

House-Adopted Amendments to Transportation Provisions

Amendment # and Link to Text	Description	Sponsor (s)	
2	Increases safety by allowing additional states that have passed distracted driving legislation to qualify for incentive grant funding.	Kirkpatrick (D-AZ)	
3	Permits "covered logging vehicles" - which are considered raw or unfinished forest products including logs, pulpwood, biomass, or wood chips - that have a gross vehicle weight of no more than 99,000 pounds and has no less than six-axles to operate on a 24.152 mile segment of I-35 in Minnesota.	Nolan (D-MN), Crawford (R-AR)	Adopted En Bloc
5	Clarifies minority groups to be targeted in human resources outreach and brings bill text in line with existing law in Title V.	Adams (D-NC)	Adopted En Bloc
9	Increases weight limit restrictions for logging vehicles on a 13-mile stretch of I-39 to match Wisconsin state law.	Duffy (R-WI), Ribble (R-WI)	Adopted En Bloc
13	Requires the Secretary to consult with States to determine whether there are safety hazards or concerns specific to a State that should be taken into account when developing the regulations called for in the bill for railroad carriers to maintain a comprehensive oil spill response plan.	Napolitano (D-CA)	Adopted En Bloc
14	Removes a federal preemption and restore the full right to regulate towing to states and localities.	Beyer (D-VA) (As the designee for Van Hollen (D-MD))	
15	Strikes the Department of Transportation's authority to redistribute unallocated TIFIA funds.	Johnson, Eddie Bernice (D-TX)	
20	Directs the U.S. Department of Transportation to study methods of inventorying roadside highway safety hardware devices (i.e. guardrails) for the purpose of improving in-service evaluation of these devices.	DeSaulnier (D-CA)	
24	Express the Sense of Congress that the Department of Transportation should better enforce its existing rules requiring that small businesses owned by disadvantaged individuals are promptly paid for work satisfactorily completed on federally funded transportation projects.	Moore, Gwen (D-WI)	Adopted En Bloc
25	Requires a GAO study on the impact of the changes made by MAP-21 to the Jobs Access and Reverse Commute (JARC) program on the ability of low-income individuals served by JARC to use public transportation to get to work.	Moore, Gwen (D-WI)	Adopted En Bloc
28	Requires the Secretary of Transportation to study the methods State's use to procure culvert and storm sewer materials, and report their findings to the Transportation and Infrastructure Committee.	Gibbs (R-OH), Napolitano (D-CA)	
30	Requires the Department of Transportation to conduct a study on the safety of operations of a double-decker motorcoach equipped with a luggage carrier at the rear of the vehicle.	Duncan (R-TN)	
31	Requires the Interagency Coordination Council on Access and Mobility to submit a report to House Committee on Transportation and Infrastructure and Senate Committee on Commerce, Science, and Transportation containing the final recommendations of the Council.	Lawrence (D-MI)	Adopted En Bloc
33	Designates Interstate Route 205 in Oregon as a High Priority Corridor from its intersection with Interstate Route 5 to the Columbia River.	Schrader (D-OR)	Adopted En Bloc
36	Creates an expedited process for smaller TIFIA loans backed by local revenue sources, so they can be accessible to smaller cities and counties.	Larsen, Rick (D-WA)	
40	Clarifies the intent of Congress and ensure the motor-carrier industry can operate under one standard when engaging in commerce. Pre-empts a patchwork of 50 different state meal and rest break laws to provide certainty for regional carriers doing business.	Denham (R-CA), Brown, Corrine (D-FL), Costello (R-PA), Ashford (D-NE)	
43	Initiates a study on the levels and structure of insurance for a railroad carrier transporting hazardous materials.	Walz (D-MN), Lipinski (D-IL)	
45	Clarifies that projects within National Scenic Areas, and projects to increase capacity of highway segments to improve mobility, are eligible for federal funding under Nationally Significant Freight and Highway Projects.	Walden (R-OR), Blumenauer (D-OR), Herrera-Beutler (R-WA), Graves, Garret (R-LA)	
48	Creates a study and report on reducing the amount of vehicles in federal fleets and replacing necessary vehicles with ride-sharing services.	Schweikert (R-AZ)	Adopted En Bloc
50	Amends the nationally significant freight and highway projects program to allow consideration for projects to improve energy security and emergency evacuation routes.	Graves, Garret (R-LA)	Adopted En Bloc
51	Creates a National Advisory Committee on Travel and Tourism Infrastructure which will advise the Secretary of Transportation on infrastructure needs related to the use of the nation's intermodal transportation network to facilitate travel and tourism.	Brown, Corrine (D-FL), Titus (D-NV), Rice (R-SC)	
54	Allows local transit agencies that have demonstrated para-transit improvement activities the flexibility to use up to 20 percent of their Section 5307 funds.	Cohen (D-TN), LoBiondo (R-NJ), Langevin (D-RI)	Adopted En Bloc
58	Allows current teen traffic safety funding to be used to support school-based driver's education classes that promote safe driving and help meet the state's graduated driving license requirements, including behind the wheel training.	Moore, Gwen (D-WI)	Adopted En Bloc
60	Permits specific vehicles to use a designated three-miles on U.S. 63 in Arkansas during daylight hours only. The exemption would eliminate the need for construction of an access road and would qualify the entire road for the designation as Interstate 555.	Crawford (R-AR), Nolan (D-MN)	Adopted En Bloc

