

These amendments are grouped by subject matter in the following areas, in the following order:

- Highways – Generally
- Highways – Region-Specific
- Nationally Significant Freight and Highway Projects Program
- TIFIA
- Planning
- Mass Transit
- Research
- NHTSA Highway Safety
- Motor Carrier Safety – Generally
- Motor Carrier Safety – Region-Specific
- Rail and Hazardous Materials
- Davis-Bacon
- Other

Highways – Generally

- Guinta #4 requiring a GAO study of the purchasing power of a federal highway dollar and the relative cost of regulations and other inefficiencies.
- Hartzler #8 striking section 1422 of the bill (bees) and adds a new section to the end of the bill that amends 23 U.S.C. §319 (landscaping and scenic enhancement funding).
- Lewis #11 repealing section 339(b) of the 1995 NHS Designation act and making type II noise barrier projects eligible for STBGP funding.
- Radewagen #19 adding a new section 1112A that directs DOT to allocate funds for the territorial highway program according to quantifiable measurements.
- DeSaulnier #20 directing DOT 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 #23 adding a new section to Division A amending 23 U.S.C. §106 to create a peer review group and a comprehensive risk management plan to prevent cost overruns and project delays for transportation megaprojects exceeding \$2.5 billion.
- Gibbs #28 adding a new sec. 1431 requiring a DOT study and evaluation and report on culvert and storm sewer materials.
- Sablan #32 making ferries between the U.S. and territories or between U.S. territories eligible for ferry funding under 23 U.S.C. §129, including Puerto Rico as a territory.
- Garrett #41 adding a new section 1501 to the bill creating a pilot program for states to opt out of the federal highway and mass transit programs and opt out of federal motor fuels taxes.
- Rothfus #42 adding a new section at the end of Division A exempting the reconstruction of any road, highway, railway, bridge or transit facility

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damaged in a Stafford Act emergency from all environmental and permitting reviews if the reconstruction uses the same location, capacity, dimensions and design as the old facility.

- Lowenthal #46 allowing incorrectly designated FY 2010 earmarks under the Interstate Maintenance program to be made available for STBGP-eligible projects.
- Kirkpatrick #49 adding a new section 1122 relating to school bus routes on Indian reservations.
- Young (AK) #53 allowing Indian tribes to access contract authority that is normally “lopped off” by annual obligation limitations.
- Hahn #65 directing USDOT to conduct a study of the feasibility of burying power lines underground when building new roads.
- Carter #68 Amends the Surface Transportation Block Grant Program to allow metro areas to use up to 100 percent of their transportation alternatives set-aside for any purpose under STBGP.
- Carter #69 repealing all authorizations for the recreational trails program.
- Fitzpatrick #74 amending 23 U.S.C. §130 to allow funds to be used for projects to eliminate hazards due to idling trains.
- Ellison #75 amending sec. 1426 of the bill to amend 23 U.S.C. §150(c) to require DOT to establish performance measures for transportation connectivity for states and MPOs to use to assess roadway connectivity.
- Napolitano #77 changing 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.
- Foster #81 to require that the Surface Transportation Block Grant Program be apportioned to states entirely based on state population.
- Foster #82 creating a new donor-donee formula for all funding under the bill so that no state gets less than 95 percent nor more than 105 percent of their estimated HTF Highway Account excise tax contributions *and* their share of general fund taxes used to bail out the HTF.
- Swalwell #87 to expand CMAQ eligibility to include innovative shared use mobility projects that can reduce congestion and improve air quality. Expands associated transit improvements to include those shared-use projects that directly enhance transit.
- Capuano #90 amending 23 U.S.C. §130 to require states to develop grade crossing safety action plans.
- Mullin #95 relating to something about the ability to use title 23 money to work on bridges that have nesting swallows without regard to environmental laws or the Migratory Bird Treaty Act. However, the amendment does not specify whether the swallows are African or European.
- Hunter #103 requiring the Bureau of Indian Affairs to regularly update the comprehensive inventory of tribal transportation facilities to reflect current needs.

