

H. Res. ____

H.R. 2 - INVEST in America Act [Moving Forward Act]

1. Structured rule.
2. Provides two hours of general debate on the bill equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure.
3. Waives all points of order against consideration of the bill.
4. Provides that an amendment in the nature of a substitute consisting of the text of Rules Committee Print 116-54, modified by the amendment printed in Part A of the Rules Committee report, shall be considered as adopted and the bill, as amended, shall be considered as read.
5. Waives all points of order against provisions in the bill, as amended.
6. Section 2 provides that following general debate, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part B of the Rules Committee Report. The amendment en bloc shall be considered as read, shall be debatable for one hour equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.
7. Section 3 provides that after consideration of the amendment en bloc described in section 2, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part C of the Rules Committee report. The amendment en bloc shall be considered as read, shall be debatable for 30 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.
8. Section 4 provides that after consideration of the amendment en bloc

described in section 3, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part D of the Rules Committee report. The amendment en bloc shall be considered as read, shall be debatable for 30 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

9. Section 5 provides that after consideration of the amendment en bloc described in section 4, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part E of the Rules Committee report. The amendment en bloc shall be considered as read, shall be debatable for one hour equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.
10. Section 6 provides that after consideration of the amendment en bloc described in section 5, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part F of the Rules Committee report. The amendment en bloc shall be considered as read, shall be debatable for 30 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.
11. Section 7 provides that after consideration of the amendment en bloc described in section 6, it shall be in order for the ranking minority member of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part G of the Rules Committee report. The amendment en bloc shall be considered as read, shall be debatable for 30 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.
12. Section 8 provides that after consideration of the amendment en bloc described in section 7, each further amendment printed in part H of the Rules Committee report shall be considered only in the order printed in the report, may be offered only by a Member designated in the report,

shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

13. Section 9 provides that prior to the offering of an amendment en bloc pursuant to sections 2 through 7, the chair of the Committee on Transportation and Infrastructure or his designee may designate amendments that shall not be considered as part of the amendment en bloc.
14. Provides that any amendment designated pursuant to section 9 shall be in order after consideration of the further amendments printed in part H if offered by a Member designated in the Rules Committee report, shall be debatable for 10 minutes equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question.
15. Waives all points of order against amendments en bloc described in sections 2 through 7 and the further amendments described in sections 8 and 9.
16. Provides one motion to recommit with or without instructions.

RESOLUTION

Resolved, That upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 2) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. All points of order against consideration of the bill are waived. In lieu of the amendment in the nature of a substitute recommended by the Committee on Transportation and Infrastructure now printed in the bill, an amendment in the nature of a substitute consisting of the text of Rules Committee Print 116-54, modified by the amendment printed in part A of the report of the Committee on Rules accompanying this resolution, shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any further amendment thereto, to final passage without intervening motion except: (1) two hours of debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure; (2) the amendments en bloc described in sections 2 through 7 of this resolution; (3) the further amendments described in sections 8 and 9 of this resolution; and (4) one motion to recommit with or without instructions.

Sec. 2. After debate pursuant to the first section of this resolution, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part B of the report of the Committee on Rules accompanying this resolution. The amendment en bloc offered pursuant to this section shall be considered as read, shall be debatable for one hour equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

Sec. 3. At the conclusion of the consideration of the amendment en bloc described in section 2 of this resolution, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part C of the report of the Committee on Rules accompanying this resolution. The amendment en bloc offered pursuant to this section shall be considered as read, shall be debatable for 30 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

Sec. 4. At the conclusion of the consideration of the amendment en bloc described in section 3 of this resolution, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part D of the report of the Committee on Rules accompanying this resolution. The amendment en bloc offered pursuant to this section shall be considered as read, shall be debatable for 30 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

Sec. 5. At the conclusion of the consideration of the amendment en bloc described in section 4 of this resolution, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part E of the report of the Committee on Rules accompanying this resolution. The amendment en bloc offered pursuant to this section shall be considered as read, shall be debatable for one hour equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

Sec. 6. At the conclusion of the consideration of the amendment en bloc described in section 5 of this resolution, it shall be in order for the chair of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part F of the report of the Committee on Rules accompanying this resolution. The amendment en bloc offered pursuant to this section shall be considered as read, shall be debatable for 30 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

Sec. 7. At the conclusion of the consideration of the amendment en bloc described in section 6 of this resolution, it shall be in order for the ranking minority member of the Committee on Transportation and Infrastructure or his designee to offer an amendment en bloc consisting of the further amendments printed in part G of the report of the Committee on Rules accompanying this resolution. The amendment en bloc offered pursuant to this section shall be considered as read, shall be debatable for 30 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

Sec. 8. At the conclusion of the consideration of the amendment en bloc described in section 7 of this resolution, each further amendment printed in part H of the report of the Committee on Rules accompanying this resolution shall be considered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

Sec. 9. (a) Prior to the offering of an amendment en bloc pursuant to sections 2 through 7 of this resolution, the chair of the Committee on Transportation and Infrastructure or his designee may designate amendments that shall not be considered as part of the amendment en bloc to be offered pursuant to such section.

(b) Any amendment designated pursuant to subsection (a) shall be in order at the conclusion of the consideration of the further amendments pursuant to section 8 of this resolution if offered by a Member designated in the report of the Committee on Rules accompanying this resolution, shall be debatable for 10 minutes equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division

of the question.

(c) All points of order against amendments en bloc described in sections 2 through 7 of this resolution, the further amendments described in section 8 of this resolution, and the further amendments described in this section are waived.

