

PROVIDING FOR CONSIDERATION OF THE SENATE AMENDMENTS TO THE BILL (H.R. 22) TO AMEND THE INTERNAL REVENUE CODE OF 1986 TO EXEMPT EMPLOYEES WITH HEALTH COVERAGE UNDER TRICARE OR THE VETERANS ADMINISTRATION FROM BEING TAKEN INTO ACCOUNT FOR PURPOSES OF DETERMINING THE EMPLOYERS TO WHICH THE EMPLOYER MANDATE APPLIES UNDER THE PATIENT PROTECTION AND AFFORDABLE CARE ACT; PROVIDING FOR PROCEEDINGS DURING THE PERIOD FROM NOVEMBER 6, 2015, THROUGH NOVEMBER 13, 2015; AND PROVIDING FOR CONSIDERATION OF MOTIONS TO SUSPEND THE RULES

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NOVEMBER 2, 2015.—Referred to the House Calendar and ordered to be printed

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Mr. WOODALL, from the Committee on Rules,  
submitted the following

## R E P O R T

[To accompany H. Res. 507]

The Committee on Rules, having had under consideration House Resolution 507, by a nonrecord vote, report the same to the House with the recommendation that the resolution be adopted.

### SUMMARY OF PROVISIONS OF THE RESOLUTION

The resolution provides for the consideration of the Senate amendments to H.R. 22, the Hire More Heroes Act of 2015. The resolution provides one hour of general debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure. The resolution waives all points of order against consideration of the Senate amendment. The resolution provides that the amendment printed in part A of this report shall be considered as adopted.

Section 2 of the resolution provides that an amendment consisting of the text of Rules Committee Print 114-32 shall be considered as pending, shall be considered as read, shall not be debatable, shall not be subject to amendment except for the amendments printed in this report, and shall not be subject for a demand for the division of the question in the House or in the Committee of the Whole. The resolution makes in order only the further amendments printed in part B of this report. Each such amendment may be offered only in the order printed in this report, may be offered only by a Member designated in this report, shall be considered as read, shall be debatable for the time specified in this 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. The resolution waives all points of order against the amendment consisting of the text of Rules Committee Print 114–32 and the amendments printed in part B of this report.

Section 3 of the resolution provides that at the conclusion of consideration of the amendments printed in part B of this report, no further consideration of the bill shall occur except pursuant to a subsequent order of the House.

Section 4 of the resolution provides that on any legislative day during the period from November 6, 2015, through November 13, 2015: the Journal of the proceedings of the previous day shall be considered as approved; and the Chair may at any time declare the House adjourned to meet at a date and time to be announced by the Chair in declaring the adjournment.

Section 5 of the resolution provides that the Speaker may appoint Members to perform the duties of the Chair for the duration of the period addressed by section 4.

Section 6 of the resolution provides that it shall be in order at any time on the legislative day of November 5, 2015 for the Speaker to entertain motions that the House suspend the rules relating to a measure authorizing appropriations for fiscal year 2016 for the Department of Defense.

#### EXPLANATION OF WAIVERS

The waiver of all points of order against consideration of the Senate amendment includes a waiver of the following:

- Clause 7 of rule XVI, which requires that no motion or proposition on a subject different from that under consideration shall be admitted under color of amendment;
- Section 306 of the Congressional Budget Act, which prohibits consideration of legislation within the jurisdiction of the Committee on the Budget unless referred to or reported by the Budget Committee.

Although the resolution waives all points of order against the amendment consisting of the text of Rules Committee Print 114–32, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

Although the resolution waives all points of order against the amendments printed in part B of this report, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

#### SUMMARY OF THE AMENDMENT IN PART A CONSIDERED AS ADOPTED

1. Reichert (WA): Modifies general fund transfer and revenue provisions to reflect legislation enacted into law subsequent to Senate passage.

