and At the end of section 2001 add the following: (h) DELEGATED ORIGATION AND UNDERWRITING PROGRAM FOR TOD PROJECTS.— (1) IN GENERAL.—Chapter 6 of title 23, United States Code, is amended by adding at the end the following: "§ 612. Delegated origination and underwriting program for TOD projects "(a) IN GENERAL.—In carrying out the TIFIA program, the Secretary shall establish a delegated origination and underwriting program for the purpose of providing credit assistance under the TIFIA program for transit-oriented development projects under which a qualified originator-servicer, acting on behalf of and under the oversight of the Secretary, carries out the origination, underwriting,

and servicing of loans and loan guarantees and lines of credit provided under the TIFIA program, including assessments of creditworthiness for applicants and projects. "(b) STRUCTURE.—The program under subsection (a) shall be based on the lender approval, quality control, and baseline creditworthiness standards established under the Multifamily Accelerated Processing system established by the Department of Housing and Urban Development. "(c) CREDITWORTHINESS.—Notwithstanding any other provision of law, a project that receives assistance under the program under subsection (a) shall not be required to have an investment-grade rating. "(d) REGULATIONS.—Not later than 180 days after the date of enactment of this section, the Secretary shall promulgate regulations to carry out this section, including— "(1) requirements for qualified originators-servicers to assume responsibilities of the Secretary under the TIFIA program with respect to origination, underwriting, and servicing, including requirements that a qualified originator-servicer shall— "(A) originate, underwrite, and service a loan under the TIFIA program for the life of the loan; "(B) be in good standing with, and not have been assessed any fine related to lending activity by the Department of Housing and Urban Development during the previous 5 years; and "(C) demonstrate expertise in providing financing for a variety of project types that align with projects described in subsection (a), such as commercial and mixed use projects; "(2) procedures for qualified originators-servicers to assess creditworthiness; "(3) oversight procedures; and "(4) other provisions necessary for the implementation of this section. "(e) INTERAGENCY AGREEMENT.—In carrying out this section, the Secretary shall enter into an interagency agreement with the Secretary of Housing and Urban Development— "(1) to assist the Secretary in leveraging lenders and lender approval processes used in the Multifamily Accelerated Processing system established by the Department of Housing and Urban Development, including by helping to develop an expedited path to approval as a qualified originator-servicer under this section for lenders operating under that section; and "(2) to provide guidance and assistance to the Secretary on ways, through the use of this section— "(A) to reduce the overall processing time and administrative burden required to deliver credit assistance under the TIFIA program; and "(B) to preserve the ability of the Secretary to maintain thorough oversight of originating, underwriting, and servicing loans provided under the TIFIA program." (2) CLERICAL AMENDMENT.—The analysis for chapter 6 of title 23, United States Code, is amended by adding at the end the following: "612. Delegated origination and underwriting program for TOD projects." Page 283, line 6, strike "612" and insert "613". Page 287, between lines 8 and 9, in the amendment to the chapter analysis, strike "612" and insert "613". Page 948, line 2, strike "and". Page 948, line 22, strike the period at the end and insert a semicolon. In section 10506(a), insert after paragraph (3) the following: (4) in subsection (e)(1)— (A) by striking "The interest rate" and inserting the following: "(A) The interest rate"; and (B) by inserting after subparagraph (A), as added by subparagraph (A), the following: "(B) Subparagraph (A) shall not apply to eligible projects under this section that meet the definition of an Attainable Housing Project, for which the rate shall be at 1/2 of the Treasury Rate in effect on the date of execution of the loan agreement."; and (5) in subsection (f)(3), by adding at the end the following: "(E) For a transportation-oriented development project, an alternative demonstration of equivalent fiscal soundness and low risk of credit default, such as— "(i) a joint liability agreement or equivalent between the project lead and a division of a State or local organization with a sufficient credit rating; "(ii) an alternative rating sufficient to account for the risk assumed by the Department for a project in which the Federal credit instrument is \$150,000,000 or less, subject to the Secretary's discretion; or "(iii) a certification that the project is deemed credit worthy by an approved originator-servicer acting on behalf of the Secretary under the delegated lending program developed under subsection (o)." Page 948, starting on line 24, strike "amended by" and all that follows through the colon and insert "amended—" and insert before the quote block the following: (1) by redesignating paragraphs (5) through (15) as paragraphs (6) through (16), respectively; (2) by inserting after paragraph (4) the following: "(5) ATTAINABLE HOUSING PROJECT.—The term 'attainable housing project' means a transportation-oriented development project— "(A) that serves households with an income of not more than 120 percent of the area median income; and "(B) in which the majority of the housing units in the project are affordable to households with an income that is not more than 80 percent of the area median income."; and (3) by adding at the end the following: Page 949, line 1, strike "(16)" and insert "(17)". Page 951, line 6, strike "(E)" and insert "(F)". Page 951, line 8, strike paragraph (3) and insert: (3) by adding at the end the following: "(o) HOUSING COORDINATION.—The Secretary shall coordinate with the Secretary of Housing and Urban Development in evaluating local policies promoting housing development for purposes of determining whether to prioritize an application for a project described under subsection (c)(10). "(p) DELEGATED ORIGINATION AND

UNDERWRITING PROGRAM FOR TRANSPORTATION-ORIENTED DEVELOPMENT PROJECTS.— "(1) IN GENERAL.—For the purposes of granting assistance under this section, the Secretary shall establish a delegated origination and underwriting program for transportation-oriented development projects that is modeled from the Multifamily Accelerated Processing system established by the Department of Housing and Urban Development, under which an approved originator-servicer, acting on behalf of and under the oversight of the Secretary, carries out the origination, underwriting, and servicing of loans and loan guarantees and lines of credit provided under this section, including assessments of creditworthiness for applicants and projects. "(2) REQUIREMENTS FOR ORIGINATOR-SERVICERS.—To be approved as a originator-servicer under the program established under paragraph (1), the person must— "(A) agree to originate, underwrite, and service the loan for the life of the loan; "(B) demonstrate good standing with the Department of Housing and Urban Development and have not been fined for any lending related activity for the past five years; and "(C) demonstrate evidence of expertise in providing financing for a variety of project types that align with transportation-oriented development projects, such as commercial and mixed use projects. "(3) REGULATIONS.—The Secretary shall promulgate regulations to carry out this subsection, including— "(A) requirements for qualified originator-servicers; "(B) procedures for qualified originator-servicers to assess creditworthiness, which shall not include any requirement that a transportation-oriented development project demonstrate an investment-grade rating; "(C) oversight procedures; and "(D) other provisions necessary for the implementation of this section. "(4) INTERAGENCY AGREEMENT.—In carrying out this subsection, the Secretary shall enter into an interagency agreement with the Secretary of Housing and Urban Development— "(A) to assist the Secretary in leveraging lenders and lender approval processes used in carrying out the Multifamily Accelerated Processing system established by the Department of Housing and Urban Development, including by helping to develop an expedited path to approval as an originator-servicer under this section for lenders operating under that section; and "(B) to provide guidance and assistance to the Secretary on ways, through the use of this subsection— "(i) to reduce the overall processing time and administrative burden required to deliver assistance under this section; and "(ii) to preserve the ability of the Secretary to maintain thorough oversight of originating, underwriting, and servicing activities provided under this section.".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 233): Page 24, strike lines 14 through 17. Strike section 1123 and insert the following: SEC. 1123. REPEAL OF WILDLIFE CROSSINGS PILOT PROGRAM. (a) REPEAL.—Section 171 of title 23, United States Code, is repealed. (b) TECHNICAL AND CONFORMING AMENDMENT.—The analysis for chapter 1 of title 23, United States Code, is amended by striking the item relating to section 171.; was NOT AGREED TO by a recorded vote of 16 Yeas and 48 Nays (RC#119).