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- Hunter #104 allowing all roads that are defined as transportation facilities to be eligible for Indian Reservation Road (IRR) funding.
- Hurd #111 allowing states to use up to 5 percent of their Surface Transportation Block Grant Program funds for border infrastructure projects eligible under section 1303 of SAFETEA-LU.
- Calvert #118 increasing the number of local governments for which a state can administer the planning process under section 1313 of the bill from 10 to 25.
- Waters #124 allowing states to reprogram “dead earmark” money for other STBGP-eligible project in the state.
- Davis #131 increasing the percentage of Surface Transportation Block Grant Program funds that are sub-allocated to local areas by population, which rises from the current 50 percent to 55 percent over the life of the bill, to instead increase immediately to 55 percent and then gradually increase to 60 percent over the life of the bill.
- Ryan (OH) #136 clarifying that alternative fuel vehicles are eligible for consideration and use of funding under the CMAQ program.
- Garamendi #138 increasing the funding in the bill by an aggregate \$118 billion to make the bill comparable to GROW AMERICA.
- Maloney #149 adding a new section to division A increasing the federal cost share to 95 percent for projects converting high priority corridors (as designated in section 1105(c) of ISTEA) to Interstate standards.
- Gibson #151 adding a new section to division A requiring DOT to develop a comprehensive strategy to address structurally deficient and functionally obsolete bridges.
- Yoho #157 amending 23 U.S.C. §148(e) to urge the Secretary to give priority for public-private safety projects with a private share greater than 51 percent in areas with fewer than 150,000 residents.
- Yoho #158 prohibiting any federal funds from being used for the recreational trails program.
- Eshoo #162 adding a new 23 U.S.C. §331 requiring DOT to evaluate the prospects for requiring all highway construction projects to include underground conduit for future broadband wiring.
- Fleischmann #164 adding a new section to division A directing the Secretary to encourage the use of geosynthetic materials.
- LaMalfa #171 allowing states to reprogram “dead earmark” money for other STBGP-eligible project in the state.
- Polis #172 adding a new section to division A amending 23 U.S.C. §116 to change the definition of “preventive maintenance” to include safety equipment.
- Hunter #177 directing USDOT to establish a program to permit the acknowledgement of roadside maintenance with the use of live plant materials.

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- DeSantis #180 expressing the sense of Congress that most federal highway and transit spending and decision-making should be devolved to states.
- Cummings #181 amending the FHWA small business definition in section 1101 to strike 1101(b)(2)(A)(ii).
- Grijalva #184 striking sections 1301 through 1313 and sections 1315-1317 of the bill (almost all of the accelerated project delivery provisions).
- King #190 prohibiting HTF money from being used for “environmental or archeological programs or activities” and authorizing unlimited general fund appropriations for the same purposes.
- Cicilline #191 requiring annual DOT studies on STBGP usage in areas with deficient infrastructure.
- Cicilline #192 amending 23 U.S.C. §131 prohibiting federal highway funds from being used for the destruction of publicly owned trees for the purpose of increasing outdoor advertising visibility.

Highways – Region-Specific

- Schrader #33 designating I-205 in Oregon as a high priority corridor.
- Marino #34 limiting vehicular access to highway 209 in the Delaware Gap area of Pennsylvania.
- Hurt #88 expressing sense of Congress on the I-73 corridor.
- Babin #108 designating the Central Texas Corridor as the future I-14.
- Waters #122 modifying a TEA21 earmark for Inglewood, CA.
- Bonamici #128 designating Oregon 22W bypass as a high priority corridor.
- Polis #174 designating a freight corridor in Colorado as a high priority corridor.
- Ruiz #182 adding a high priority corridor in East Los Angeles.

Nationally Significant Freight and Highway Projects Program

- Brownley #16 increasing the freight program small project set-aside from 10 percent to 20 percent.
- Jenkins #39 that pavement preservation projects are eligible under the Nationally Significant Freight and Highway Projects program and requires the Department of Transportation to include pavement preservation practices into its highway efficiency studies.
- Walden #45 requiring the Secretary to consider movement of freight and people in national scenic areas when making grants under the new NSFHP program.
- Graves (LA) #50 requiring the Secretary to consider energy security and emergency evacuation when making grants under the new NSFHP program.
- Foster #79 eliminating the 10 percent set-aside for rural projects in the new Nationally Significant Freight and Highway Projects program in sec. 1111.
- Takano #94 to allow a program of related projects to count as a single project to meet the \$100 million minimum size for consideration in the new

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Nationally Significant Freight and Highway Projects program in sec. 1111 – *WITHDRAWN*.