64	Requires submission of a report on technologies for identifying track defects to improve rail safety.	Cummings (D-MD)	Adopted En Bloc
67	Provides an exemption for various drivers in the agriculture industry with Class A CDLs so that they would no longer need to obtain a Hazardous Materials endorsement to transport more than 118 gallons of fuel, up to 1,000 gallons.	Neugebauer (R-TX), Farenthold (R-TX), Bustos (D-IL)	Adopted En Bloc
74	Clarifies that Section 130 funds may be used for projects that eliminate hazards posed by blocked grade crossings due to idling trains, such as when an ambulance or fire truck is blocked and unable to respond to an emergency.	Fitzpatrick (R-PA)	Adopted En Bloc
76	Allows for only certain trucks with current weight exemptions to be allowed to continue riding at those higher weight exemptions once certain segments of Texas State Highways are converted into Interstate 69.	Farenthold (R-TX), Babin (R-TX), Greene, Gene (D-TX)	
77	Changes the degradation standard of an HOV lane from maintaining an average operating speed above 45mph over a consecutive 180-day period during peak hours from 90% of the time to 50% of the time.	Napolitano (D-CA), Calvert (R-CA), Royce (R-CA)	
78	Adds a Sense of Congress that the engineering industry provides critical technical expertise, innovation, and local expertise to federal and state agencies to efficiently deliver surface transportation projects and urges the Secretary to reinforce these partnerships.	Hanna (R-NY), Maloney, Sean (D-NY)	
83	Requires the Government Accountability Office (GAO) to conduct a study on the implementation and efficacy of the European Train Control System to determine the feasibility of implementing such a system throughout the national rail network of the United States.	Moulton (D-MA)	Adopted En Bloc
84	Adds "consumer privacy protections" to the list of items that GAO must review when issuing its public assessment of the "organizational readiness of the Department to address autonomous vehicle technology challenges," as required by section 6024 of the Rules Committee Print.	Meng (D-NY), Cramer, Kevin (R-ND)	Adopted En Bloc
85	Requires the Secretary to revise the crash investigation data collection system to include additional data regarding child restraint systems whenever there are child occupants present in vehicle crashes.	Meng (D-NY), Love (R-UT)	
86	Requires that GAO perform a review of existing federal and state rules concerning school bus transportation of elementary and secondary school students, and issue recommendations on best practices for safe and reliable school bus transportation.	Meng (D-NY), Cramer, Kevin (R-ND)	Adopted En Bloc
92	Requires that the DOT, in coordination with DOD, implement the recommendations of a report issued by the Federal Motor Carrier Safety Administration to help veterans transition into civilian jobs driving commercial motor vehicles, including by obtaining commercial driver's license.	Aguilar (D-CA)	
93	Permits two light-or medium-duty trailers to be towed together, only when empty and being delivered to a retailer for sale, subject to length and weight limitations, and operated by professional CDL drivers.	Crawford (R-AR), Jenkins (R-KS), Ryan, Tim (D-OH), Johnson, Eddie Bernice (D-TX)	Adopted En Bloc
100	Seeks to improve highway designs to better manage stormwater by moving up in the planning process from the end so that thought goes into how best to plan, design, and construct project effectively while also reducing costs.	Edwards (D-MD)	
102	Gives USDOT authority to appoint and oversee the fed board members to the WMATA board, while currently GSA has this responsibility.	Edwards (D-MD), Comstock (R-VA)	
105	Facilitates the supply of domestic aggregate for nationally significant freight and highway projects.	Hunter (R-CA)	
106	Exempts certain welding trucks used in the pipeline industry from certain provisions under the FMCSR's.	Lipinski (D-IL), Davis, Rodney (R-IL), Pocan (D-WI), Reed (R-NY), McCollum (D-MN), Hanna (R-NY), Brady, Robert (D-PA), Hastings, Alcee (D-FL), Esty (D-CT), Garamendi (D-CA), Lowenthal (D-CA), Frankel (D-FL), Lieu (D-CA), Katko (R-NY), Bustos (D-IL)	Adopted En Bloc
107	Requires all legacy tank cars retrofit for continued Class 3 Flammable Liquid service to include enhanced top fittings protections for pressure relief valves.	Barletta (R-PA), Lipinski (D-IL)	
108	Designates the Central Texas Corridor as the future Interstate Route I-14.	Babin (R-TX)	
109	Includes a sense of Congress that the Department of Transportation should utilize modeling and simulation technology to analyze federally funded highway and public transit projects to ensure that these projects will increase transportation capacity and safety, alleviate congestion, reduce travel time and environmental impact, and are as cost effective as practicable.	Scott, Bobby (D-VA), Forbes (R-VA)	
110	Restores local flexibility for New Starts projects.	Lipinski (D-IL), Nadler (D-NY), Dold (R-IL)	Adopted En Bloc
113	Increases the air-mile radius from 50 air-miles to 75 air-miles for the transportation of construction materials and equipment, to satisfy the 24-hour reset period under Hours of Service rules. Gives states the ability to opt out of this increase if the distance is entirely included within the state's borders.	Ribble (R-WI), Hanna (R-NY), Cramer, Kevin (R-ND), Lipinski (D-IL)	
116	Clarifies the restrictions placed on institutions applying for UTC grants, and broadens the paragraph on "Focused Research" for regional UTCs. Directs the Secretary of Transportation to develop a 5-Year Transportation R&D Strategic Plan for FY 18 through FY 22. Authorizes the Assistant Secretary for Research and Technology to conduct a traffic congestion study. Authorizes the Assistant Secretary to submit a rail safety study to Congress.	Comstock (R-VA), Smith, Lamar (R-TX), Lipinski (D-IL)	
117	Allows the GSA to construct, install, and operate electric car charging stations on federal properties for use by employees. The construction, installation, and operation will be funded solely through user fees, so taxpayers will incur no cost.	Massie (R-KY), Lofgren (D-CA), Eshoo (D-CA)	