The vote was as follows:

<b>Vote: 119</b>		<b>Measure: 8870</b>	
<b>On: No. 233, offered by Mr. Perry</b>			
<b>Yea</b>	<b>16</b>	<b>Nay</b>	<b>48</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>

<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Hoyle of Oregon (Hoyle 066): Strike section 10418 and insert the following: SEC. 10418. RAIL SAFETY INSPECTIONS GS CLASSIFICATION ADJUSTMENT. (a) GS CLASSIFICATION ADJUSTMENT.—Section 5109(b) of title 5, United States Code, is amended— (1) in paragraph (1) by striking "GS–12" and inserting "GS–13"; and (2) in paragraph (2) by striking "GS–13" and inserting "GS–14". (b) OFFICE OF PERSONNEL MANAGEMENT CORRESPONDING ACTIONS.—Not later than 180 days after the date of enactment of this Act, the Director of the Office of Personnel Management

shall update the Railroad Safety Series, GS-2121, TS-37 dated November 1979, to reflect the amendments made by subsection (a). (c) SECRETARY OF TRANSPORTATION CORRESPONDING ACTIONS.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall update the Railroad Safety Inspector and Railroad Safety Specialist General Schedule grades, to reflect the amendments made by subsection (a).; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 230): Strike section 1119 and insert the following: SEC. 1119. REPEAL OF SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM. Section 24112 of the Infrastructure Investment and Jobs Act (23 U.S.C. 402 note) is repealed.; was **NOT AGREED TO** by a recorded vote of 7 Yeas and 57 Nays (RC#120).

The vote was as follows:

<b>Vote: 120</b>		<b>Measure: 8870</b>	
<b>On: No. 230, offered by Mr. Perry</b>			
<b>Yea</b>	<b>7</b>	<b>Nay</b>	<b>57</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>N</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. Garcia of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>

<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Pou of New Jersey (Pou 046): At the end of subtitle D of title X, add the following: SEC. \_\_. STOPS REQUIRED AT RAILROAD GRADE CROSSINGS. Section 392.10 of title 49, Code of Federal Regulations, as in effect on September 1, 2025, shall have the same force and effect of law as if such section had been enacted by Congress.; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 237): At the end of subtitle C of title I of the bill, add the following: SEC. 13\_\_. PROHIBITION ON STREETCAR FUNDING. (a) SURFACE TRANSPORTATION BLOCK GRANT PROGRAM.—Section 133 of title 23, United States Code, is further amended by adding at the end the following: "(n) PROHIBITION ON STREETCAR FUNDING.—Notwithstanding any other provision of this section, amounts apportioned to a State for each fiscal year to carry out this section may not be used for the procurement, operation, or maintenance of a streetcar.". (b) CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—Section 149(c) of title 23, United States Code, is further amended by adding at the end the following: "(6) STREETCARS.—No funds may be provided under this section for a project for streetcars.". (c) URBANIZED AREA FORMULA GRANTS.—Section 5307 of title 49, United States Code, is amended by adding at the end the following: "(i) PROHIBITION ON STREETCAR FUNDING.—Notwithstanding any other provision of this section, grant funds provided under this section may not be used for the procurement, operation, or maintenance of a streetcar.". At the end of subtitle A of title III of the bill, add the following: SEC. 30\_\_. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS. Section 5309 of title 49, United States Code, is further amended by adding at the end the following: "(u) PROHIBITION ON STREETCAR FUNDING.—Notwithstanding any other provision of this section, grant funds provided under this section may not be used for the procurement, operation, or maintenance of a streetcar.".; was **NOT AGREED TO** by a recorded vote of 19 Yeas and 45 Nays (RC#121).

The vote was as follows:

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**Vote: 121**

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**Measure: 8870**

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On: No. 237, offered by  
Mr. Perry

Yea **19** Nay **45**  
Present **0** Not Voting **3**

Member	Vote	Member	Vote
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	N	Ms. Norton	N
Mr. Webster of FL	N	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	
Mr. Perry	Y	Mr. Johnson of GA	N
Mr. Babin	Y	Mr. Carson	N
Mr. Rouzer	N	Ms. Titus	N
Mr. Bost	Y	Mr. Huffman	N
Mr. Westerman	N	Ms. Brownley	N
Mr. Mast	Y	Ms. Wilson of FL	
Mr. Stauber	Y	Mr. DeSaulnier	N
Mr. Burchett	Y	Mr. Carbajal	N
Mr. Johnson of SD	Y	Mr. Stanton	N
Mr. Van Drew	N	Ms. Davids of KS	N
Mr. Nehls	N	Mr. Garcia of IL	N
Mr. Mann	N	Mr. Pappas	N
Mr. Owens	N	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	N	Ms. Hoyle of OR	N
Mr. Kiley	N	Mrs. Sykes	N
Mr. Fong	N	Ms. Scholten	N
Mr. Wied	Y	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	Y	Mr. Garcia of CA	N
Mr. Bresnahan	N	Ms. Pou	N
Mr. Hurd	N	Ms. McDonald Rivet	N
Mr. Shreve	Y	Ms. Friedman	N
Mr. McDowell	Y	Ms. Gillen	N
Mr. Taylor	Y	Mr. Figures	N
Mr. Knott	Y	Mr. Frost	N
Ms. King-Hinds	N		
Mr. Kennedy	N		
Mr. Onder	Y		

<b>Mr. Patronis</b>	<b>Y</b>
<b>Mr. Fuller</b>	<b>Y</b>

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Ryan of New York (Ryan 075): At the end of subtitle C of title I of the bill, add the following: SEC. 13 \_\_. REPORT ON PENDING PROJECT LABOR AGREEMENTS. Not later than 1 month after the date of enactment of this Act, and each month thereafter, the Administrator of the Federal Highway Administration shall submit to Congress and make publicly available a report on the status of pending project labor agreement requests for highway and bridge projects.; was **WITHDRAWN**.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 231): Strike section 1116 of the bill.; was **NOT AGREED TO** by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 241): Page 306, strike line 4 through line 12 of page 307 (and redesignate accordingly).; was **NOT AGREED TO** by a recorded vote of 20 Yeas and 44 Nays (RC#122).

The vote was as follows:

<b>Vote: 122</b>	<b>Measure: 8870</b>
<b>On: No. 241, offered by Mr. Perry</b>	
<b>Yea</b>	<b>20 Nay 44</b>
<b>Present</b>	<b>0 Not Voting 3</b>

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>Y</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>

Mr. Nehls	Y	Mr. García of IL	N
Mr. Mann	Y	Mr. Pappas	N
Mr. Owens	N	Mr. Moulton	N
Mr. Burlison	Y	Ms. Strickland	N
Mr. Collins	Y	Mr. Ryan	N
Mr. Ezell	N	Ms. Hoyle of OR	N
Mr. Kiley	N	Mrs. Sykes	N
Mr. Fong	N	Ms. Scholten	N
Mr. Wied	N	Mrs. Foushee	N
Mr. Barrett	Y	Mr. Deluzio	N
Mr. Begich	Y	Mr. Garcia of CA	N
Mr. Bresnahan	N	Ms. Pou	N
Mr. Hurd	N	Ms. McDonald Rivet	N
Mr. Shreve	Y	Ms. Friedman	N
Mr. McDowell	N	Ms. Gillen	N
Mr. Taylor	Y	Mr. Figures	N
Mr. Knott	Y	Mr. Frost	N
<i>Ms. King-Hinds</i>	N		
Mr. Kennedy	Y		
Mr. Onder	Y		
Mr. Patronis	Y		
Mr. Fuller	Y		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 242): Strike section 3109.; was NOT AGREED TO by a recorded vote of 13 Yeas and 51 Nays (RC#123).