#### SUMMARY OF THE AMENDMENTS IN PART B MADE IN ORDER

1. Shuster (PA): Makes technical and conforming changes to Rules Committee Print 114–32. (10 minutes)
2. Swalwell (CA), Schweikert (AZ): Expands the eligibility of the Congestion Mitigation and Air Quality Improvement (CMAQ) program 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. (10 minutes)

3. Walden (OR), Blumenauer (OR), Herrera-Beutler (WA), Graves, Garret (LA): Clarifies that projects within National Scenic Areas, and projects to increase capacity of highway segments to improve mobility, are eligible for federal funding under Nationally Significant Freight and Highway Projects. (10 minutes)

4. Garamendi (CA), Ribble (WI), LoBiondo (NJ): Includes habitat connectivity in the project planning process. (10 minutes)

5. Gosar (AZ): Requires 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. (10 minutes)

6. Babin (TX): Designates the Central Texas Corridor as the future Interstate Route I-14. (10 minutes)

7. Massie (KY), Lofgren (CA), Eshoo (CA): Allows the GSA to construct, install, and operate electric car charging stations on federal properties for use by employees. The construction, installation, and operation will be funded solely through user fees, so taxpayers will incur no cost. (10 minutes)

8. Fleischmann (TN): Report language encouraging the use of geosynthetic materials and other innovative technologies. (10 minutes)

9. Gibbs (OH), Napolitano (CA): Requires the Secretary of Transportation to study the methods State's use to procure culvert and storm sewer materials, and report their findings to the Transportation and Infrastructure Committee. (10 minutes)

10. Gibson (NY), Maloney, Sean (NY), Nadler (NY): Directs the Secretary of Transportation to develop a comprehensive strategy, within 1 year, to address "structurally deficient" and "functionally obsolete" bridges, as defined by the National Bridge Inventory, and to identify the unique challenges and policy solutions with regards to these respective categories. (10 minutes)

11. Guinta (NH): Requires the Government Accountability Office (GAO) to conduct a study to understand the purchasing power of a federal highway dollar and quantifying the things that weaken it, such as labor and environmental regulations and other inefficiencies that cause delays and drive up the cost of projects. (10 minutes)

12. Hanna (NY), Maloney, Sean (NY): Adds a Sense of Congress that the engineering industry provides critical technical expertise, innovation, and local expertise to federal and state agencies to efficiently deliver surface transportation projects and urges the Secretary to reinforce these partnerships. (10 minutes)

13. Mullin, Markwayne (OK): Allows bridge work to be done despite the presence of swallows if the bridge has a condition rating of 3 or less until a rulemaking has occurred, requires notification to the Secretary of Interior, and directs the Sec. of Interior to promulgate a rulemaking to allow for bridge work under the Migratory Bird Treaty Act (MBTA). (10 minutes)

14. Ribble (WI), Schrader (OR), Rouzer (NC), Peterson (MN): Give 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 im-

compact existing exemptions already enacted under the law. (10 minutes)

15. Brown, Corrine (FL), Titus (NV), Rice (SC): Creates a National Advisory Committee on Travel and Tourism Infrastructure which will advise the Secretary of Transportation on infrastructure needs related to the use of the nation's intermodal transportation network to facilitate travel and tourism. (10 minutes)

16. DeSaulnier (CA): Directs the U.S. Department of Transportation to study methods of inventorying roadside highway safety hardware devices (i.e. guardrails) for the purpose of improving in-service evaluation of these devices. (10 minutes)

17. Scott, Bobby (VA), Forbes (VA): Includes a sense of Congress that the Department of Transportation should utilize modeling and simulation technology to analyze federally funded highway and public transit projects to ensure that these projects will increase transportation capacity and safety, alleviate congestion, reduce travel time and environmental impact, and are as cost effective as practicable. (10 minutes)

18. Johnson, Eddie Bernice (TX): Strikes the Department of Transportation's authority to redistribute unallocated TIFIA funds. (10 minutes)

19. Welch (VT), Blumenauer (OR), Quigley (IL): Strikes Section 3010 of division A, which would lower the current federal share of bicycle facility projects from 95 and 90 percent to 80 percent. (10 minutes)