**SUMMARY OF AMENDMENT IN PART A PROPOSED TO BE
CONSIDERED AS ADOPTED**

Sponsor	# Description
1. DeFazio (OR)	#228 (REVISED) (MANAGER'S) Adds a credit providing for an additional subsidy for green energy projects that conform to certain labor standards and adds required labor standards for projects financed with certain tax-preference bonds. Directs the Transportation Security Administration (TSA) to convert all covered employees and positions within TSA to the personnel management provisions of title 5, U.S.C., thereby ensuring that TSA employees are provided the same rights and civil service protections afforded most other Federal workers. Authorizes \$3.396 billion for VA construction and maintenance and applies the existing government-wide three percent goal for participation by service-disabled veteran owned small businesses to the minor construction and non-recurring maintenance allocations. Adds trailers to the list of vehicles that may be purchased with the funds authorized. Adds Davis Bacon requirements to the Housing Trust Fund, Capital Magnet Fund, and Flood Mitigation Assistance funding in the bill. Raises the cap on the Reforestation Trust Fund to \$60,000,000 per year to address United

States Forest Service replanting needs. Makes certain changes to public outreach procedures for abandoned coal mine reclamation at the request of the states and restates existing law for Department of Energy technical assistance to states for reclaiming orphaned wells. Requires the Secretary of Transportation to enter into an agreement with the National Academies of Sciences to develop a long-term research agenda for the surface transportation system that would address integrating advanced technologies and innovation and requires the Secretary to establish a program for long-term, high-risk research. Provides authority to the Secretary to establish a program for the demonstration of advanced transportation technologies for local transportation organizations and transit agencies serving populations of 200,000 or less and reauthorizes a previously existing advisory council to facilitate receiving outside expertise. Amends Division G to insert Davis-Bacon requirements and clarifies prioritization of funding for broadband deployment policies, among other technical changes. Amends Division O, Agriculture Infrastructure Improvements, by doubling the current statutory deposit limit for the Reforestation Trust Fund, enabling additional reforestation activities on National Forest System lands, including tree planting, seeding, fertilization, and timber stand improvement. Deposits in the account are derived from tariffs on imported wood products. Requires that the National Lifeline Verifier be hooked up to SNAP's National Accuracy Clearinghouse.

SUMMARY OF AMENDMENTS IN PART B PROPOSED TO BE CONSIDERED EN BLOC

(summaries derived from information provided by sponsors)

Sponsor	#	Description
1. Adams (NC), Sewell (AL), Cooper (TN), Khanna (CA)	#215	(REVISED) Changes "minority institutions" (20 U.S.C. 1067k) to "historically black colleges and universities and other minority-serving institutions" (20 U.S.C. 1067q) and raises the minimum number of grants to those institutions from two to four.
2. Aguilar (CA), Rouda (CA)	#117	Amends the Gridlock Reduction Grant Program to ensure eligibility for transportation authorities that are non-traditional local governments or MPOs, yet are legally responsible for delivering transportation improvements.
3. Aguilar (CA), Takano (CA)	#127	Includes language to "reduce the environmental impacts of freight movement on the National Highway Freight Network, including local pollution" as a goal of the National Highway Freight Program. This language is intended to clarify that air pollution caused from vehicles idling at railway crossings is considered to be "local pollution".
4. Brindisi (NY)	#169	Ensures that hybrid electric buses that make meaningful reductions to direct carbon emissions have a 90% cost share in the bus formula and bus competitive grant programs.
5. Cicilline (RI)	#109	Creates a Task Force to assess existing standards and test methods for the use of innovative materials in infrastructure, identify key barriers in the standards area that inhibit broader market adoption, and develop new methods and protocols, as necessary, to better evaluate innovative materials.

- 6. Crist (FL)** #35 **(REVISED)** Includes consultation with HHS in updating the national safety plan to include responses to pandemics and other public health crises.
- 7. Crist (FL)** #36 **(REVISED)** Ensures that CDC guidelines are taken into account in adding infectious diseases to the required issues that must be addressed in safety plans.
- 8. Cunningham (SC)** #326 **(LATE) (REVISED)** Requires the vulnerability assessment done by Metropolitan Planning Organizations to include a review of how accessible health care and public health facilities are in an emergency situation and what improvements may be made to adequately facilitate safe passage and ensures that projects that reduce risks of disruption to critical infrastructure are given priority for Section 1202 funding.
- 9. Escobar (TX)** #166 Directs the Department of Transportation to conduct a study on the infrastructure state of colonias, including surface, transit, water, and broadband infrastructure of such colonias.
- 10. Escobar (TX)** #244 Creates a new \$10 million grant program for colonias to maintain a state of good repair for surface infrastructure in these communities.
- 11. Eshoo (CA), Matsui (CA), Costa (CA), Cisneros (CA)** #229 Adds charging speed and minimization of future upgrade costs as considerations for electric vehicle charging infrastructure grants.
- 12. Finkenauer (IA)** #236 Authorizes additional appropriations for the Rebuild Rural grant program in FY23 and FY24.
- 13. Garcia, Jesús (IL), Schakowsky (IL)** #293 Requires that a study on how autonomous vehicles will impact transportation include secondary impacts on air quality and climate as well as energy consumption.
- 14. Jayapal (WA), Brownley (CA)** #137 Adds requirements to Section 1621 to study workforce, training and equity considerations as related to job creation that

would result from federal investments in climate-resilient transportation infrastructure.

- 15. Jayapal (WA), Blumenauer (OR), Huffman (CA)** #156 Ensures that the national surface transportation system funding pilot promotes personal privacy for participants by 1) adding a consumer advocate to the advisory board to implement the program, 2) ensuring that the public awareness campaign to carry out the pilot includes information related to personal privacy and 3) adding that the report to Congress should include an analysis of how privacy for volunteer participants was maintained.
- 16. Keating (MA)** #364 **(LATE)** Adds projects replacing, reconstructing or rehabilitating a high commuter corridor as a consideration for awarding a grant under H.R. 2. It also clarifies that the U.S. Army Corps of Engineers and the Bureau of Reclamation and Bureau of Land Management are eligible entities to receive funds.
- 17. Keating (MA)** #366 **(LATE)** Clarifies federal land transportation facilities as "highways, bridges, or other transportation facilities" for which the maintenance responsibility is vested in the Federal Government.
- 18. Lamb (PA)** #193 Directs the Secretary to carry out a study on the operational and safety performance of small commercial vehicles used in interstate commerce.
- 19. Larsen, Rick (WA), Payne, Jr. (NJ)** #64 Directs GAO to study the capital investment needs of U.S. public ferries and whether federal funding programs are meeting those needs. The report would also examine the feasibility of including public ferries in DOT's Conditions and Performance Report (C&P) and provide recommendations to Congress.
- 20. Levin, Andy (MI), Ocasio-Cortez (NY)** #91 Amends the EV Charging, Natural Gas Fueling, Propane Fueling and Hydrogen Fueling Infrastructure Grants by (1) Including environmental and environmental