- Graves (LA) #97 making projects that expand capacity of 1-lane highway segments in large and mid-size metropolitan regions to increase mobility and alleviate severe bottleneck and congestion eligible for consideration under the Nationally Significant Freight and Highway Projects program in section 1111.
- Hunter #105 giving blanket NEPA waivers for facilities to allow loading and unloading of construction aggregate onto barges if the aggregate is used for the Nationally Significant Freight and Highway Projects program in section 1111.
- Aguilar #119 allows USDOT to consider, when making grants under the Nationally Significant Freight and Highway Projects, the benefits of carrying out projects in areas where a State, county, or local government is using voter-approved sales tax measures to fund transportation projects.
- Costello #134 allowing 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.
- Maloney #148 requiring DOT to give preference to projects using non-traditional financing, innovative design or construction techniques or technologies, or design-build when selecting Nationally Significant Freight and Highway projects – *WITHDRAWN*.
- Polis #175 requiring that the Nationally Significant Freight and Highway Projects in section 1111 give priority to projects on high priority corridors as designated in section 1105(c) of ISTEA.

TIFIA

- Johnson #15 repeals 23 U.S.C. §608(a)(4), which allows redistribution of unused TIFIA funding, and also strikes the provisions of STRR that would amend §608.
- Larsen #36 amending 23 U.S.C. §603 to create a streamlined TIFIA application process.
- Edwards #101 amending 23 U.S.C. §601 to make transit-oriented development projects specifically for TIFIA.

Planning

- DeSaulnier #21 amends section 1201 of the bill to require MPOs to use transparent processes in selecting projects for transportation plans and to select the highest performing projects or else explain why lower performing projects are selected.
- Edwards #100 putting stormwater management earlier in the metropolitan planning process.
- Garamendi #137 to include habitat connectivity in the planning considerations in section 1201 and 1202 of the bill.

Mass Transit

- Adams #5 expanding the definition of a racial minority for purposes of the mass transit human resources and training program.
- DelBene #10 requiring a report on the Frontline Workforce Development Program for each fiscal year.
- Lipinski #18 expressing the Sense of Congress that Transit Oriented Development (TOD) is an eligible activity under the RRIF program.
- Moore #25 requiring 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.
- Russell #26 prohibiting any federal funding from being provided “for any project or activity to establish, maintain, operate, or otherwise support a streetcar service” – revised to grandfather existing projects.
- Lawrence #31 requiring the Interagency Coordination Council on Access and Mobility to submit its final report to Congress as well as the Administration.
- Lipinski #37 adding an amendment to the transit title of the bill amending the RRIF statute to make transit-oriented development eligible for RRIF financing.
- Young (AK) #52 extending current reduced non-federal match requirements enjoyed by eligible States to the municipalities within those states that receive their FTA grant funding directly from the Federal Government (i.e. tribal transit).
- Cohen #54 allowing local transit agencies that have demonstrated para-transit improvement activities the flexibility to use up to 20 percent of their Section 5307 funds.
- Moore #57 directing FTA to give priority to applicants under the new discretionary bus program to applicants “seeking to improve or restore bus service in order to better connect urban workers to suburban jobs or attract new riders.”
- Culberson #59 providing that if the applicant for federal funding is required to obtain voter approval before issuing debt for a new fixed guideway project, this amendment would require that applicant to include the following information on the ballot: the total cost of the project; the amount of debt to be incurred to finance the project; the mode of transportation; the route (including the beginning and end points of the proposed route); and duration of the project.
- Culberson #63 requiring a local transit entity to have a debt to equity ratio of at least 1:1 in order to be eligible for federal funds.
- Perry #72 amending 49 U.S.C. §5315 to change the way the National Transit Database calculates the drawdown of dollars used to help subsidized expanded transit service provided by a private entity.