20. Jackson Lee (TX): Seeks a public safety report to be provided to the House and Senate Transportation Committees on the security of locations intended to encourage public use of alternative transportation as well as personal transportation such as car pool parking lots, mass transit parking; local, state, and regional rail station parking; college or university parking, bike paths or walking trails and other locations the Secretary deems would be appropriate. (10 minutes)

21. Jackson Lee (TX): Provides a report on the Internet of Things (IoT) and its potential to improve transportation services to the elderly and persons with disabilities as well as assist local, state and federal transportation planners in achieving better efficiencies and cost effectiveness, while protecting privacy and security of persons who use IoT technology. (10 minutes)

22. Blumenauer (OR), Buchanan (FL): Increases the number of states eligible for funding through the nonmotorized National Priority Safety Program, and double the funding for that program. (10 minutes)

23. Kirkpatrick (AZ): Increases safety by allowing additional states that have passed distracted driving legislation to qualify for incentive grant funding (10 minutes)

24. Rice, Kathleen (NY): Requires states to strengthen graduated driver's licensing requirements to be eligible for State Graduated Driver Licensing Incentive Grants. (10 minutes)

25. Jackson Lee (TX): Requires the Secretary of Transportation or designee to conduct a national study and to submit to Congress within 1 year of enactment a study examining the accuracy and impact of traffic enforcement cameras on public safety. (10 minutes)

26. Duncan (TN): Requires the Department of Transportation to conduct a study on the safety of operations of a double-decker mo-

torcoach equipped with a luggage carrier at the rear of the vehicle. (10 minutes)

27. Comstock (VA), Smith, Lamar (TX), Lipinski (IL): Clarifies the restrictions placed on institutions applying for UTC grants, and broadens the paragraph on “Focused Research” for regional UTCs. Directs the Secretary of Transportation to develop a 5-Year Transportation R&D Strategic Plan for FY 18 through FY 22. Authorizes the Assistant Secretary for Research and Technology to conduct a traffic congestion study. Authorizes the Assistant Secretary to submit a rail safety study to Congress. (10 minutes)

28. Barletta (PA), Lipinski (IL): Requires all legacy tank cars retrofit for continued Class 3 Flammable Liquid service to include enhanced top fittings protections for pressure relief valves. (10 minutes)

29. Lynch (MA): Provides for an additional, independent safety review of an approved pipeline route or segment of route, should a state or tribal government deem it necessary. (10 minutes)

PART A—TEXT OF AMENDMENT CONSIDERED AS ADOPTED

Page 888, strike line 13 and all that follows through page 889, line 15 and insert the following:

**SEC. 51101. EXTENSION OF TRUST FUND EXPENDITURE AUTHORITY.**

(a) HIGHWAY TRUST FUND.—Section 9503 of the Internal Revenue Code of 1986 is amended—

(1) by striking “November 21, 2015” in subsections (b)(6)(B), (c)(1), and (e)(3) and inserting “October 1, 2021”, and

(2) by striking “Surface Transportation Extension Act of 2015” in subsections (c)(1) and (e)(3) and inserting “Surface Transportation Reauthorization and Reform Act of 2015”.

(b) SPORT FISH RESTORATION AND BOATING TRUST FUND.—Section 9504 of the Internal Revenue Code of 1986 is amended—

(1) by striking “Surface Transportation Extension Act of 2015” each place it appears in subsection (b)(2) and inserting “Surface Transportation Reauthorization and Reform Act of 2015”, and

(2) by striking “November 21, 2015” in subsection (d)(2) and inserting “October 1, 2021”.

(c) LEAKING UNDERGROUND STORAGE TANK TRUST FUND.—Section 9508(e)(2) of the Internal Revenue Code of 1986 is amended by striking “November 21, 2015” and inserting “October 1, 2021”.

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect on November 21, 2015.

Page 892, line 19, strike “redesignating” and all that follows through “paragraph (6)” on line 20 and insert “redesignating paragraph (8) as paragraph (10) and inserting after paragraph (7)”.