justice organizations on the list of relevant stakeholders; (2) Strengthening environmental justice protections and plans for renewable or zero emissions energy sources for charging and fueling infrastructure in the list of considerations for grant eligibility; (3) Directing the DOT to conduct a study on options for financing the placement of a national network of publicly available EV charging infrastructure along the National Highway System, and; (4) Directing the DOT to conduct a study to determine the maximum distance allowable between publicly available EV charging infrastructure such that a driver can drive across the National Highway System without running out of charging power.

- 21. Lewis (GA)** #146 Authorizes the use of surface transportation funds to build noise barriers for older residential communities along major roads.
- 22. Luria (VA)** #315 **(LATE) (REVISED)** Incentivizes localities to build or expand transit to low-income areas or areas that do not have adequate access to public transportation.
- 23. Meng (NY)** #42 Requires a report on accessibility to public transportation for pregnant women.
- 24. Meng (NY)** #43 Requires as part of the National Transit Frontline Workforce Training Center training methods that would cater to the needs of diverse participants.
- 25. Meng (NY)** #45 Requires the race and ethnicity of officers who stop motor vehicles on highways, as well as the race/ethnicity of the driver.
- 26. Moore (WI)** #2 Requires the Office of Tribal Affairs to have and implement regular and meaningful consultation and collaboration with Tribes and Tribal officials as required by Executive Order 13175.
- 27. Morelle (NY)** #212 Requires Secretary of Transportation to create best practices for application of National National Environmental Policy Act of 1969 to federally funded bus shelters to

- assist recipients of Federal funds in receiving exclusions permitted by law.
- 28. Murphy, Stephanie (FL), Soto (FL), Demings (FL)** #208 **(REVISED)** Directs USDOT to take action to improve the risk-based stewardship and oversight of recipients of Federal funds.
- 29. Napolitano (CA)** #124 Strikes Section 1604, the Balance Exchanges for Infrastructure Program title, from the bill.
- 30. Norcross (NJ)** #15 Amends Sec. 1614(B)(2) by adding labor organizations as a listed member of the working group on construction resources.
- 31. Omar (MN)** #367 **(LATE)** Requires a report on barriers to public transportation faced by residents of Areas of Concentrated Poverty.
- 32. Peters (CA), Smith, Adam (WA), Jayapal (WA), Levin, Mike (CA)** #197 **(REVISED)** Ensures that projects submitted to the FTA Capital Investment Grants program can use ridership data collected before the COVID-19 outbreak and projections based on that data, if requested.
- 33. Porter (CA), Speier (CA), DeLauro (CT), Brownley (CA), Schakowsky (IL), Pressley (MA)** #60 **(REVISED)** Improves the health and safety of women drivers by identifying the impact that vehicle sizing, design, and safety measures have on women.
- 34. Ruiz (CA)** #170 Requires NHTSA to study the safety implications of equipping school buses with air conditioning to prevent heat-related illness and over-heating among students.
- 35. Schrier (WA)** #242 Waives FTA's spare ratio regulations for two years. The spare ratio regulations require that the number of spare buses in the active fleet for recipients operating 50 or more fixed-route revenue vehicles cannot exceed 20 percent of the number of vehicles operated in maximum fixed-route service.
- 36. Scott, Bobby (VA), Murphy, Stephanie (FL)** #62 Expresses 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.

- 37. Speier (CA)** #202 **(REVISED)** Adjusts the definition of low-income individuals to include Federal Pell grant recipients for demonstration grants to support reduced fare transit.
- 38. Swalwell (CA), Maloney, Sean (NY)** #149 Strengthens limitations on financial assistance for state-owned enterprises by adding "exercising an option on a previously awarded contract" to section restricting the use of H.R. 2 funds.
- 39. Titus (NV)** #48 Amends Sec. 405 of Title 23 to ensure funding to implement child passenger safety programs in low-income and underserved populations in lower seat belt use rate states as defined in Sec. 405(b)(3)(B).
- 40. Titus (NV)** #77 **(REVISED)** Amends Sec. 405(h) of Title 23 to enhance NHTSA nonmotorized safety grants for bike and pedestrian safety programs and campaigns.
- 41. Tlaib (MI), Barragán (CA), Ocasio-Cortez (NY), Brownley (CA)** #13 Adds to the Climate Resilient Transportation Infrastructure Study a requirement to outline how Federal infrastructure planning, design, engineering, construction, operation, and maintenance impact the environment and public health of disproportionately exposed communities. A disproportionately exposed community is defined as a community in which climate change, pollution, or environmental destruction have exacerbated systemic racial, regional, social, environmental, and economic injustices by disproportionately affecting indigenous peoples, communities of color, migrant communities, deindustrialized communities, depopulated rural communities, the poor, low-income workers, women, the elderly, people experiencing homelessness, people with disabilities, people who are incarcerated, or youth.

- 42. Tlaib (MI)** #312 **(LATE) (REVISED)** Requires an annual consultation between DOT and EPA to review all projects under the Community Climate program. The amendment also requires a one-time public comment solicitation prior to the first year of grants and before Charter Approval.
- 43. Torres, Norma (CA)** #188 **(REVISED)** Requires GAO to conduct a study of the impacts of vehicle miles traveled fee pilot programs.
- 44. Torres, Norma (CA)** #219 **(REVISED)** Reauthorizes the Transportation Equity Research program and requires other transportation equity studies.
- 45. Velázquez (NY)** #321 **(LATE)** Requires that grantees applying for a demonstration grant under section 2503 plan for a public awareness campaign, and for such campaign to be available in languages other than English, to notify low-income individuals of the agency's ability to provide reduced fares. Clarifies that jurisdictions already with a low-income program for reduced fares in place are still eligible to participate in the grant program.