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- Edwards #102 giving USDOT (not GSA) authority to appoint the federal members of the WMATA board.
- Lipinski #110 amending sec. 3005 of the bill clarify that STBGP funds cannot be used to pay the non-new-start share of a new start project.
- Norcross #114 requiring FTA to include light rail projects that connect low and moderate income census tract areas with universities and hospitals in their criteria, when evaluating light rail projects for funding.
- Comstock #115 amending 49 USC 5337(d)(1) to include those public transportation vehicles that operate on high-occupancy toll lanes that were converted from high-occupancy vehicle lanes during peak hours.
- Culberson #126 adding a new section to the bill dealing with the Houston Metro.
- Jackson-Lee #139 requiring a report to Congress on mass transit and alternative transportation safety and security.
- Jackson-Lee #140 amendment to the transit title on the potential of “the Internet of Things”.
- Jackson-Lee #142 directing the Secretary to take Historically Black Colleges and Universities, Hispanic Serving Institutions, Native American Colleges, and Rural College into account when considering institutions for National Transit Institute membership.
- Johnson #145 striking section 3020 of the bill (GAO study of possibly preventing transit agency safety plan submissions to DOT from being admissible in lawsuits).
- Ashford #147 amending 49 U.S.C. §5325 to add a veterans hiring preference.
- Veasey #150 to clarify that “public demand response transit” service includes services for seniors and persons with disabilities.
- Herrera-Beutler #156 increasing funding for the bus discretionary program under 49 U.S.C. §5339(d) from \$1.090 billion over six years to \$2.722 billion over six years (taking that money from the fast growth/high density formula bonus in 49 U.S.C. §5340 and amending §5340 to strike (b) and (d) and devote all the money to fast growth states and none to high density states.
- Welch #161 striking section 3010, which would lower the current federal share of bicycle facility projects from 95 and 90 percent to 80 percent.
- Babin #176 amending sec. 3014 of the bill to allow SOGR support for facilities with HOT lane access.
- Kildee #188 amending sec. 3004 of the bill to increased the urbanized area formula grant share of projects to 100 percent in cities where the population has decreased by 15 percent over 40 years and have a lot of vacant housing (i.e. Detroit).
- Bass #189 prohibiting DOT or FTA from implementing 49 CFR 18.36(c)(2) on local hiring preferences.

Research

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- Lipinski #62 amending 23 U.S.C. §167 (as amended by sec. 1110 of the bill) to allow the Secretary to conduct freight research.
- Meng #84 amending sec. 6024 to add “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.
- Comstock #116 clarifying the restrictions placed on institutions applying for UTC grants, broadening the paragraph on “Focused Research” for regional UTCs, directing the Secretary to develop a 5-Year Transportation R&D Strategic Plan for FY 18 through FY 22, and requiring DOT to submit to Congress studies on rail safety and traffic congestion.
- Newhouse #120 establishing a port performance statistics program at BTS to provide nationally consistent measures of port performance.
- Mica #152 amending the research authorizations in sec. 6002 to decrease 6002(a)(1) authorizations for highway R&D by \$29 million per year and increasing the authorizations in 6002(a)(2) by \$29 million per year.
- Mica #153 amending the research authorizations in sec. 6002 to decrease 6002(a)(1) authorizations for highway R&D by \$57.5 million per year and increasing the authorizations in 6002(a)(2) by \$57.5 million per year.

NHTSA Highway Safety

- Kirkpatrick #2 amending eligibility for the distracted driving incentive grant program to address laws that allow drivers to text while stopped in traffic.
- Moore #58 requiring DOT to study state practices on suspending driver’s licenses for non-driving reasons and to allow 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 requirement
- Blumenauer #66 increasing the number of states eligible for funding through the nonmotorized National Priority Safety Program, and double the funding for that program.
- Meng #85 requiring NHTSA to collect more information on vehicle crashes where child restraint systems were in use.
- Meng #86 requiring a GAO review of the safety of school bus transportation.
- Rice #112 changing the definitions of graduated drivers license programs.
- Sires #168 allowing states to qualify for federal incentive funding if they have a law that allows for installation of an ignition interlock at the time of arrest.

Motor Carrier Safety – Generally

- Duncan #6 clarifying that motor carriers who have not been prioritized for a compliance review by FMCSA due to their safe operations are equal in safety status to “satisfactory” rated carriers.
- Rooney #7 providing that a state may allow, by special permit, the operation of vehicles with a gross vehicle weight of up to 95,000 pounds for the hauling of livestock.