Page 892, line 22, strike “(7)” and insert “(8)”.

Page 893, line 1, strike “\$34,401,000,000” and insert “\$25,976,000,000”.

Page 893, line 4, strike “\$11,214,000,000” and insert “\$9,000,000,000”.

Page 893, line 6, strike “(8)” and insert “(9)”.

Page 895, line 7, strike “section 9503(f)(8)” and insert “section 9503(f)(9)”.

Page 895, strike line 16 and all that follows through page 901, line 9.

Page 907, strike line 13 and all that follows through page 916, line 25.

Page 928, strike line 4 and all that follows through line 17.

Page 928, strike line 19 and all that follows through line 24.

Page 987, strike line 16 and all that follows through page 988, line 20.

Page 1004, strike line 7 and all that follows through page 1005, line 8.

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PART B—TEXT OF AMENDMENTS MADE IN ORDER

1. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SHUSTER OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 62, line 19, before the semicolon insert “and critical commerce corridors”.

Page 77, strike lines 6 and 7 and insert the following:

**“§ 207. Tribal transportation self-governance program**

Page 218, beginning on line 6, amend the heading for section 1416 to read as follows:

**SEC. 1416. NATIONAL ELECTRIC VEHICLE CHARGING, HYDROGEN, PROPANE, AND NATURAL GAS FUELING CORRIDORS.**

Page 218, line 12, insert “**propane,**” after “**hydrogen,**”.

Page 218, line 17, insert “propane,” after “hydrogen,”.

Page 218, line 20, insert “propane fueling infrastructure,” after “hydrogen infrastructure,”.

Page 218, line 24, insert “propane,” after “fuel cell,”.

Page 219, lines 5 and 6, insert “stations” after “electric vehicle charging”.

Page 219, line 6, insert “propane fueling stations,” after “hydrogen fueling stations,”.

Page 219, line 10, insert “stations” after “electric vehicle charging”.

Page 219, line 11, insert “propane fueling stations,” after “stations,”.

Page 219, line 19, insert “propane,” after “fuel cell electric,”.

Page 220, line 12, insert “infrastructure” after “electric vehicle charging”.

Page 220, line 13, insert “propane fueling infrastructure,” after “infrastructure,”.

Page 220, line 20, insert “infrastructure” after “electric vehicle charging”.

Page 220, line 21, insert “propane fueling infrastructure,” after “hydrogen infrastructure,”.

Page 221, amend the matter following line 2 to read as follows: “151. National electric vehicle charging, hydrogen, propane, and natural gas fueling corridors.”.

Page 276, line 14, strike the first semicolon and insert “; and”.

Page 324, line 1, strike “**High visibility**” and insert “**High-visibility**”.

Page 393, line 23, add “and” at the end.

Page 537, line 15, before the period insert “and planning”.

Page 543, line 11, strike “disclose” and insert “disclosure”.  
 Page 553, strike line 11 and all that follows through line 2 on page 571.

Page 604, line 8, strike the closing quotation marks.

Page 604, line 9, insert closing quotation marks after “percent”.

Page 606, strike lines 5 through 12 and insert the following:

- “(i) for fiscal year 2016, \$7,300,000;
- “(ii) for fiscal year 2017, \$7,400,000;
- “(iii) for fiscal year 2018, \$7,500,000;
- “(iv) for fiscal year 2019, \$7,600,000;
- “(v) for fiscal year 2020, \$7,700,000; and
- “(vi) for fiscal year 2021, \$7,800,000.”; and

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2. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SWALWELL OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 26, after line 2, insert the following:

“(4) by adding at the end the following:

“(35) SHARED-USE PROGRAMS & TECHNOLOGIES.—The term “Shared-Use Programs & Technologies” refers to projects and programs that utilize innovative mobility technologies to provide alternatives to driving alone, including, but not limited to, carshare, Bikeshare, carpool/vanpool, transportation network companies, multimodal fare payment system, app based mobility providers, and other innovative projects.”.