118	Increases the limit on 10 local governments with whom the State can exercise its authority to eliminate duplicative reviews to 25.	Calvert (R-CA)	
128	Designates the Oregon 99W Newberg-Dundee Bypass Route between Newberg, Oregon and Dayton, Oregon as a high priority corridor.	Bonamici (D-OR)	Adopted En Bloc
132	Allows general freight to be carried by an automobile transporter on a backhaul trip only.	Davis, Rodney (R-IL), Lipinski (D-IL)	Adopted En Bloc
134	Allows otherwise eligible Nationally Significant Freight and Highway Projects, which do not meet the minimum \$100 million threshold, to qualify for the specific reserved amount as provided in the legislation for such projects that fail to reach that threshold.	Costello (R-PA), Lipinski (D-IL)	
136	Clarifies that alternative fuel vehicles are eligible for consideration and use of funding under the Congestion Mitigation and Air Quality (CMAQ) Improvement Program.	Ryan, Tim (D-OH)	
139	Seeks a public safety report to be provided to the House and Senate Transportation Committees on the security of locations intended to encourage public use of alternative transportation as well as personal transportation such as car pool parking lots, mass transit parking; local, state, and regional rail station parking; college or university parking, bike paths or walking trails and other locations the Secretary deems would be appropriate.	Sewell (D-AL) (As the designee for Jackson Lee (D-TX))	
140	Provides a report on the Internet of Things (IoT) and its potential to improve transportation services to the elderly and persons with disabilities as well as assist local, state and federal transportation planners in achieving better inefficiencies and cost effectiveness, while protecting privacy and security of persons who use IoT technology.	Sewell (D-AL) (As the designee for Jackson Lee (D-TX))	
150	Clarifies that public demand response transit providers includes services for seniors and persons with disabilities.	Veasey (D-TX)	Adopted En Bloc
151	Directs the Secretary of Transportation to develop a comprehensive strategy, within 1 year, to address "structurally deficient" and "functionally obsolete" bridges, as defined by the National Bridge Inventory, and to identify the unique challenges and policy solutions with regards to these respective categories.	Gibson (R-NY), Maloney, Sean (D-NY), Nadler (D-NY)	
156	Allows all 50 states to compete for bus and bus facility funding by eliminating the 7-state set aside High Density Bus program and transferring the funds to the nationwide Competitive Bus Grants, Sec. 5339(d).	Herrera-Beutler (R-WA), Schrader (D-OR), Larsen, Rick (D-WA), Loeb sack (D-IA), Turner (R-OH)	
164	Report language encouraging the use of geosynthetic materials and other innovative technologies.	Fleischmann (R-TN)	
174	Designates the freight corridor running along Route 70 from Denver, CO to Salt Lake City, UT as a 'Corridor of High Priority.'	Polis (D-CO)	Adopted En Bloc
178	Manager's amendment makes technical and conforming changes to Rules Committee Print 114-32.	Shuster (R-PA)	
185	Makes performance assessments for the Frontline Workforce Development Program consistent with assessments currently in place for similar programs authorized through the Workforce Innovation and Opportunity Act of 2014.	Foxx (R-NC), DelBene (D-WA)	Adopted En Bloc