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- Lewis #12 striking section 5404 (graduated CDLs) and replacing with a study of potential graduated CDLs.
- Van Hollen #14 amending 49 U.S.C. 14501(c) to remove federal preemption and restore the full right to regulate towing to states and localities.
- Rothfus #17 permitting a vehicle operated on an engine fueled by natural gas to exceed any vehicle weight limit (up to a maximum gross vehicle weight of 82,000 pounds) by an amount that is equal to the difference between the weight attributable to the natural gas tank and fueling system and the weight of a comparable diesel tank and fueling system.
- Woodall #27 clarifying ours of Service rules to ensure the exemption for utility service vehicles that are essential to maintaining critical infrastructure that impacts communities, businesses, emergency personnel, and government agencies.
- Ribble #29 giving states the option of increasing the truck weight limits on their Interstate Highways from 80,000 pounds to 91,000 pounds if the trucks are equipped with an additional sixth axle. Would not impact existing exemptions already enacted under the law.
- Duncan #30 requiring a USDOT study on the safety of operations of a double-decker motorcoach equipped with a luggage carrier at the rear of the vehicle.
- Larsen #35 adding a new 49 U.S.C. §14507 clarifying that only the federal government can pass laws regulating the meal or rest breaks of truckers and bus drivers subject to federal ours of service rules.
- Denham #40 amending 49 U.S.C. §14501(c) clarifying that only the federal government can pass laws regulating the meal or rest breaks of truckers and bus drivers subject to federal ours of service rules.
- Walz #43 adding a new sec. 5307 creating a working group to evaluate the gaps in State-collected crash reporting data involving commercial motor vehicles.
- Crawford #61 amending sec. 5404 to add a pilot program to allow 18, 19 and 20 year olds to operate CMVs under certain conditions.
- Neugebauer #67 providing 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.
- Aguilar #92 directing DOT, within one year of enactment, to fully implement the veterans CDL acquisition program recommendations in the report under sec. 32308 of MAP-21.
- Crawford #93 amending 49 U.S.C. 31111(a) to allow 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.
- Lipinski #106 exempting certain welding trucks used in the pipeline industry from certain FMCSA regulations.

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- Ribble #113 increasing 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.
- Frankel #121 adding a provision to the new broker-shipper hiring standard created by Section 5224 to prohibit the hiring of “high risk carriers” as defined by FMCSA.
- Frankel #125 striking section 5223 of the bill (which keeps CSA scores private pending DOT IG certifications).
- Frankel #127 striking section 5501 of the bill (minimum level of insurance under 49 U.S.C. §31139).
- Frankel #130 combining her amendments #121, 125 and 127.
- Davis #132 allowing general freight to be carried by an automobile transporter on a backhaul trip only.
- Costello #135 prohibiting federally protected wild horses and burros, and stolen horses or horses without proper documentation of ownership, from being transported to slaughter for human consumption.
- Johnson #146 striking section 5501 of the bill (minimum level of insurance under 49 U.S.C. §31139).
- Mica #154 prohibiting a state from prohibiting the operation of an automobile transporter with a gross weight of 84,000 pounds or less on any segment of the Interstate System or qualified Federal aid primary highways designated by the Secretary.
- Chabot #186 doubling FMCSA maximum fines under 49 U.S.C. §521(b)(2)(A) and changing the repeat offender provisions.

Motor Carrier Safety – Region-Specific

- Nolan #3 – weight limit exemption for logging trucks on I-35 in Minnesota.
- Duffy #9 – weight limit exemption for logging trucks on I-39 in Wisconsin.
- Crawford #60 – weight limit exemption for US 63 in Arkansas if it is ever designated part of the Interstate system.
- Farenthold #76 – weight limit exemption for several Texas highways if they are ever designated as Interstate 69.

Rail/Hazardous Materials

- Napolitano #13 requiring 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.
- Walz #44 adding a new section requiring a DOT study on the levels and structure of insurance for a railroad carrier transporting hazardous materials.
- Cummings #64 requiring DOT to research and report to Congress on systems that measure vertical track deflection from a moving railroad car.

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- Esty #80 authorizing the appropriation from the general fund of \$270 million per year over FY 2016-2020 for grants to railroads for implementing positive train control technology.
- Moulton #83 adding a new section 7015 requiring a GAO study of the European Train Control System.
- Barletta #107 requiring all legacy tank cars retrofit for continued Class 3 Flammable Liquid service to include enhanced top fittings protections for pressure relief valves.
- Duffy #129 assessing a fine to railroad companies for blocking railroad crossings due to an employee shift change.
- Lynch #159 requiring DOT, at the request of a state or tribal government, to conduct safety reviews of pipeline transportation infrastructure projects.
- Polis #173 amending 49 U.S.C. §20153(b) to reinstate the discretion of the train conductor to sound a locomotive horn, when necessary to ensure safety, while crossing a public highway at speeds of 25 mph or less.
- Lowey #183 prohibiting rail transport of crude oil with volatility over 8.5 psi. Requires establishment of Maximum Volatility Standard for crude oil shipped by rail.