Page 53, line 3, strike the period and insert “; or”.

Page 53, after line 3, insert the following new paragraph:

“(10) shared-Use Programs & Technologies that have a demonstrated ability to reduce vehicle miles traveled or improve air quality as determined by the Secretary.”.

Page 241, strike lines 9 through 10 and insert the following:

(1) in paragraph (1)—

(A) in subparagraph (C) by striking “landscaping”;

(B) in subparagraph (F) by striking “or”;

(C) in subparagraph (G) by striking period and inserting “; or”; and

(D) by adding at the end the following:

“(H) Transit Oriented Shared-Use Programs and Technologies.”.

Page 241, after line 20, add the following:

“(26) TRANSIT ORIENTED SHARED-USE PROGRAMS & TECHNOLOGIES.—The term “Transit Oriented Shared-Use Programs & Technologies” refers to projects and programs that utilize innovative mobility technologies to better connect users with a transit system including, but not limited to, carshare, Bikeshare, carpool/vanpool, transportation network companies, multimodal fare payment system, app based mobility providers, and other innovative projects that help connect users to transit.”.

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3. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE WALDEN OF OREGON OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 67, strike lines 1 and 2 and insert the following:

“(ii) a highway or bridge project carried out on the National Highway System, including—

“(I) a project to add capacity to the Interstate System to improve mobility; and

“(II) a project in a national scenic area;

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4. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GARAMENDI OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

In section 1201(5)(A) of division A (page 109, lines 20 and 22, and page 110, line 1), redesignate clauses (i), (ii), and (iii) as clauses (ii), (iii), and (iv), respectively.

In section 1201(5)(A) of division A (page 109, after line 19), insert the following new clause (i):

(i) in subparagraph (E), insert “including habitat connectivity,” after “protect and enhance the environment”;

In section 1202(2)(A) of division A (page 113, lines 15, 17, and 20), redesignate clauses (i), (ii), and (iii) as clauses (ii), (iii), and (iv), respectively.

In section 1202(2)(A) of division A (page 113, after line 14), insert the following new clause (i):

(i) in subparagraph (E), insert “including habitat connectivity,” after “protect and enhance the environment”;

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5. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GOSAR OF ARIZONA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 144, line 6, before the semicolon insert the following: “(to include, at a minimum, the total number of environmental reviews initiated through a notice of intent, the total average cost for environmental reviews to taxpayers and contractors, and the total average time it takes agencies to get from a notice of intent to publication of a final environmental review)”.

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6. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BABIN OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 198, line 24, after the first period insert the following: “The route referred to in subsection (c)(84) is designated as Interstate Route I-14.”.

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7. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MASSIE OF KENTUCKY OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 221, before line 3, insert the following new subsection:

(c) OPERATION OF BATTERY RECHARGING STATIONS IN PARKING AREAS USED BY FEDERAL EMPLOYEES.—

(1) AUTHORIZATION.—

(A) IN GENERAL.—The Administrator of General Services may install, construct, operate, and maintain on a reimbursable basis a battery recharging station in a parking

area that is in the custody, control, or administrative jurisdiction of the General Services Administration for the use of only privately owned vehicles of employees of the General Services Administration, tenant Federal agencies, and others who are authorized to park in such area to the extent such use by only privately owned vehicles does not interfere with or impede access to the equipment by Federal fleet vehicles.

(B) DELEGATION.—The Administrator of General Services may install, construct, operate, and maintain on a reimbursable basis a battery recharging station in a parking area that is in the custody, control, or administrative jurisdiction of another Federal agency, at the request of such agency, or delegate such authority to another Federal agency to the extent such use by only privately owned vehicles does not interfere with or impede access to the equipment by Federal fleet vehicles.

(C) USE OF VENDORS.—The Administrator of General Services, with respect to subparagraphs (A) and (B), or the head of a Federal agency delegated authority, with respect to subparagraph (B), may carry such subparagraph through a contract with a vendor, under such terms and conditions (including terms relating to the allocation between the Federal agency and the vendor of the costs of carrying out the contract) as the Administrator or the head of the Federal agency, as the case may be, and the vendor may agree to.