The vote was as follows:

<b>Vote: 123</b>		<b>Measure: 8870</b>	
<b>On: No. 242, offered by Mr. Perry</b>			
Yea	<b>13</b>	Nay	<b>51</b>
Present	<b>0</b>	Not Voting	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
Mr. Graves of MO	N	Mr. Larsen of WA	N
Mr. Crawford	Y	Ms. Norton	N
Mr. Webster of FL	N	Mr. Nadler	N
Mr. Massie		Mr. Garamendi	

<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>
<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>N</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>Y</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>N</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. Garcia of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>N</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>N</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>N</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Figures of Alabama (Figures 064): Page 70, after line 2, insert the following: "(D) MOBILE RIVER BRIDGE AND BAYWAY PROJECT.—Notwithstanding subparagraph (A), the amount of assistance provided by the Secretary under this subsection for the Mobile River Bridge and Bayway Project shall be equal to or less than 100 percent of the total cost of the project."; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Perry of Pennsylvania (Perry 246): At the end of title I, insert the following: SEC. 1 \_\_\_. ANNUAL REPORT ON COST PREMIUMS FOR CERTAIN SURFACE TRANSPORTATION PROJECTS. (a) REPORT REQUIRED.—Not later than March 1, 2027, and annually thereafter for 5 years, 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 includes a detailed quantitative and qualitative assessment of the cost premium for each project selected under subsection (b). (b) SELECTION OF PROJECTS.—The Secretary shall select not fewer than 3 and not more than 5 surface transportation projects to include in the report required under subsection (a), which may include the following: (1) A large-scale highway or bridge project eligible for assistance under title 23, United States Code, including a project to improve a high priority corridor to meet the design standards and specifications of the Interstate System and connect to the existing Interstate System. (2) A port infrastructure investment, including inland port infrastructure or a land port-of-entry. (3) A project to improve a freight bottleneck, including a highway interchange, corridor, bridge, or other surface transportation facility that supports the movement of freight. (4) A safety rest area, commercial motor vehicle parking facility, weigh station, park-and-ride facility, or related access improvement eligible under section 180 of title 23, United States Code. (c) CONTENTS.—Each report required under subsection (a) shall include the following: (1) The cost premium, expressed as a percentage, for each project selected under subsection (b). (2) A detailed assessment of the factors contributing to the cost premium, including— (A) compliance with applicable Department of Transportation design standards, specifications, guidance, and other requirements specific to surface transportation projects; (B) prevailing wage and labor requirements; and (C) Federal procurement and contracting requirements. (d) RECOMMENDATIONS.—Each report required under subsection (a) shall include recommendations for the following: (1) Proposed statutory, regulatory, or policy reforms to reduce the cost premium for surface transportation projects. (2) Best practices from the private sector and State and local government construction projects that could improve cost efficiency for surface transportation projects. (3) Alternative construction methodologies and procurement strategies that could mitigate the cost premium for surface transportation projects. (e) DEFINITION.—In this section, the term "cost premium", with respect to a surface transportation project, means the difference between— (1) the cost to construct such project if carried out using Federal assistance or subject to Federal requirements; and (2) the estimated cost to construct a substantially similar project if carried out by a private entity or without Federal assistance, as adjusted for project size, geographic location, function, complexity, labor market conditions, and other relevant factors.; was NOT AGREED TO by a recorded vote of 26 Yeas and 38 Nays (RC#124).

The vote was as follows:

<b>Vote: 124</b>		<b>Measure: 8870</b>	
<b>On: No. 246, offered by Mr. Perry</b>			
<b>Yea</b>	<b>26</b>	<b>Nay</b>	<b>38</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>N</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>N</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>N</b>

<b>Mr. Babin</b>	<b>Y</b>	<b>Mr. Carson</b>	<b>N</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>N</b>
<b>Mr. Bost</b>	<b>N</b>	<b>Mr. Huffman</b>	<b>N</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>N</b>
<b>Mr. Mast</b>	<b>Y</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>N</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>N</b>
<b>Mr. Johnson of SD</b>	<b>N</b>	<b>Mr. Stanton</b>	<b>N</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>N</b>
<b>Mr. Nehls</b>	<b>Y</b>	<b>Mr. García of IL</b>	<b>N</b>
<b>Mr. Mann</b>	<b>Y</b>	<b>Mr. Pappas</b>	<b>N</b>
<b>Mr. Owens</b>	<b>Y</b>	<b>Mr. Moulton</b>	<b>N</b>
<b>Mr. Burlison</b>	<b>Y</b>	<b>Ms. Strickland</b>	<b>N</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>N</b>
<b>Mr. Ezell</b>	<b>Y</b>	<b>Ms. Hoyle of OR</b>	<b>N</b>
<b>Mr. Kiley</b>	<b>Y</b>	<b>Mrs. Sykes</b>	<b>N</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>N</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>N</b>
<b>Mr. Barrett</b>	<b>Y</b>	<b>Mr. Deluzio</b>	<b>N</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>N</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>N</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>N</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>N</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>N</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>N</b>
<b>Mr. Knott</b>	<b>Y</b>	<b>Mr. Frost</b>	<b>N</b>
<b>Ms. King-Hinds</b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>Y</b>		
<b>Mr. Onder</b>	<b>Y</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Ryan of New York (Ryan 073): At the end of title I, insert the following: SEC. 13 \_\_. RESTORING ESSENTIAL PUBLIC ACCESS AND IMPROVING RESILIENT INFRASTRUCTURE (REPAIR INFRASTRUCTURE) PROGRAM. (a) REAUTHORIZATION.— (1) IN GENERAL.— There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) \$3,000,000,000 for each of fiscal years 2027 through 2031 to carry out the REPAIR infrastructure program under section 11509 of the Infrastructure Investment and Jobs Act (23 U.S.C. 101 note; Public Law 117–58), of which— (A) \$750,000,000 shall be for planning grants under subsection (c) of that section; and (B) \$2,250,000,000 shall be for capital construction grants under subsection (d) of that section. (2) TREATMENT.—Amounts made available under paragraph (1) shall