**SUMMARY OF AMENDMENTS IN PART C PROPOSED TO BE
CONSIDERED EN BLOC**

(summaries derived from information provided by sponsors)

- | Sponsor | # Description |
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| 1. Cuellar (TX) | #134 Directs new highway-rail grade crossing grant program to specifically address projects involving grade crossing separations at international borders. |
| 2. Garcia, Jesús (IL), Carbajal (CA), Lynch (MA), Ocasio-Cortez (NY), | #274 (REVISED) Expands COVID-19 protections to passenger and freight/cargo transportation workers across all modes. |

**Pressley (MA),
Jayapal (WA)**

- 3. Gottheimer (NJ)** #152 Requires DOT to publish a contingency plan for a shutdown of train travel in the North River Tunnel under the Hudson River.
- 4. Jackson Lee (TX)** #311 **(LATE)** Requires a report from the FAA on those areas of the airport system that have not received any COVID-19 related funding and requires prioritizing of funding to these areas.
- 5. Jayapal (WA), Quigley (IL), Norton (DC), Lynch (MA), Smith, Adam (WA), Suozzi (NY), Pressley (MA), Brownley (CA), Speier (CA), Rouda (CA), Beyer (VA), Raskin (MD)** #140 Increases set-aside from 4.5% to 5% for airport emission reduction projects, airplane noise mitigation and other airport projects that reduce the adverse effects of airport operations on the environment and surrounding communities.
- 6. Kaptur (OH), Ryan (OH)** #184 **(REVISED)** Expresses the sense of Congress disapproving of Amtrak's recent announcement drastically limiting daily long-distance train service to hundreds of communities across the nation.
- 7. Kilmer (WA)** #259 **(REVISED)** Amends Section 10103. Airport Resiliency Projects to include general aviation airports that are designated as a Federal staging area by the Federal Emergency Management Agency to accommodate critical emergency infrastructure in rural communities.
- 8. Lamb (PA)** #370 **(LATE)** Directs the Army Corps of Engineers to lead the development and implementation of an interagency plan to prepare for and respond to climate change within the Ohio River Basin, based on their previous report.
- 9. Lawrence** #206 **(REVISED)** Requires a study on water

(MI)

affordability, including water rates, shutoffs, and the effectiveness of SRF funding for promoting affordable and equitable service. The study will also investigate any discriminatory practices of water and sewer service providers and any violations of civil rights and equal access to water and sewer services and will further assess the availability of data on water access and water shutoffs.

- 10. Lewis (GA)** #145 Codifies existing FAA rules about changes in airport sponsorship.
- 11. Lynch (MA)** #123 Requires the Secretaries of Transportation, Health and Human Services, and Homeland Security to establish an expert Joint Task Force to develop uniform federal safety guidelines and protect passengers and aviation employees against the impact of the coronavirus pandemic.
- 12. McNerney (CA), Harder (CA), Cox (CA), Thompson, Mike (CA), Costa (CA)** #234 Requires Amtrak to develop ridership and station staffing projections as part of its now required capital and operating projections.
- 13. Meng (NY)** #198 Requires the Federal Railroad Administration to prescribe regulations requiring rail coverings.
- 14. Morelle (NY)** #67 **(REVISED)** Adds “Buy America” provisions to the Railroad Rehabilitation & Improvement Financing (RRIF) title of HR 2 to cover rolling stock (trainsets).
- 15. Morelle (NY)** #160 Authorizes GAO study on the accessibility of FEMA's Public Assistance, Individual Assistance, and other relevant flood disaster assistance programs, with a focus on identifying barriers to access based on race, ethnicity, language, and income level.
- 16. Moulton (MA)** #14 Expands public benefits considered in cost-benefit analyses for Passenger Rail Improvement, Modernization, and Expansion (PRIME) Grants to include

induced demand and regional and local economic gains, including increased competitiveness, productivity, efficiency, and economic development.

17. Moulton (MA)

#84 (REVISED) Grants the Federal Railroad Administration advance acquisition authority for rail projects receiving federal funds, just as is given to the Federal Highway Administration and the Federal Transit Administration. Advance acquisition will not allow development on acquired right-of-way or adjacent real property interests prior to completing review and planning requirements.

18. Napolitano (CA), Lewis (GA), Scott, David (GA), Lowenthal (CA), Huffman (CA), Garamendi (CA), Rouda (CA), Schiff (CA)

#133 Overturns a 2014 FAA policy change and reestablishes previous FAA interpretation and enforcement that the restriction on the use of aviation fuel tax revenues for airport purposes applies to excise taxes and not general sales taxes.

19. Neguse (CO)

#73 (REVISED) Requires the Federal Railroad Administration to report to Congress on the Supplementary Safety Measures and Alternative Safety Measures researched by the Railroad Research and Development Program that can be used by communities to qualify for a Quiet Zone.

20. Neguse (CO)

#82 Authorizes a GAO study of the building codes and standards used by the Federal Emergency Management Agency—including an assessment of the status of building code adoption across states, tribes, and territories, the economic benefits to prioritizing resiliency, and an assessment of the building codes utilized by FEMA with recommendations for improvements to their utilization of codes and standards to prepare for climate change and impacts.