(2) IMPOSITION OF FEES TO COVER COSTS.—

(A) FEES.—The Administrator of General Services or the head of the Federal agency delegated authority under paragraph (1)(B) shall charge fees to the individuals who use the battery recharging station in such amount as is necessary to ensure that the respective agency recovers all of the costs such agency incurs in installing, constructing, operating, and maintaining the station.

(B) DEPOSIT AND AVAILABILITY OF FEES.—Any fees collected by the Administrator of General Services or the Federal agency, as the case may be, under this paragraph shall be—

(i) deposited monthly in the Treasury to the credit of the respective agency's appropriations account for the operations of the building where the battery recharging station is located; and

(ii) available for obligation without further appropriation during—

(I) the fiscal year collected; and

(II) the fiscal year following the fiscal year collected.

(3) NO EFFECT ON EXISTING PROGRAMS FOR HOUSE AND SENATE.—Nothing in this subsection may be construed to affect the installation, construction, operation, or maintenance of battery recharging stations by the Architect of the Capitol—

(A) under Public Law 112-170 (2 U.S.C. 2171), relating to employees of the House of Representatives and individuals authorized to park in any parking area under the ju-

risdiction of the House of Representatives on the Capitol Grounds; or

(B) under Public Law 112–167 (2 U.S.C. 2170), relating to employees of the Senate and individuals authorized to park in any parking area under the jurisdiction of the Senate on the Capitol Grounds.

(4) **NO EFFECT ON SIMILAR AUTHORITIES.**—Nothing in this subsection may be construed as repealing or limiting any existing authorities of a Federal agency to install, construct, operate, or maintain battery recharging stations.

(5) **ANNUAL REPORT TO CONGRESS.**—Not later than 2 years after the date of enactment of this Act, and annually thereafter for 10 years, the Administrator of General Services shall submit to the House Committee on Transportation and Infrastructure and the Senate Committee on Environment and Public Works a report describing—

(A) the number of battery recharging stations installed by the Administrator on its own initiative under this subsection;

(B) requests from other Federal agencies to install battery recharging stations;

(C) delegations of authority to other Federal agencies under this subsection; and

(D) the status and disposition of requests from other Federal agencies.

(6) **FEDERAL AGENCY DEFINED.**—In this subsection, the term “Federal agency” has the meaning given that term in section 102 of title 40, United States Code.

(7) **EFFECTIVE DATE.**—This subsection shall apply with respect to fiscal year 2016 and each succeeding fiscal year.

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8. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE FLEISCHMANN OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Add at the end of subtitle D of title I of division A the following new section:

**SEC. 1431. USE OF DURABLE, RESILIENT, AND SUSTAINABLE MATERIALS AND PRACTICES.**

To the extent practicable, the Secretary shall encourage the use of durable, resilient, and sustainable materials and practices, including the use of geosynthetic materials and other innovative technologies, in carrying out the activities of the Federal Highway Administration.

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9. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GIBBS OF OHIO OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 233, after line 17, insert the following:

**SEC. 1431. STUDY ON STATE PROCUREMENT OF CULVERT AND STORM SEWER MATERIALS.**

(a) **IN GENERAL.**—The Secretary shall evaluate the methods in which States procure culvert and storm sewer materials and the impact of those methods on project costs, including the extent to

which such methods take into account environmental principles, engineering principles, and the varying needs of projects based on geographic location.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on the findings of the study conducted under subsection (a).

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10. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GIBSON OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle D of title I of division A, insert the following new section:

**SEC. 1431. STRATEGY TO ADDRESS STRUCTURALLY DEFICIENT BRIDGES.**

The Secretary shall develop a comprehensive strategy to address structurally deficient and functionally obsolete bridges, as defined by the National Bridge Inventory, to identify the unique challenges posed by bridges in each of these respective categories, and to address such separate challenges and improve the condition of such bridges. Not later than 180 days after the date of enactment of this Act, the Secretary shall transmit a report containing initial recommendations to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate. Not later than 1 year after such date of enactment, the Secretary shall transmit to such committees the final strategy required by this section.