be— (A) available for obligation in the same manner as if those amounts were apportioned under chapter 1 of title 23, United States Code, except that those amounts shall remain available until expended; and (B) administered as if— (i) apportioned under chapter 1 of title 23, United States Code; or (ii) allocated under chapter 2 of title 23, United States Code, in the case of amounts made available to a Tribal government. (3) CONFORMING AMENDMENTS.—Section 11509 of the Infrastructure Investment and Jobs Act (23 U.S.C. 101 note; Public Law 117–58) is amended— (A) in the section heading, by striking "RECONNECTING COMMUNITIES PILOT" and inserting "RESTORING ESSENTIAL PUBLIC ACCESS AND IMPROVING RESILIENT INFRASTRUCTURE (REPAIR INFRASTRUCTURE) PROGRAM"; (B) in subsection (b), in the matter preceding paragraph (1), by striking "pilot"; and (C) in subsection (f), by striking "the period of fiscal years 2022 through 2026" and inserting "the period of fiscal years 2027 through 2031". (4) CLERICAL AMENDMENT.—The table of contents in section 1(b) of the Infrastructure Investment and Jobs Act (Public Law 117–58; 135 Stat. 429) is amended by striking the item relating to section 11509 and inserting the following: "Sec. 11509. Restoring essential public access and improving resilient infrastructure (REPAIR infrastructure) program.". (b) SELECTION CRITERIA.—Section 11509 of the Infrastructure Investment and Jobs Act (23 U.S.C. 101 note; Public Law 117–58) is amended— (1) in subsection (c)(4)(B)— (A) in the matter preceding clause (i), by striking "the demonstration by the applicant that"; (B) in clause (i), by inserting "the demonstration by the applicant that" before "the eligible facility"; (C) in clause (ii)— (i) in the matter preceding subclause (I), by inserting "the demonstration by the applicant that" before "the eligible facility"; and (ii) in subclause (II), by striking "and" at the end; (D) in clause (iii)— (i) by inserting "the demonstration by the applicant that" before "on the basis"; and (ii) by striking the period at the end and inserting a semicolon; and (E) by adding at the end the following: "(iv) if information is available, the extent to which the project will promote— "(I) new or improved affordable transportation options to increase safe mobility and connectivity for all, including for people with disabilities, to promote access to economic activity centers, including workforce housing, jobs, healthcare, grocery stores, schools, places of worship, recreation, childcare, natural infrastructure, and parks; "(II) safe accommodation for all users and seamless integration with the surrounding character, context, and land use, with consideration of the economy and public health; or "(III) economically thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely and have meaningful access to opportunities; "(v) if information is available, the extent to which the application demonstrates— "(I) a robust community participation plan that engages community members most impacted by the existing facility; "(II) formal partnerships, backed by signed commitment letters and a budget, with organizations based in communities adjacent to the project area, including community-based organizations and community development financial institutions; "(III) an approach that meaningfully redresses historic economic and physical barriers and benefits underserved communities; or "(IV) a representative community advisory group, advisory board, or other place-based management organization with oversight authority, including a community land trust, community benefit agreement, or other community development activity to redress transportation-related gaps in access; and "(vi) if information is available, the extent to which the applicant demonstrates— "(I) creative placemaking; or "(II) community restoration, stabilization, and mechanisms to preserve affordability, limit disruption of low-income communities, and prevent displacement of existing residents, such as— "(aa) assistance for renters and legacy homeowners and small businesses; "(bb) preservation, rehabilitation, and expansion of location-efficient affordable housing; "(cc) mixed-income mixed use development; "(dd) affordable commercial spaces; and "(ee) other community wealth-building activities."; and (2) in subsection (d)(4)— (A) by striking the paragraph designation and heading and all that follows through "basis of—" in subparagraph (B) in the matter preceding clause (i) and inserting the following: "(4) SELECTION CRITERIA.— "(A) SOLICITATION.—The Secretary shall solicit applications for capital construction grants. "(B) CRITERIA.—The Secretary shall evaluate applications received under subparagraph (A) on the basis of—" (B) in subparagraph (B)— (i) in clause (vii), by striking "; and" at the end and inserting "and a description of how those feasibility studies provide a basis for better access to daily destinations;"; (ii) in clause (viii)(II), by striking the period at the end and inserting a semicolon; and (iii) by adding at the end the following: "(ix) a description of how partner resources and other Federal and non-Federal funds will support the project, including a detailed description of all funding commitments, financing, and in-kind support; "(x) the extent to which the project will encourage public and private investments to support greater commercial and mixed-income residential development near public transportation, along rural main streets, or in walkable

neighborhoods; "(xi) the extent to which the project will promote— "(I) new or improved affordable transportation options to increase safe mobility and connectivity for all, including for people with disabilities, to promote access to economic activity centers, including workforce housing, jobs, healthcare, grocery stores, schools, places of worship, recreation, childcare, natural infrastructure, and parks; "(II) safe accommodation for all users and seamless integration with the surrounding character, context, and land use, with consideration of the economy and public health; or "(III) economically thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely and have meaningful access to opportunities; "(xii) the extent to which the application demonstrates— "(I) a robust community participation plan that engages community members most impacted by the existing facility; "(II) formal partnerships, backed by signed commitment letters and a budget, with organizations based in communities adjacent to the project area, including community-based organizations and community development financial institutions; "(III) an approach that meaningfully redresses historic economic and physical barriers and benefits underserved communities; or "(IV) a representative community advisory group, advisory board, or other place-based management organization with oversight authority, including a community land trust, community benefit agreement, or other community development activity to redress transportation-related gaps in access; and "(xiii) the extent to which the applicant demonstrates— "(I) creative placemaking; or "(II) community restoration, stabilization, and mechanisms to preserve affordability, limit disruption of low-income communities, and prevent displacement of existing residents, such as— "(aa) assistance for renters and legacy homeowners and small businesses; "(bb) preservation, rehabilitation, and expansion of location-efficient affordable housing; "(cc) mixed-income mixed use development; "(dd) affordable commercial spaces; and "(ee) other community wealth-building activities."; and (C) by adding at the end the following: "(C) ADDITIONAL INFORMATION.—An applicant may include in an application under subparagraph (A) information about land use policies that reduce regional displacement pressures in the area in which the project is located, including measurements of, of the land that permits residential use— "(i) the percentage that allows duplexes, accessory dwelling units, or higher unit count; "(ii) the percentage that allows triplexes or higher unit count; "(iii) the percentage that allows quadruplexes or higher unit count; and "(iv) the percentage that has no minimum parking requirements.". (c) TRAVEL LANES.—Section 11509 of the Infrastructure Investment and Jobs Act (23 U.S.C. 101 note; Public Law 117–58) is amended— (1) by redesignating subsections (e) through (g) as subsections (f) through (h), respectively; and (2) by inserting after subsection (d) the following: "(e) TRAVEL LANES.—Amounts from a grant under this section may not be used for a project that increases the number of travel lanes on an existing highway.". Page 57, insert after line 4 the following: (d) REPAIR INFRASTRUCTURE PROGRAM.—A project described in the REPAIR infrastructure program under section 11509 of the Infrastructure Investment and Jobs Act (23 U.S.C. 101 note; Public Law 117–58) shall be eligible for funding under section 119 of title 23, United States Code. Page 92, after line 11 insert the following: (d) REPAIR INFRASTRUCTURE PROGRAM.—A project described in the REPAIR infrastructure program under section 11509 of the Infrastructure Investment and Jobs Act (23 U.S.C. 101 note; Public Law 117–58) shall be eligible for funding under section 119 of title 23, United States Code. Page 106, after line 7 insert the following: (c) REPAIR INFRASTRUCTURE PROGRAM.—A project described in the REPAIR infrastructure program under section 11509 of the Infrastructure Investment and Jobs Act (23 U.S.C. 101 note; Public Law 117–58) shall be eligible for funding under section 119 of title 23, United States Code. Page 119, after line 15 insert the following: (c) REPAIR INFRASTRUCTURE PROGRAM.—A project described in the REPAIR infrastructure program under section 11509 of the Infrastructure Investment and Jobs Act (23 U.S.C. 101 note; Public Law 117–58) shall be eligible for funding under section 119 of title 23, United States Code. Page 121, line 5, insert "(a) In general.—" before "Section 173". Page 153, after line 2 insert the following: (b) REPAIR INFRASTRUCTURE PROGRAM.—A project described in the REPAIR infrastructure program under section 11509 of the Infrastructure Investment and Jobs Act (23 U.S.C. 101 note; Public Law 117–58) shall be eligible for funding under section 119 of title 23, United States Code.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Garcia of Illinois (Garcia 043): Page 665, line 19, insert "properly qualified and licensed to operate the vehicle" after "operator". Page 665, line 23, strike "or". Page 666, line 3, strike the period and insert "; or". Page 666, after line 3, insert the following (and redesignate the subsequent paragraph