- 21. Panetta (CA)** #85 Permits an EDA grant recipient to repurpose funding from a revolving loan fund (RLF) after it has been lent out and repaid.
- 22. Perlmutter (CO)** #69 **(REVISED)** Authorizes funding for the US Geological Survey to support construction of a science facility conducting energy and minerals research.
- 23. Pressley (MA)** #369 **(LATE)** Requires GAO to issue a report on the impact of transportation policies on marginalized communities, including fare evasion and speed enforcement camera policies, and make recommendations on ways to reduce any disproportionate impacts.
- 24. Quigley (IL)** #12 Requires GSA to incorporate strategies, features, and practices to reduce bird fatality resulting from collisions with public buildings which GSA owns, acquires, or alters.
- 25. Rouda (CA), Norton (DC)** #165 Establishes the Aviation Industry Assistance for Cleaner and Quieter Skies Voucher Program to provide incentives to enhance our domestic airline fleets and reduce emissions and noise.
- 26. Sherrill (NJ)** #290 Authorizes a GAO study that would recommend specific safety measures to reduce exposure to the SARS-CoV-2 virus on mass transportation systems, as well as technologies that can assist with the implementation of these safety measures, i.e. technologies that facilitate large-scale sanitation/decontamination and encourage social distancing.
- 27. Sherrill (NJ)** #292 **(REVISED)** Adds \$50 million to the credit risk premium subsidy for the Railroad Rehabilitation and Improvement Financing (RRIF) program, using \$50 million in funding originally authorized for the state-supported route subsidy.
- 28. Slotkin (MI)** #368 **(LATE)** Strengthens Pipeline and Hazardous Materials Safety Administration (PHMSA) reporting and transparency

requirements related to pipeline leaks, damage, or disruption

- 29. Smith, Adam (WA), Norton (DC), Quigley (IL), Peters (CA), Lynch (MA), Beyer (VA), Suozzi (NY), Pressley (MA), Raskin (MD)** #29 **(REVISED)** Requires the FAA and the EPA to work with the National Academy of Sciences to conduct a national study on the characteristics, distributions, sources, and potential health effects of airborne ultrafine particles in airport adjacent communities.
- 30. Speier (CA), Huffman (CA), Garamendi (CA), Lofgren (CA), Thompson, Mike (CA)** #221 Increases the authorized amount of the San Francisco Bay Restoration grant program from \$25 million to \$50 million.
- 31. Torres Small, Xochitl (NM), Cuellar (TX), Haaland (NM), Vargas (CA), Lujan (NM), Welch (VT), Grijalva (AZ)** #323 **(LATE) (REVISED)** Authorizes \$100 million for infrastructure improvement projects at land ports of entry with significant total trade percentage growth in 2019.
- 32. Trone (MD)** #66 **(REVISED)** Establishes a pilot program to provide funding to states to incorporate wastewater testing for drugs at municipal wastewater treatment plants and to develop public health interventions to respond to the findings (amendment updated to reflect funding is subject to appropriations). This would allow public health departments to monitor drug consumption and detect new drug use more quickly and in a more specific geographic region than methods currently in use while preserving individual privacy.
- 33. Vargas (CA)** #227 **(REVISED)** States that the the California New River Restoration Act Authorizes the Environmental Protection Agency (EPA)

Administrator to support projects recommended by the California-Mexico Border Relations Council. Additionally, the California New River Restoration Act of 2019 ensures that the EPA will consult with all the New River stakeholders on both sides of the border during the creation and implementation of the programs.

- 34. Waters (CA) #344 (LATE) (REVISED)** Requires airport sponsors that receive supplemental funding for airports in FY 2021 to provide financial relief to airport concessionaires experiencing economic hardship and to show good faith efforts to provide relief to socially and economically disadvantaged businesses.

SUMMARY OF AMENDMENTS IN PART D PROPOSED TO BE CONSIDERED EN BLOC

(summaries derived from information provided by sponsors)

Sponsor	# Description
1. Blunt Rochester (DE)	#37 Authorizes \$20 billion over 5 years, and \$84 million per year over 10 years for the administration of the program, in funding for states, federal buildings, and tribes to upgrade public building infrastructure, like hospitals and schools, making them more energy efficient and resilient. Funding will be delivered through three existing Department of Energy programs and will prioritize projects in environmental justice and low-income communities.
2. Blunt Rochester (DE)	#71 Authorizes \$250 million per year over 5 years for a competitive grant program at EPA that incentivizes ports to create and implement climate action plans to reduce GHG emissions and other air pollutants. The grants will be prioritized based on several factors: regional collaboration, engagement of EJ and near-port communities in

developing the climate action plans, and utilizing zero emissions as a key strategy of the plan.

3. **Brindisi (NY)** #196 Instructs the Office of Internet Connectivity and Growth to study the impact of monopolistic business practices by broadband service providers.
4. **Brindisi (NY), #213** Requires the Office of Internet Connectivity and Growth to study the extent to which broadband service providers utilizing federal programs are delivering the upload and download speeds required.
Costa (CA)
5. **Craig (MN)** #118 Blocks the FCC from taking action on a dual Notice of Proposed Rulemaking and also annuls the FCC's Declaratory Rulemaking that seeks to block an ordinance that was adopted to give local residents more broadband competition.
6. **Cunningham #304 (REVISED)** Ensures that hospital infrastructure projects that are related to natural disaster preparedness and flood mitigation are given priority alongside projects dealing with public health emergency preparedness or cybersecurity.
(SC)
7. **Cunningham #329 (LATE) (REVISED)** Requires NOAA to conduct a study on wild fish in PFAS-contaminated waters and the risks of consuming such fish to humans and natural predators.
(SC)
8. **Dingell (MI)** #252 **(REVISED)** Establishes a Clean Energy and Sustainability Accelerator to bolster and expand a robust clean energy workforce, deploy emissions reduction technologies, and invest in low-carbon infrastructure projects as an independent non-profit capitalized with \$20 billion of federal funds spread over a six-year period. The Accelerator is also authorized to provide financial and technical support to state and local green banks in the United States.
9. **Foster (IL)** #301 **(REVISED)** Includes language in the Grid Security and Modernization section that

would require the Secretary of Energy to provide goals and objectives, cost targets, a multi-year strategy, and testing and validation requirements for energy storage. The language also includes a limitation on the total number of demonstration projects to focus on the most promising technologies.