Davis-Bacon

- King #1 adding a new section to division A preventing any of the funds in “this Act” from being used to enforce Davis-Bacon (under rules of construction, “this Act” likely only means the FHWA title, not the whole bill).
- Perry #70 increasing the project cost threshold for Davis-Bacon applicability from \$2,000 to \$1.5 million.
- Perry #71 increasing the project cost threshold for Davis-Bacon applicability from \$2,000 to \$150,000.
- Foxx #166 repealing 23 U.S.C. §113 and 49 U.S.C. §5333(a), which apply Davis-Bacon rules to highway and mass transit projects, respectively.

Other

- DeSaulnier #22 expressing the sense of Congress that recipients of funding 3 under this Act should publically disclose any political 4 spending.
- Moore #24 expressing the sense of Congress on prompt payment of DBE subcontractors.
- Lipinski #38 directing DOT to establish an Automated and Connected Vehicle Research Initiative
- Schweikert #47 creating a pilot program for reduction of department-owned vehicles and increase in use of ride-sharing services.
- Schweikert #48 requiring a study and report on reducing the amount of vehicles in federal fleets and replacing necessary vehicles with ride-sharing services.
- Brown #51 creating a National Advisory Committee on Travel and Tourism Infrastructure.

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- Esty #55 requiring DOT to give a 30 day notice and comment period before issuing a Buy America waiver for highway, transit, and rail projects, and to publish a detailed explanation for each waiver in the Federal Register.
- Moore #56 requiring DOT to review its requirements regarding the gathering of state specific data regarding DBE payments and participation.
- Fitzpatrick #73 allowing veteran-owned small businesses to participate in an existing small business contracting program.
- Hanna #78 expressing the sense of Congress that Congress recognizes the valuable contribution made by the engineering industry.
- Heck #89 requiring USDOT to develop a set of best practices for the installation and maintenance of green stormwater infrastructure.
- Capuano #91 adding best practices related to labor relations in the list of best practices that the National Surface Transportation and Innovative Finance Bureau would develop.
- Sanford #96 prohibiting any funds provided by the Act from going to “sanctuary cities.”
- McKinley #98 adding a new division to the bill, the “Improving Coal Combustion Residuals Regulation Act of 2015.”
- DeSaulnier #99 adding a new division to the bill establishing criminal penalties for knowingly bypassing, defeating or rendering inoperable air pollution control parts or components in automobiles (up to 15 years in prison).
- Scott #109 expressing the sense of Congress that DOT should use modeling and simulation technology.
- Massie #117 authorizing GSA to put electric vehicle charging stations in federal employee garages and parking lots.
- Waters #123 appropriating \$7.5 billion for the TIGER grant program.
- Peters #133 requiring the President, within 15 days of enactment, to submit a supplemental appropriations request to Congress for the additional costs associated with accelerated review requirements required by the bill.
- Jackson-Lee #141 requiring DOT to conduct a national study and to submit to Congress within 1 year of enactment examining the accuracy and impact of traffic enforcement cameras on public safety.
- Gosar #143 rescinding all dead DOT earmarks after 10 years.
- Gosar #144 requiring the federal government to track the total number, cost, and time required for each environmental review of transportation projects when reporting the status of these projects to the public.
- Reichert #155 requiring a GAO study of the economic impact of the West Coast port labor negotiations and dispute from May 2014 to February 2015.
- Welch #160 increasing FHWA and FTA funding in the bill.
- Hultgren #163 prohibiting any funds appropriated to the Secretary of Transportation from being used “for any activity whose purpose is to influence any pending Federal, State, or local legislation” except directly to Congress through proper channels.

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- Jackson-Lee #165 requiring DOT to conduct a national study and to submit to Congress within 1 year of enactment examining the accuracy and impact of traffic enforcement cameras on public safety.
- Foxx #167 striking section 1416 (electric vehicle, EV, and alternative fuel vehicle charging corridors).
- Jackson-Lee #169 requiring DOT to report to Congress on the cyber-security of motor vehicles operating on public roads and highways.
- Lowenthal #170 requiring a GAO study to determine how streamlining provisions contribute to greenhouse gas emissions.
- Shuster #178 manager’s amendment making technical and conforming changes to the bill.
- Johnson #179 requiring DOT to submit a report to Congress annually detailing and justifying any waivers to Buy America provisions for surface transportation projects issued in the prior year.
- Foxx #185 making 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.
- Babin #187 prohibiting federal highway funds from going to “sanctuary cities.”