accordingly): "(C) public transportation (as defined by section 5302(15) of Title 49) and motorcoach passengers." (5) LIMITATION.— "(A) IN GENERAL.—The requirement under paragraph (4)(C) with respect to public transportation and passenger transportation via motorcoach shall apply to ADS-equipped commercial motor vehicles designed to transport greater than 8 passengers for a period beginning on the effective date of the BUILD America 250 Act and ending on the date that is 10 years after such effective date. "(B) EXTENSION.— "(i) IN GENERAL.—Not later than 90 days before the date on which subparagraph (A) shall cease to apply, the President may extend the applicability of subparagraph (A) for a period of not greater than 1 year if the President determines such extension is in the national interest. "(ii) LIMITATION.—The President may not extend the applicability of subparagraph (A) to a date that is later than 15 years after the effective date of the BUILD America 250 Act." Page 677, line 14, strike "and". Page 677, line 21, strike the period and insert "; and". Page 677, after line 21, insert the following: (xii) provide a requirement, which shall apply at the conclusion of the period set forth in section 31140(b)(5) of title 49, United States Code, including any extensions issued under section 31140(b)(5)(B) of such title, for a licensed human operator on board who meets all eligibility criteria required for manual operation on all vehicles engaged in public transportation (as defined by section 5302(15) of title 49, United States Code) and passenger transportation via motorcoach at all times unless the bus testing facility under section 5318 of title 49, United States Code, determines that human operators are not necessary to— (I) secure control of the vehicle in case ADS technology fails; (II) maintain a secure environment on the vehicle; (III) manage fare collection; (IV) assist passengers board and alight, particularly passengers who are elderly, have disabilities or are medically fragile, and operate lifts and ramps; (V) communicate with dispatch to handle delays or emergencies; (VI) alert law enforcement about the existence of criminal activity or individuals in jeopardy inside or outside the vehicle; (VII) perform daily inspections of tires, lights, brakes, fluid levels, and emergency equipment; (VIII) handle on-board emergencies and unruly passengers, following safety protocols; or (IX) make ethical judgments based on intuition, philosophy, and moral values.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Hoyle of Oregon (Hoyle 068): Page 86, strike lines 8 through 10 (and redesignate the subsequent subparagraphs accordingly). Page 118, strike lines 10 and 11. Page 147, beginning on line 15, strike "innovative technologies or". Page 147, strike line 17 (and redesignate the subsequent subclauses accordingly). Page 688, line 16, strike "; and" and insert a period. Page 688, strike line 17 and all that follows through page 689, line 3.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Johnson of Georgia (Johnson GA 070): Page 94, starting on line 4, paragraph (4) is amended to read as follows: (4) in subsection (k)— (A) in paragraph (4)— (i) in subparagraph (A) by striking "IN GENERAL" and inserting "HOUSING COORDINATION PROCESS"; (ii) by striking subparagraph (B); (iii) in subparagraph (C)— (I) in clause (i) by striking the enumerator and the heading; and (II) by striking clause (ii); and (iv) by redesignating subparagraph (C), as amended, as subparagraph (B); and (B) in paragraph (6)— (i) in subparagraph (A)(ii) by striking "subparagraph (B)" and inserting "subparagraphs (B) and (E)"; and (ii) by adding at the end the following: "(E) ONE-TIME EXTENSION.— "(i) IN GENERAL.—Upon request from a metropolitan planning organization, not more than once per certification under subparagraph (A) that is in effect as of the date of enactment of the BUILD America 250 Act, the Secretary may extend the certification through the year immediately following the first update to a long-range transportation plan or a TIP that is approved by the metropolitan planning organization after such date of enactment. "(ii) PROCESS.—The Secretary shall establish a process through which a metropolitan planning organization may submit to the Secretary a request to extend a certification pursuant to clause (i)."; and Page 301, starting on line 17, amend paragraph (4) to read as follows: (4) in subsection (k)— (A) in paragraph (4)— (i) in subparagraph (A) by striking "IN GENERAL" and inserting "HOUSING COORDINATION PROCESS"; (ii) by striking subparagraph (B); (iii) in subparagraph (C)— (I) in clause (i) by striking the enumerator and the heading; and (II) by striking clause (ii); and (iv) by redesignating subparagraph (C), as amended, as subparagraph (B); and (B) in paragraph (6)— (i) in subparagraph (A)(ii) by striking "subparagraph (B)" and inserting

"subparagraphs (B) and (E)"; and (ii) by adding at the end the following: "(E) ONE-TIME EXTENSION.— "(i) IN GENERAL.—Upon request from a metropolitan planning organization, not more than once per certification under subparagraph (A) that is in effect as of the date of enactment of the BUILD America 250 Act, the Secretary may extend the certification through the year immediately following the first update to a long-range transportation plan or a TIP that is approved by the metropolitan planning organization after such date of enactment. "(ii) PROCESS.—The Secretary shall establish a process through which a metropolitan planning organization may submit to the Secretary a request to extend a certification pursuant to clause (i)."; and; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Figures of Alabama (Figures 066): Page 86, line 20, strike the closing quotation mark and semicolon and insert the following: "(26) Projects to create, maintain, or otherwise repair or modify road access to facilitate implementation of the Maritime Action Plan issued by the President pursuant to the Executive Order 14269, titled 'Restoring America's Maritime Dominance' (90 Fed. Reg. 15635)."; was AGREED TO by a recorded vote of 51 Yeas and 13 Nays (RC#125).

The vote was as follows:

<b>Vote: 125</b>	<b>Measure: 8870</b>
<b>On: No. 066</b>	

<b>Yea</b>	<b>51</b>	<b>Nay</b>	<b>13</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>

Member	Vote	Member	Vote
Mr. Graves of MO	Y	Mr. Larsen of WA	Y
Mr. Crawford	Y	Ms. Norton	Y
Mr. Webster of FL	N	Mr. Nadler	Y
Mr. Massie		Mr. Garamendi	
Mr. Perry	N	Mr. Johnson of GA	Y
Mr. Babin	N	Mr. Carson	Y
Mr. Rouzer	Y	Ms. Titus	Y
Mr. Bost	Y	Mr. Huffman	Y
Mr. Westerman	Y	Ms. Brownley	Y
Mr. Mast	Y	Ms. Wilson of FL	
Mr. Stauber	Y	Mr. DeSaulnier	Y
Mr. Burchett	N	Mr. Carbajal	Y
Mr. Johnson of SD	Y	Mr. Stanton	Y
Mr. Van Drew	Y	Ms. Davids of KS	Y
Mr. Nehls	Y	Mr. García of IL	Y
Mr. Mann	Y	Mr. Pappas	Y
Mr. Owens	N	Mr. Moulton	Y
Mr. Burlison	N	Ms. Strickland	Y
Mr. Collins	Y	Mr. Ryan	Y
Mr. Ezell	Y	Ms. Hoyle of OR	Y

<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>Y</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>Y</b>	<b>Ms. Pou</b>	<b>Y</b>
<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>Y</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>Y</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>Y</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>Y</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>N</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Garcia of Illinois (Garcia 048): At the end of title I, insert the following: SEC. 1\_\_ NATIONAL HIGHWAY PERFORMANCE PROGRAM ELIGIBLE PROJECTS. Section 119 of title 23, United States Code, is amended— (1) in subsection (d)— (A) in paragraph (1)(B) by striking "and" at the end; (B) in paragraph (2)(S) by striking the period at the end and inserting "; and"; and (C) by adding at the end the following: "(3) a project that is otherwise eligible under this subsection to construct new capacity for single occupancy passenger vehicles only if the State— "(A) has demonstrated progress in achieving a state of good repair, as defined in the State's asset management plan, on the National Highway System; "(B) demonstrates that the project— "(i) supports the achievement of performance targets of the State established under section 150; and "(ii) is more cost effective, as determined by benefit-cost analysis, than— "(I) an operational improvement to the facility or corridor; "(II) the construction of a public transportation project eligible for assistance under chapter 53 of title 49; or "(III) the construction of a non-single occupancy passenger vehicle project that improves freight movement; and "(C) has a public plan for maintaining and operating the new asset while continuing its progress in achieving a state of good repair under subparagraph (A)."; and (2) by adding at the end the following: "(I) BENEFIT-COST ANALYSIS.—In carrying out subsection (d)(3)(B)(ii), the Secretary shall establish a process for analyzing the cost and benefits of projects under such subsection, ensuring that— "(1) the benefit-cost analysis includes a calculation of all the benefits addressed in the performance measures established under section 150; "(2) the benefit-cost analysis includes a consideration of the total maintenance cost of an asset over the lifecycle of the asset; and "(3) the State demonstrates that any travel demand modeling used to calculate the benefit-cost analysis has a track record in predicting benefits of past projects.".; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Hoyle of Oregon (Hoyle 069): Strike section 10404. Page 927, line 8, strike "20124" and insert "20122".; was WITHDRAWN.