- 10. Haaland (NM), Lujan (NM), Schrier (WA), Gallego (AZ), Huffman (CA), Moore (WI), O'Halleran (AZ), Horn (OK)** #106 Postpones the FCC's 2.5 GHz Tribal Priority filing window deadline by 180 days that is set to close on August 3, 2020.
- 11. Hayes (CT), Cárdenas (CA)** #275 Doubles funding clean school bus programs under the Environmental Protection Agency and triple funding reserved for underserved and disadvantaged communities.
- 12. Krishnamoorthi (IL), Porter (CA)** #89 **(REVISED)** Requires booster seat labeling.
- 13. Levin, Andy (MI)** #8 Amends the pilot program to improve laboratory infrastructure to prioritize the reduction of wait times for COVID-19 test results.
- 14. Lipinski (IL)** #203 **(REVISED)** Requires NHTSA to issue a rule for motor vehicle bumpers and hoods to be designed to reduce the impact on vulnerable road users, including pedestrians and cyclists, in the event of a collision with a motor vehicle.
- 15. Lujan (NM), Foster (IL), Watson Coleman (NJ), Scott, Bobby (VA), Lofgren (CA), Haaland (NM), Neguse (CO), Lee,** #271 Authorizes \$6 billion to address the significant deferred maintenance needs and to accelerate the modernization of the Department of Energy's national laboratory infrastructure.

**Barbara (CA),
Underwood
(IL), Swalwell
(CA), Johnson,
Eddie Bernice
(TX)**

- 16. Matsui (CA)** #83 Raises the Electric Vehicle Supply Equipment Rebate Program cap for eligible parties from \$75,000 to \$100,000 and lowers the minimum voltage level for qualifying Level 2 Charging Equipment from 240 volts to 208 volts.
- 17. Matsui (CA), Sarbanes (MD)** #88 Authorizes a program at the Department of Energy to deliver grants to utilities that partner with nonprofit tree-planting organizations to provide free or discounted trees with the goal of reducing energy costs, reducing neighborhood temperatures, and promote local workforce development and community engagement.
- 18. Meng (NY)** #47 Creates a new \$5 million grant program to replace water fountains at public playgrounds and parks.
- 19. Moore (WI)** #57 Creates a research program at the EPA to support ongoing efforts to use wastewater surveillance to track trends and the prevalence of COVID-19.
- 20. Norcross (NJ)** #70 Creates a rebate program for energy efficiency upgrades.
- 21. Phillips (MN)** #262 Directs the GAO to conduct a study on broadband deployment to cities and towns with populations between 2,500 and 50,000.
- 22. Plaskett (VI)** #113 Provides for the equitable inclusion of the U.S. island territories within the meaning of the terms “high-poverty area” and “persistent poverty county”.
- 23. Plaskett (VI)** #115 Makes U.S. territories eligible for Safe Drinking Water Act assistance authorized for areas affected by natural disasters.
- 24. Porter (CA), Cárdenas (CA), Hayes (CT)** #26 **(REVISED)** Requires the Secretary of Health and Human Services and the Administrator of the Environmental

Protection Agency to conduct a study on the effects of idling school buses and cars in school zones on children's health.

- 25. Sablan (MP) #20** Codifies the annual reservation of 1.5 percent of Safe Drinking Water Act SRF for the U.S. Territories included in annual appropriations legislation covering the DWSRF every year since FY 2010.
- 26. Slotkin (MI) #358 (LATE) (REVISED)** Stipulates that receipt of a grant under the PFAS Infrastructure Grant Program in no way absolves the Department of Defense of their responsibilities relating to cleanup of PFAS.
- 27. Spanberger (VA) #319 (LATE) (REVISED)** Requires GAO to conduct an evaluation and write a report on the efficacy of the FCC's existing process for establishing, reviewing, and updating its speed thresholds for broadband service.
- 28. Takano (CA) #1** Adds "battery storage technologies" for residential, industrial, and transportation applications.

SUMMARY OF AMENDMENTS IN PART E PROPOSED TO BE CONSIDERED EN BLOC

(summaries derived from information provided by sponsors)

Sponsor	# Description
1. Babin (TX), Conaway (TX), Williams (TX), Bishop, Sanford (GA), Carter, John (TX), Abraham (LA), Weber (TX), Allen (GA), Flores (TX), Hice (GA), Cuellar (TX),	#297 (REVISED) Authorizes the expansion and improvement of interstate 14.

**Fletcher (TX),
Palazzo (MS),
Ferguson (GA)**

**2. Balderson
(OH), Burgess
(TX)**

#250 (REVISED) Strikes “lane splitting” in Sec. 5304 and inserts descriptive language to better account for varying state laws.

**3. Beyer (VA),
Napolitano
(CA), Katko
(NY)**

#5 Authorizes a study by GAO to determine the effectiveness of suicide barriers on physical structures other than bridges.

**4. Brownley
(CA), Pence (IN)**

#101 (REVISED) Ensures the installation of protective devices and the replacement of functionally obsolete warning devices at railway-highway crossings are eligible under the rail grade crossing program.

**5. Calvert (CA),
Takano (CA)**

#235 (REVISED) Establishes the Western Riverside County Wildlife Refuge.

**6. Cohen (TN),
Chabot (OH),
Brownley (CA),
Fitzpatrick
(PA), Nadler
(NY)**

#86 Authorizes a study by GAO on the reporting of alcohol-impaired driving arrest and citation results into federal databases to facilitate the widespread identification of repeat impaired driving offenders.

**7. Crawford
(AR)**

#303 Applies TIVSA protections to buses.

**8. Cuellar (TX),
Babin (TX),
Fletcher (TX),
Arrington (TX),
Lujan (NM)**

#257 (REVISED) Adds a new section that provides I-27 Future Interstate Designation for Texas and New Mexico.

**9. Dingell (MI),
Fortenberry
(NE), Raskin
(MD)**

#139 (REVISED) Adds the bipartisan natural infrastructure bill H.R.3742, the Recovering America’s Wildlife Act, which will enable States, Territories, and Tribes to complete habitat restoration and natural infrastructure projects, specified in Congressionally-mandated Wildlife Action Plans, to recover more than 12,000 wildlife, fish, and plant species of greatest conservation need, build recreational and educational infrastructure, and bolster community resilience through natural

defenses.