House-Adopted Amendments to Non-Transportation Provisions

Amendment # and Link to Text	Description	Sponsor (s)
3	Clarifies that only rental car companies whose primary business is renting vehicles are covered by the new requirements in the Senate passed version of H.R. 22.	Williams (R-TX)
10	Requires the agency to disclose information on which a rule is based including data, studies and cost-benefit analyses to the public.	Young, David (R-IA)
19	Directs GAO to conduct a study on how much non-commercial jet fuel tax revenue, paid for by business and general aviation, is diverted to the Highway Trust Fund due to the "fuel fraud" tax.	Pompeo (R-KS)
33	Requires the Department of Transportation to issue an annual report detailing how the funds authorized in the bill are divided among the states and the sources of those amounts. It would also require the Internal Revenue Service to submit an annual report to Congress detailing the tax burden of each state.	Foster (D-IL)
34	Executes a liquidation of the Federal Reserve surplus account and remittance of funds to the U.S. Treasury. The amendment also dissolves the existence of the surplus account on a go-forward basis. Finally, the amendment ensures future net earnings of the Federal Reserve, in excess of dividend paid, are remitted to the U.S. Treasury.	Neugebauer (R-TX), Huizenga (R-MI)
39	Requires the Administrator of the Environmental Protection Agency to ensure that in promulgating regulations any preference or incentive provided to electric vehicles is also provided to natural gas vehicles.	Mullin, Markwayne (R-OK)
42	Assigns to the Executive Director of the Federal Permitting Improvement Steering Council power to authorize extensions of permitting timetables, up to a total of fifty percent of the time specified in an original timetable, and to the Director of the Office of Management and Budget the power to authorize any additional extensions, subject to requirements to consult with the permit applicant and report to Congress, and makes further improvements to further streamline administrative procedures for permit review.	Goodlatte (R-VA), Marino (R-PA)
43	Requires auto parts suppliers and manufacturers provide specific information to the Secretary to further compliance of Section 30120(j) of Title 49. Information shall be made available on a public website and through databases to ensure defective auto parts are removed from the supply chain and can be tracked if a recall is ordered.	Kinzinger (R-IL)

<u>69</u>	Removes the Administrator of the EPA from list of individuals who shall designate a council member to the Federal Permitting Improvement council in Section 61002 FEDERAL PERMITTING IMPROVEMENT COUNCIL.	Gosar (R-AZ)
<u>82</u>	Provides for a new title that includes sections to improve emergency preparedness for energy supply disruptions, resolve environmental and grid reliability conflicts, enhance critical electric infrastructure security, evaluate the feasibility of a strategic transformer reserve, and establish energy security valuation procedures.	Mullin (R-OK) (on behalf of Upton (R-MI))
<u>85</u>	Modifies and add certain provisions to the Senate amendments dealing with the National Highway Traffic Safety Administration.	Burgess (R-TX)
<u>86</u>	This amendment provides regulatory relief to facilitate capital formation and to ensure greater consumer access to financial products and services. The amendment also provides for certain reforms concerning mint operations and housing.	Hensarling (R-TX)