An En Bloc Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Johnson of Georgia (Johnson GA 066 and 068): At the end of subtitle A of

title III, insert the following: SEC. 3\_\_ . HIGH QUALITY TRANSIT OPERATING SUPPORT PROGRAM. (a) IN GENERAL.—Chapter 53 of title 49, United States Code, is amended by adding at the end the following (and in coordination with subtitle (C) of this title, by transferring to appear as the last section in subchapter I of chapter 53): "§ 5\_\_ . High quality transit operating support program "(a) IN GENERAL.—The Secretary of Transportation shall establish a program under which the Secretary may make grants to eligible recipients to enhance mobility and improve environmental sustainability through investing in public transportation service improvements. "(b) ALLOCATION OF FUNDING.—For each fiscal year, the Secretary shall allocate funding as follows: "(1) Each urbanized area, State, and Indian Tribe that is an eligible recipient shall receive an apportionment based on data contained in the National Transit Database such that— "(A) each urbanized area shall receive an amount equal to 50 percent of the urbanized area's average annual operating costs over the 3-year period preceding such fiscal year; "(B) each State shall receive an amount equal to 50 percent of the subrecipients in such State under section 5311 average operating costs over the 3-year period preceding such fiscal year; and "(C) each Indian Tribe shall receive an amount equal to 50 percent of the Indian Tribe's average operating costs over the 3-year period preceding such fiscal year. "(2) For funds remaining after the apportionment described in paragraph (1), such funds shall be apportioned such that each urbanized area, State, and Indian Tribe that is an eligible recipient shall receive an apportionment equal to the proportion of all operating costs reported to the National Transit Database over the 3-year period preceding the fiscal year in which such funds are apportioned. "(3) In any given year, no urbanized area, State, or Indian Tribe may receive an apportionment under this subsection that is greater than 80 percent of the average operating costs over the 3-year period preceding the fiscal year in which such funds are apportioned. "(c) ELIGIBLE PROJECTS.— "(1) IN GENERAL.—Eligible recipients may use funding provided under this section for operating costs associated with projects eligible under this chapter and title 23 that improve public transportation service for transit dependent populations and support increased transit ridership, including— "(A) projects that decrease headways; "(B) projects for new or expanded service area, hours, or days; "(C) projects to improve transit reliability or travel time savings, including transit prioritization; "(D) IT enhancements to improve customer information and customer and employee safety such as implementation of real-time transit data; "(E) projects to support seamless complete trips, including— "(i) projects to improve transit network connectivity; "(ii) signage and wayfinding; "(iii) fare coordination; and "(iv) multimodal payment integration; "(F) service planning related to funding provided under this section, including planning to address changing demographics, changing travel movement, network redesign (including the implementation of a plan that results in a net increase in service hours across a region, subregion, or study area), and accommodating essential service trips (including service trips for employment, healthcare facilities, child care, education and workforce training, food sources, banking and other financial institutions, and other retail shopping establishments); "(G) measuring access to work and essential services, particularly for non-drivers, for the purpose of developing projects to be funded under this section, including data acquisition and acquiring outside support for conducting analysis of such data; "(H) measures to enhance customer sense of safety and security, including public safety measures and outreach to unhoused persons in the transit system; "(I) initiatives to improve the transit environment, such as additional or enhanced cleaning; and "(J) workforce development initiatives necessary to improve or maintain service. "(2) NO EFFECT ON OTHER LAWS.—The use of funds from this section for operating costs of projects described in paragraph (1) may not affect the eligibility of such projects to receive funding from other sections of this chapter or title 23. "(d) REQUIREMENT.—A preponderance of a grant received by a recipient under this section in a fiscal year shall be used for projects that benefit underserved communities or areas of persistent poverty. "(e) FEDERAL SHARE.— "(1) IN GENERAL.—The Federal share of a project or program carried out using a grant awarded under this section shall be not greater than 50 percent. "(2) FEDERAL SHARE FOR OPERATING EXPENSES.—In the case that a project includes both operating components funded from this section and non-operating components, the Federal share for operating components shall be 50 percent and for non-operating components shall be consistent with the requirements of the funding source for those components. "(3) INCREASED FEDERAL SHARE FOR CERTAIN AREAS.—Notwithstanding paragraph (2), the Federal share of an operating assistance component of a project or program carried out in an area of persistent poverty or an underserved community using a grant awarded under this section shall be not greater than 80 percent. "(4) FEDERAL SHARE FOR INDIAN TRIBES.—Notwithstanding paragraphs (1) through (3), for Indian Tribes receiving funding allocated under subsection (b)(1)(C), the Federal share of a project or program carried

out using a grant awarded under this section shall be 100 percent. "(5) IN KIND MATCH.—Of the non-Federal share required under this subsection, 25 percent may be derived from amounts (other than amounts received from the Federal Transit Administration) expended for associated capital improvements related to a project or program carried out using a grant awarded under this section. "(f) PERIOD OF AVAILABILITY.—An amount apportioned under this section may be obligated by the recipient for 2 years after the fiscal year in which the amount is apportioned. Not later than 30 days after the end of the 2-year period, an amount that is not obligated at the end of that period shall be added to the amount that may be apportioned under this section in the following fiscal year. "(g) CONDITIONS FOR OPERATING ASSISTANCE.—As a condition of receiving a grant under this section, an eligible recipient shall— "(1) in the case of a recipient in an urbanized area— "(A) agree to report to the Federal Transit Administration, for inclusion in the National Transit Database— "(i) service frequency and revenue vehicle hours, including revenue vehicle hours and unlinked passenger trips originating and terminating in areas of persistent poverty and underserved communities, together with such other specific data as the Secretary shall find necessary and appropriate; and "(ii) the number of jobs and essential services accessible by transit, and improvement in such access, including specific reporting on access by transit for areas of persistent poverty and underserved communities; and "(B) demonstrate that such recipient has surveyed, within the past year and at least every 2 years thereafter, current transit riders as well as non-riding residents of areas of persistent poverty and underserved communities regarding transit service improvements, using means designed to maximize participation from both riders and non-riders, and has published the survey in an online format; "(2) in the case of a recipient that is an Indian Tribe— "(A) agree to report to the Federal Transit Administration, for inclusion in the National Transit Database, revenue vehicle hours and unlinked passenger trips, together with such other specific data as the Secretary shall find necessary and appropriate; and "(B) demonstrate that such recipient has surveyed, within the past year and at least every 2 years thereafter, current transit riders as well as non-riding residents of the Tribe's service area regarding transit service improvements, using means designed to maximize participation from both riders and non-riders, and has published the survey in an online format; and "(3) in the case of a recipient that is a State or other possession receiving assistance under section 5311— "(A) agree to report to the Federal Transit Administration, for inclusion in the National Transit Database, revenue vehicle hours for each subrecipient receiving assistance under this section, including revenue vehicle hours and unlinked passenger trips originating and terminating in areas of persistent poverty and underserved communities, together with such other specific data as the Secretary shall find necessary and appropriate; "(B) provide an annually updated report to the Secretary identifying those underserved communities and areas of persistent poverty in the non-urbanized areas of the State or possession that do not have any reported public transit services, or in which either the availability or utilization of rural public transit is in the bottom quintile as compared to all rural public transit services in the United States, using such measurements as shall be identified by the Secretary, together with annually updated progress toward achieving the State's or possession's strategy for establishing high-quality transit service in these unserved and underserved communities and areas of persistent poverty; and "(C) demonstrate that every subrecipient of the State or possession has surveyed, within the past year and at least every 2 years thereafter, current transit riders as well as non-riding residents of areas of persistent poverty and underserved communities within the sub-recipient's service area regarding transit service improvements, using means designed to maximize participation from both riders and non-riders, and has published the survey in an online format. "(h) REGULATIONS.—Not later than 1 year after the date of enactment of this section, the Secretary shall issue such regulations as are necessary to carry out the program established under subsection (a), including defining the terms 'preponderance of a grant', and 'access to jobs and essential service' for purposes of this section and taking into account any necessary difference in the definition of such terms required for urbanized areas, rural areas located near urbanized areas, and remote rural areas. "(i) ACCESS MEASUREMENT.— "(1) IN GENERAL.—In carrying out the program under this section, the Secretary shall set up a multimodal access measurement interface that is open to any public agency through the program under section 5505 to aid transit agencies in determining and reporting on access to jobs and essential services. "(2) INTERIM DATA.—Until the access measurement interface under paragraph (1) is established, an eligible recipient may use other data sources to determine and report on access to jobs and essential services. "(j) MAINTENANCE OF EFFORT.— "(1) IN GENERAL.—Not later than 30 days after the beginning of each fiscal year, recipients of funds under this section shall certify to the Secretary that such recipients will, with funding pledged by all sources, maintain effort with regard to transit service. As part of such certification, the