- 10. Garcia, Jesús (IL), Gallagher (WI)** #280 **(REVISED)** Amends parameters of the study on travel demand modeling described in section 1404 to account for induced demand and update antiquated models like 'Level of Service.'
- 11. Gianforte (MT)** #163 Permits the continued use of Pick-Sloan Missouri Basin Program project use power by the Kinsey Irrigation Company and the Sidney Water Users Irrigation District.
- 12. González-Colón, Jenniffer (PR)** #52 Makes Puerto Rico an eligible applicant location for the Bureau of Reclamation's WaterSMART Grants. Currently, Puerto Rico is the only territory and noncontiguous jurisdiction in the United States where these competitively-awarded water conservation and efficiency grants are not available.
- 13. González-Colón, Jenniffer (PR)** #300 **(REVISED)** Allows Puerto Rico to issue Commercial Driver's Licenses and also be eligible for Commercial Drivers License Improvement Program grant funding.
- 14. Graves, Garret (LA)** #350 **(LATE)** Includes fishermen that have been impacted by unfair trade practices for consideration under Sec. 83101.
- 15. Grothman (WI)** #255 Allows the Secretary of Commerce or the Secretary of the Interior to consider the threat of invasive species before prescribing a fishway be constructed into a dam.
- 16. Hastings (FL), Mast (FL)** #187 Expands eligibility for the Surface Transportation Block Grant program to include rural roads that serve to transport agriculture products from farms or ranches to the marketplace.
- 17. Keller (PA), Thompson, Glenn (PA), Joyce, John (PA)** #260 Allows the Department of Transportation to award transit research, development and testing funds in a competitive manner.
- 18. Krishnamoorthi (IL), Gallagher (WI)** #80 Adds a grant program for states that ban non-navigational viewing.

- 19. Lowenthal (CA), Davis, Rodney (IL), Cohen (TN)** #59 Directs the Secretary of Transportation to issue a vehicle safety standard to require that new commercial motor vehicles are equipped with a universal electronic vehicle identifier.
- 20. McKinley (WV), Veasey (TX), Fletcher (TX), Sewell (AL), Schweikert (AZ), Peters (CA), Costa (CA), Miller (WV), Cisneros (CA), Horn (OK)** #256 Authorizes and provide funding for a DOE carbon capture, utilization, and storage technology commercialization program and direct air capture technology prize program.
- 21. Rouda (CA), Huffman (CA), Katko (NY)** #307 **(REVISED)** Creates a grant program to support the modernization of the Nation’s publicly owned treatment works to maintain reliable and affordable water quality infrastructure that addresses demand impacts, including resiliency, to improve public health and natural resources.
- 22. Ruiz (CA), Cook (CA), Barragán (CA), Calvert (CA)** #159 Provides authorization for construction of an access road to the Desert Sage Youth Wellness Center, the only IHS Youth Regional Treatment Center in California.
- 23. Sarbanes (MD), Scott, Bobby (VA), Wittman (VA), Harris (MD)** #54 Reauthorizes the Chesapeake Bay Gateways and Watertrails program.
- 24. Scott, Bobby (VA), Sarbanes (MD), Wittman (VA)** #205 Authorizes the U.S. Fish and Wildlife Service to establish a program to restore and protect the Chesapeake Bay watershed by investing in green infrastructure, habitat preservation, and ecosystem restoration to enhance community resilience, improve water quality, and increase recreational opportunities while also creating jobs and enhancing economic opportunities.
- 25. Walberg (MI), Burgess** #104 Adds the term “mode of transportation” to the criteria for collection of data on traffic

- (TX) stops.
- 26. Walden (OR) #22** Temporarily waives certain limitations for purposes of pedestrian and bicycle safety improvements on the National Trail System in National Scenic Areas.
- 27. Welch (VT), #263 (REVISED)** Creates an online energy efficiency contractor training program. The amendment also makes improvements to the home energy efficiency rebate program already included in the committee text of the bill.
- McKinley (WV), Hayes (CT)**

**SUMMARY OF AMENDMENTS IN PART F PROPOSED TO BE
CONSIDERED EN BLOC**

(summaries derived from information provided by sponsors)

Sponsor	# Description
1. Adams (NC), Sewell (AL), Cooper (TN)	#232 Supports HBCU infrastructure development by asking the Secretary of Education to comply with the GAO's recommendation that the Education Department analyze the potential benefits to HBCUs by modifying the terms of existing HBCU Capital Financing Program loans, as described in the GAO's report published on June 15, 2018 (GAO-18-455).
2. Axne (IA), Khanna (CA), Finkenauer (IA)	#231 (REVISED) Establishes a grant program for the purchase and preservation of manufactured housing communities as long term affordable housing.
3. Bonamici (OR), Cisneros (CA), Finkenauer (IA)	#223 Directs the Department of Labor to provide grants to partnerships that support paid work-based learning programs, including Registered Apprenticeships, and supportive services to improve worker training, retention, and advancement for individuals who have historically faced barriers to employment in targeted infrastructure industries.

- 4. Brownley (CA)** #154 Requires that medium- and heavy-duty vehicles purchased by the federal government are zero emission vehicles to the maximum extent feasible.
- 5. Cárdenas (CA), Murphy, Stephanie (FL)** #53 Encourages USPS, in its process of replacing its aging delivery vehicle fleet, to take all reasonable steps to ensure that its vehicles are equipped with climate control units to protect the health and safety of its mail carriers, especially those working in areas of the country that are subject to extreme temperatures.
- 6. Courtney (CT), Larson, John (CT), Lynch (MA)** #19 Ensures that the list of activities eligible for Community Development Block Grant funds from Division J of the bill include housing remediation due to iron sulfide or other minerals that cause housing degradation.
- 7. Gallego (AZ), Haaland (NM)** #164 **(REVISED)** Requires Tribal and Native Hawaiian consultation in the development of the State Digital Equity Capacity Grant Program and improves technical assistance for Tribes and Native Hawaiian organizations accessing the program.
- 8. Garcia, Jesús (IL), Pressley (MA)** #343 **(LATE) (REVISED)** Directs HUD to check public housing projects and federally assisted housing projects for lead pipes and issue grants to remove them.
- 9. Hastings (FL), Clarke, Yvette (NY)** #200 Requires the Comptroller General of the United States to study high-speed internet connectivity in Federally assisted housing, and requires the Secretary of the Department of Housing and Urban Development to submit a master plan to Congress for retrofitting these buildings and units as necessary to support broadband service.
- 10. Jayapal (WA)** #114 **(REVISED)** Ends the sunset date for the U.S. Interagency Council on Homelessness and makes procedural and functional changes to allow the Council to provide more guidance to federal agencies as to how agency policies impact persons experiencing homelessness and housing instability.