transit agency shall submit to the Secretary a statement identifying the amount of funds from all sources (other than funds provided under this section and related non-Federal match) expended on transit operations during the prior fiscal year, and the amount expected to be expended on transit operations from all sources during the current fiscal year. "(2) FAILURE TO MAINTAIN EFFORT.—If a recipient of funds under this section is unable to maintain the level of effort certified pursuant to paragraph (1) for any fiscal year, the amount such recipient would have received under this section in the following fiscal year shall be reduced by one-third. "(k) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to prevent an eligible recipient from increasing service through the use of any other Federal or non-Federal funds. "(l) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section \$20,000,000,000 for each of fiscal years 2025 through 2028. "(m) DEFINITIONS.—In this section: "(1) AREAS OF PERSISTENT POVERTY.—The term 'area of persistent poverty' means— "(A) a county that has consistently had greater than or equal to 20 percent of the population of such county living in poverty during the most recent 30-year period for which data is available, as measured by the 1990 and 2000 decennial censuses; or "(B) a census tract with a poverty rate of at least 20 percent as measured by the 2014 through 2018 5-year data series available from the American Community Survey of the Bureau of the Census. "(2) ASSOCIATED CAPITAL IMPROVEMENTS.—The term 'associated capital improvements' means a capital project described in subparagraphs (B) through (G) of section 5302(4). "(3) ELIGIBLE RECIPIENT.—The term 'eligible recipient' means a recipient or subrecipient of funds under section 5307 or 5311. "(4) UNDERSERVED COMMUNITY.—The term 'underserved community' means— "(A) a census tract or block numbering area in which the median income does not exceed 80 percent of the area median income; "(B) families with income not greater than 100 percent of the area median income that reside in minority census tracts; "(C) families with income not greater than 100 percent of the area median income that reside in areas affected by disasters, as determined by the Administrator of the Federal Transit Administration; "(D) a census tract that has a minority population of at least 30 percent or a median income of less than 100 percent of the area median income; "(E) a community that has low access to jobs and essential services, as determined by the Secretary; or "(F) a census block or group of geographically contiguous census blocks in which the population of any racial or ethnic minority individuals, individually or in combination, comprises 30 percent or more of the population of persons in the census block or group of geographically contiguous census blocks." (b) FEDERAL TRANSIT PROGRAM GENERAL PURPOSES.—Section 5301(b) of title 49, United States Code, is amended by adding at the end the following: "(9) support public transportation's role in combating climate change through growing/retaining transit ridership." (c) APPLICABILITY OF LAW.—The Secretary of Transportation shall ensure that the requirements of section 5333 of title 49, United States Code, are applied to section 5308 of such title (as added by subsection (a)). (d) GAO REPORT.—Not later than 4 years after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report that reviews the outcomes of the program established under section 5308 of title 49, United States Code, as initially added by subsection (a), including new service produced and improvements in access to work and essential services, particularly for areas of persistent poverty and underserved communities. (e) SENSE OF CONGRESS.—It is the sense of Congress that capital funding for transit should be increased. (f) INCREASED FEDERAL SHARE OF OPERATING COSTS FOR RURAL AREAS.—Section 5311(g)(2) of title 49, United States Code, is amended to read as follows: "(2) OPERATING ASSISTANCE.—A grant made under this section for operating assistance may not exceed 80 percent of the net operating costs of the project, as determined by the Secretary." At the end of title III of the bill, add the following: SEC. 3 \_\_\_\_. FUNDING FLEXIBILITY FOR OPERATING COSTS. Notwithstanding section 5307(a)(1)(D) of title 49, United States Code, public transportation systems located in areas with a population of 200,000 or more may use funds provided under this section for operating costs of equipment and facilities in any month that the national average price of a gallon of gas, as determined by the U.S. Energy Information Agency, has exceeded \$4.; WAS WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Titus of Nevada (Titus 307): Page 10003, line 16, strike "and". Page 10003, line 22, strike the period and insert "; and". Page 10003, after line 22, insert the following:

(5) update regulations to require haulers of shipments of lithium batteries contained in cargo transport units, including pursuant to UN 3536, that require placarding by special provision 389 of section 172.102 of title 49, Code of Federal Regulations, to register in accordance with section 107.601 of such title and require the operator of the transport unit to obtain a hazardous materials endorsement on the commercial driver's license of the operator.; was AGREED TO by a recorded vote of 40 Yeas and 24 Nays (RC#126).

The vote was as follows:

<b>Vote: 126</b>		<b>Measure: 8870</b>	
<b>On: No. 307, offered by Ms. Titus</b>			
<b>Yea</b>	<b>40</b>	<b>Nay</b>	<b>24</b>
<b>Present</b>	<b>0</b>	<b>Not Voting</b>	<b>3</b>
<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
<b>Mr. Graves of MO</b>	<b>N</b>	<b>Mr. Larsen of WA</b>	<b>N</b>
<b>Mr. Crawford</b>	<b>Y</b>	<b>Ms. Norton</b>	<b>Y</b>
<b>Mr. Webster of FL</b>	<b>N</b>	<b>Mr. Nadler</b>	<b>Y</b>
<b>Mr. Massie</b>		<b>Mr. Garamendi</b>	
<b>Mr. Perry</b>	<b>Y</b>	<b>Mr. Johnson of GA</b>	<b>Y</b>
<b>Mr. Babin</b>	<b>N</b>	<b>Mr. Carson</b>	<b>Y</b>
<b>Mr. Rouzer</b>	<b>N</b>	<b>Ms. Titus</b>	<b>Y</b>
<b>Mr. Bost</b>	<b>Y</b>	<b>Mr. Huffman</b>	<b>Y</b>
<b>Mr. Westerman</b>	<b>Y</b>	<b>Ms. Brownley</b>	<b>Y</b>
<b>Mr. Mast</b>	<b>N</b>	<b>Ms. Wilson of FL</b>	
<b>Mr. Stauber</b>	<b>N</b>	<b>Mr. DeSaulnier</b>	<b>Y</b>
<b>Mr. Burchett</b>	<b>Y</b>	<b>Mr. Carbajal</b>	<b>Y</b>
<b>Mr. Johnson of SD</b>	<b>Y</b>	<b>Mr. Stanton</b>	<b>Y</b>
<b>Mr. Van Drew</b>	<b>Y</b>	<b>Ms. Davids of KS</b>	<b>Y</b>
<b>Mr. Nehls</b>	<b>N</b>	<b>Mr. Garcia of IL</b>	<b>Y</b>
<b>Mr. Mann</b>	<b>N</b>	<b>Mr. Pappas</b>	<b>Y</b>
<b>Mr. Owens</b>	<b>N</b>	<b>Mr. Moulton</b>	<b>Y</b>
<b>Mr. Burlison</b>	<b>N</b>	<b>Ms. Strickland</b>	<b>Y</b>
<b>Mr. Collins</b>	<b>Y</b>	<b>Mr. Ryan</b>	<b>Y</b>
<b>Mr. Ezell</b>	<b>N</b>	<b>Ms. Hoyle of OR</b>	<b>Y</b>
<b>Mr. Kiley</b>	<b>N</b>	<b>Mrs. Sykes</b>	<b>Y</b>
<b>Mr. Fong</b>	<b>N</b>	<b>Ms. Scholten</b>	<b>Y</b>
<b>Mr. Wied</b>	<b>Y</b>	<b>Mrs. Foushee</b>	<b>Y</b>
<b>Mr. Barrett</b>	<b>N</b>	<b>Mr. Deluzio</b>	<b>Y</b>
<b>Mr. Begich</b>	<b>Y</b>	<b>Mr. Garcia of CA</b>	<b>Y</b>
<b>Mr. Bresnahan</b>	<b>N</b>	<b>Ms. Pou</b>	<b>Y</b>

<b>Mr. Hurd</b>	<b>N</b>	<b>Ms. McDonald Rivet</b>	<b>Y</b>
<b>Mr. Shreve</b>	<b>N</b>	<b>Ms. Friedman</b>	<b>Y</b>
<b>Mr. McDowell</b>	<b>N</b>	<b>Ms. Gillen</b>	<b>Y</b>
<b>Mr. Taylor</b>	<b>N</b>	<b>Mr. Figures</b>	<b>Y</b>
<b>Mr. Knott</b>	<b>N</b>	<b>Mr. Frost</b>	<b>Y</b>
<b>Ms. King-Hinds</b>	<b>N</b>		
<b>Mr. Kennedy</b>	<b>N</b>		
<b>Mr. Onder</b>	<b>N</b>		
<b>Mr. Patronis</b>	<b>Y</b>		
<b>Mr. Fuller</b>	<b>Y</b>		

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Moulton of Massachusetts (Moulton 076): At the end of Subtitle D of title X, add the following: SEC. 104\_\_. STUDY ON RAIL ELECTRIFICATION. (a) IN GENERAL.—The Administrator of the Federal Railroad Administration, acting through the Associate Administrator of the Office of Research, Data, and Innovation, shall conduct a study on the feasibility of rail electrification along passenger and freight corridors across the United States. (b) CONTENTS.—In conducting the study required under subsection (a), the Administrator shall identify— (1) all existing and imminently planned rail corridors in the United States; (2) within each such corridor, with respect to each rail system— (A) how such system is powered; and (B) whether such system is a Class I, II, or III railroad; (3) any rail corridor segments in which rail electrification may be feasible; and (4) any rail corridor segments in which clean rail technologies may be adopted. (c) CONSULTATION.—In carrying out the study described in this section, the Administrator shall consult with railroad owners and operators, State and local governments, and any other entities the Administrator determines appropriate. (d) REUSE OF RESOURCES.—In carrying out the study described in this section, the Administrator shall use any existing resources of the Administration, as applicable, to minimize expenditures. (e) REPORT.— (1) INITIAL PROGRESS REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to Congress a report on the progress of carrying out the study required under this section. (2) FINAL REPORT.—Not later than 1 year after the Administrator submits the report under paragraph (1), the Administrator shall submit to Congress a final report describing the results of the study required under this section.; was NOT AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Garcia of Illinois (Garcia 049): At the end of title I, insert the following: SEC. 2. RULEMAKING TO ADOPT RECOMMENDATIONS FOR ACCESSIBILITY OF ELECTRIC VEHICLE CHARGING STATIONS. (a) IN GENERAL.—Not later than 18 months after the date of the enactment of this Act, the Architectural and Transportation Barriers Compliance Board shall finalize the proposed rule issued on September 3, 2024 and titled "American With Disabilities Act and Architectural Barriers Act Accessibility Guidelines; EV Charging Stations" (89 Fed. Reg. 71215). (b) REQUIREMENTS.—The Architectural and Transportation Barriers Compliance Board shall include in the final rule required under this section the minimum standards for electric vehicle charging stations (as the term "charging station" is defined in section 680.104 of title 23, Code of Federal Regulations) and accessibility guidelines for such stations. (c) NO DELAY IN FINALIZING RULE.—If, upon the expiration of the deadline described in subsection (a), the Architectural and Transportation Barriers Compliance Board has not finalized the rule required under this section, the proposed rule described in subsection (a) shall be deemed to be a final rule, and a notice of such final rule shall be promptly published in the Federal Register. (d) ADOPTION OF REGULATIONS.—Not later than 180 days after a final rule is published pursuant to subsection (a), the Secretary and the Attorney General shall issue such regulations as are necessary to adopt such guidelines.; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Mr. Moulton of Massachusetts (Moulton Word 1): Page 734, line 12, strike “and”. Page 734, line 15, strike the period and insert “; and (3) by adding (j) Interagency Coordination. – The Secretary shall coordinate with USFWS, NOAA, FHWA, and the Army Corps to expedite permitting, environmental review, and technical consultations, and to establish best practices for extreme-weather-adaptive culvert and weir design.”; was WITHDRAWN.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 8870, offered by Ms. Hoyle of Oregon (Hoyle 064 Rev1): Page 274, after line 2, insert the following: (aa) in subclause (I) by inserting "corridor-based bus rapid transit facility," after "fixed guideway transit facility,"; Page 276, line 21, strike the closing quotation marks and the second period. Page 276, after line 21, insert the following: (F) by adding at the end the following: "(25) CORRIDOR-BASED BUS RAPID TRANSIT.— The term 'corridor-based bus rapid transit' has the meaning given such term in section 611.105 of title 49, Code of Federal Regulations."; was AGREED TO by voice vote.

A unanimous consent request by Mr. Graves of Missouri that H.R. 8870, as amended, be reported as a single Amendment in the Nature of a Substitute incorporating any amendments adopted; was NOT OBJECTED TO.

A unanimous consent request by Mr. Graves of Missouri that staff be authorized to make all necessary technical, clarifying, and conforming changes to H.R. 8870, as amended; was NOT OBJECTED TO.

A motion by Mr. Graves of Missouri that, pursuant to Rule XXII, clause 1, the Committee authorizes the Chairman, or designee, to offer such motions as may be necessary in the House to go to conference with the Senate on H.R. 8870, as amended; was NOT OBJECTED TO.

A unanimous consent request by Mr. Graves of Missouri that, the Chairman, after consultation with the Ranking Member, has authority to strike or revise any provision of the bills ordered reported today that would cause a sequential referral to another committee, or that would cause the bills to concurrent resolutions to be subject to a Budget Act or a Rule 21 CUTGO point of order; was NOT OBJECTED TO.

Pursuant to Rule XI clause 2(1), of the Rules of the House of Representative, the Chairman notes that Members may have two calendar days in which to file any supplemental, minority, additional, or dissenting views on H.R. 8870, as amended; was NOT OBJECTED TO.

Pursuant to Rule 6 of the Rules of the Committee on Transportation and Infrastructure, the Chairman noted the presence of a quorum for actions taken on all Committee business today.