Creates a new advisory council composed of people currently and formerly experiencing homelessness & groups representing people experiencing homelessness.

11. Jayapal (WA), Meng (NY)

#129 **(REVISED)** Requires GAO to issue a report on the housing infrastructure needs of populations at higher risk of homelessness, including people of color; LGBTQ persons; justice system-involved persons; foster and former foster youth; seniors; people with disabilities; survivors of domestic violence, sexual assault and intimate partner violence; and veterans. The report will recommend policy and practice changes by federal agencies to ensure housing infrastructure needs of those populations are better met.

12. Lowenthal (CA)

#72 Establishes a Water Reuse Interagency Working Group.

13. McCollum (MN)

#222 **(REVISED)** Applies Buy America requirements to the Community Development Block Grant program with exemption for housing development.

14. Neguse (CO), Perlmutter (CO)

#157 **(REVISED)** Directs GAO to complete a report every three years on the status of federal research facilities infrastructure, and strengthens current science infrastructure reporting requirements for the Office of Science and Technology Policy (OSTP) Director by requiring that they report to Congress not only the infrastructure improvements that are needed at federal research facilities, but also the estimated funding levels that are required to complete them.

15. Ocasio-Cortez (NY), Maloney, Carolyn (NY)

#87 Sets aside \$50,000,000 of funds for updating postal facilities to increase accessibility for disabled individuals, with a focus on facilities that are included in the National Register of Historic Places.

16. Ocasio-Cortez (NY)

#209 Repeals the Faircloth amendment which prohibits the construction of new public housing.

- 17. Omar (MN)** #379 **(LATE)** Requires the Office of Internet Connectivity and Growth to conduct a study of the extent to which federal funds have expanded access to and adoption of broadband internet service by socially disadvantaged individuals.
- 18. Pressley (MA)** #346 **(LATE) (REVISED)** Requires the Secretary of HUD to conduct a study on the effect of criminal history or involvement with the criminal legal system on access to private and assisted housing.
- 19. Ruiz (CA)** #172 Takes land into trust for the Agua Caliente Band of Cahuilla Indians.
- 20. Ruiz (CA)** #180 Includes Indian Country and areas with high Native American populations in the priority areas for broadband expansion under the Universal Service Fund.
- 21. Rush (IL)** #240 Establishes a nationwide energy-related industries workforce development program.
- 22. Soto (FL)** #352 **(LATE)** Directs the Director of the United States Geological Survey to establish a program to map zones that are at greater risk of sinkhole formation.
- 23. Speier (CA)** #233 Amends the eligibility for the additional broadband benefit for low-income consumers to include households in which at least one member of the household has received a Federal Pell Grant in the most recent academic year.
- 24. Torres, Norma (CA)** #179 Triggers Treasury borrowing during recessions when the real interest rate is zero or lower to support infrastructure investments.
- 25. Velázquez (NY)** #337 **(LATE)** Revises the distribution of funds under the Public Housing Capital Fund to ensure at least 50 percent of the funding is distributed according to formula. Also ensures that PHAs working in good faith effort to resolve urgent health and safety concerns remain eligible for funding awards.

**SUMMARY OF AMENDMENTS IN PART G PROPOSED TO BE
CONSIDERED EN BLOC**

(summaries derived from information provided by sponsors)

Sponsor	# Description
1. Bost (IL)	#201 Precludes funding for programs under the Transportation Alternatives Program where lands are acquired through eminent domain. Exceptions made for projects carried out under the Safe Routes to Schools Program, those that necessary to assist the disabled with daily needs under the Americans with Disabilities Act.
2. Crawford (AR)	#269 Strikes full mega-project set-aside.
3. Fulcher (ID)	#38 Includes amended text of H.R. 2871, the Aquifer Recharge Flexibility Act.
4. Graves, Garret (LA)	#349 (LATE) Requires the Secretary to certify that the actions in Sec. 82201 are more critical than the sustainability of the region responsible for generating the revenue.
5. Hice (GA)	#328 (LATE) Strikes \$25 billion in unfunded vehicle purchases for the United States Postal Service.
6. LaMalfa (CA), Brady (TX), Wright (TX), Perry (PA)	#273 Strikes changes to credit risk premiums under 45 U.S.C 822.
7. McKinley (WV), Cheney (WY), Gianforte (MT)	#286 Makes clarifying changes to Section 401 of the Federal Water Pollution Control Act to ensure appropriate compliance with applicable water quality requirements.
8. Stauber (MN)	#207 Eliminates duplicative 404 permitting requirements only if the state's 404 permitting standard is equal or higher than the federal government's.

SUMMARY OF AMENDMENTS IN PART H PROPOSED TO BE MADE IN ORDER

(summaries derived from information provided by sponsors)

Sponsor	# Description	Debate Time
1. Foxx (NC)	#178 Eliminates the requirement that all laborers and mechanics working on federal-aid highway and public transportation projects shall be paid wages at rates not less than the locally prevailing wage rate.	(30 minutes)
2. Courtney (CT), Himes (CT), Hayes (CT), DeLauro (CT), Larson, John (CT)	#21 Aligns state and federal truck weight limits for agricultural products in the State of Connecticut on interstate highways.	(10 minutes)
3. Tlaib (MI), Kildee (MI), Slotkin (MI), Cicilline (RI), Moore (WI)	#95 (REVISED) Adds \$4.5 billion per fiscal year for 5 years for comprehensive lead service line replacement projects. Priority will be given to entities serving disadvantaged communities and environmental justice communities (with significant representation of communities of color, low-income communities, or Tribal and indigenous communities, that experience, or are at risk of experiencing, higher or more adverse human health or environmental effects).	(10 minutes)