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11. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GUINTA OF NEW HAMPSHIRE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle D of title I of division A, add the following:

**SEC. 1431. GOVERNMENT ACCOUNTABILITY OFFICE STUDY ON COST OF COMPLIANCE.**

Not later than 90 days after the date of the enactment of this Act, the Comptroller General of the United States shall submit to Congress a report that describes the cost to the Federal Highway Administration of compliance with Federal statutes and regulations as a percentage of the overall spending by such Administration.

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12. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE HANNA OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle D of title I of division A, add the following new section:

**SEC. 1431. SENSE OF CONGRESS.**

It is the sense of Congress that the Nation's engineering industry continues to provide critical technical expertise, innovation, and local knowledge to Federal and State agencies in order to efficiently deliver surface transportation projects to the public, and Congress recognizes the valuable contributions made by the Nation's engineering industry and urges the Secretary to reinforce those partnerships by encouraging State and local agencies to take full ad-

vantage of engineering industry capabilities to strengthen project performance, improve domestic competitiveness, and create jobs.

13. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MULLIN OF OKLAHOMA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle D of title I of Division A of the bill, insert the following:

**SEC. ——. ELIMINATION OF BARRIERS TO IMPROVE AT-RISK BRIDGES.**

(a) TEMPORARY AUTHORIZATION.—

(1) IN GENERAL.—Until the Secretary of the Interior takes the action described in subsection (b), the take of nesting swallows to facilitate a construction project on a bridge eligible for funding under title 23, United States Code, with any component condition rating of 3 or less (as defined by the National Bridge Inventory General Condition Guidance issued by the Federal Highway Administration) is authorized under the Migratory Bird Treaty Act (16 U.S.C. 703 et seq.) between April 1 and August 31.

(2) MEASURES TO MINIMIZE IMPACTS.—

(A) NOTIFICATION BEFORE TAKING.—Prior to the taking of nesting swallows authorized under paragraph (1), any person taking that action shall submit to the Secretary of the Interior a document that contains—

(i) the name of the person acting under the authority of paragraph (1) to take nesting swallows;

(ii) a list of practicable measures that will be undertaken to minimize or mitigate significant adverse impacts on the population of that species;

(iii) the time period during which activities will be carried out that will result in the taking of that species; and

(iv) an estimate of the number of birds, by species, to be taken in the proposed action.

(B) NOTIFICATION AFTER TAKING.—Not later than 60 days after the taking of nesting swallows authorized under paragraph (1), any person taking that action shall submit to the Secretary of the Interior a document that contains the number of birds, by species, taken in the action.

(b) AUTHORIZATION OF TAKE.—

(1) IN GENERAL.—The Secretary of the Interior, in consultation with the Secretary, shall promulgate a regulation under the authority of section 3 of the Migratory Bird Treaty Act (16 U.S.C. 704) authorizing the take of nesting swallows to facilitate bridge repair, maintenance, or construction—

(A) without individual permit requirements; and

(B) under terms and conditions determined to be consistent with treaties relating to migratory birds that protect swallow species occurring in the United States.

(2) TERMINATION.—On the effective date of a final rule under this subsection by the Secretary of the Interior, subsection (a) shall have no force or effect.

(c) SUSPENSION OR WITHDRAWAL OF TAKE AUTHORIZATION.—If the Secretary of the Interior, in consultation with the Secretary,

determines that taking of nesting swallows carried out under the authority provided in subsection (a)(1) is having a significant adverse impact on swallow populations, the Secretary of the Interior may suspend that authority through publication in the Federal Register.

14. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE RIBBLE OF WISCONSIN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle D of title I of Division A, add the following:

**SEC. \_\_\_\_ . MODERNIZED WEIGHT LIMITATIONS FOR CERTAIN VEHICLES.**

Section 127 of title 23, United States Code, is further amended by adding at the end the following:

“(n) **ADDITIONAL EXCEPTION TO WEIGHT REQUIREMENTS.—**

“(1) **IN GENERAL.—**Notwithstanding subsection (a), a State may authorize a vehicle with a maximum gross weight, including all enforcement tolerances, that exceeds the maximum gross weight otherwise applicable under subsection (a) to operate on Interstate System routes in the State, if—

“(A) the vehicle is equipped with at least 6 axles;

“(B) the weight of any single axle on the vehicle does not exceed 20,000 pounds, including enforcement tolerances;

“(C) the weight of any tandem axle on the vehicle does not exceed 34,000 pounds, including enforcement tolerances;

“(D) the weight of any group of 3 or more axles on the vehicle does not exceed 45,000 pounds, including enforcement tolerances;

“(E) the gross weight of the vehicle does not exceed 91,000 pounds, including enforcement tolerances; and

“(F) the vehicle complies with the bridge formula in subsection (a)(2) of this section.

“(2) **SPECIAL RULES.—**

“(A) **OTHER EXCEPTIONS NOT AFFECTED.—**This subsection shall not restrict—

“(i) a vehicle that may operate under any other provision of this section or another Federal law; or

“(ii) a State’s authority with respect to a vehicle that may operate under any other provision of this section or another Federal law.

“(B) **MEANS OF IMPLEMENTATION.—**A State may implement this subsection by any means, including statute or rule of general applicability, by special permit, or otherwise.

“(3) **ADDITIONAL EQUIPMENT.—**

“(A) **IN GENERAL.—**The Secretary may issue such regulations as are necessary to require a vehicle operating pursuant to this subsection to include 1 item of additional equipment not otherwise required by law. The Secretary may issue such regulations only if the equipment item to be required is available at the time a rule is proposed.

“(B) **COMMENT.—**In issuing regulations pursuant to this paragraph, the Secretary shall invite comment on the effective date of any proposed equipment requirement.

“(C) LIMITED AUTHORITY.—The authority to issue regulations pursuant to this paragraph applies only to a rule that is published as a final rule in the Federal Register not later than the date that is 6 months after the date of enactment of this subsection.

“(4) REPORTING REQUIREMENTS.—

“(A) TRIENNIAL REPORT.—If a State, pursuant to paragraph (1), authorizes vehicles described in such paragraph to operate on Interstate System routes in the State, the State shall submit to the Secretary a triennial report containing—

“(i) an identification of highway routes in the State, including routes not on the Interstate System, on which the State so authorizes such vehicles to operate;

“(ii) a description of any gross vehicle weight limit applicable to such vehicles so authorized and of any operating requirements applicable to such vehicles that are in addition to requirements applicable to all commercial motor vehicles;

“(iii) the number of crashes that occurred in the State involving such vehicles so authorized on the Interstate System, the number of such crashes involving fatalities, and the number of such crashes involving non-fatal injuries;

“(iv) estimated vehicle miles traveled on the Interstate System in the State by such vehicles so authorized; and

“(v) other information, such as the gross vehicle weight of a vehicle operating pursuant to the authority of this subsection at the time of a crash, as the Secretary and the State jointly determine necessary.

“(B) PUBLIC AVAILABILITY.—The Secretary shall make all information required under subparagraph (A) available to the public.

“(5) TERMINATION AS TO ROUTE SEGMENT.—The Secretary may terminate the operation of vehicles authorized by a State under this subsection on a specific Interstate System route segment if, after the effective date of a decision of a State to allow vehicles to operate pursuant to paragraph (1), the Secretary determines that such operation poses an unreasonable safety risk based on an engineering analysis of the route segment or an analysis of safety or other applicable data from the route segment.

“(6) WAIVER OF HIGHWAY FUNDING REDUCTION.—Notwithstanding subsection (a), the total amount of funds apportioned to a State under section 104(b)(1) for any period may not be reduced under subsection (a) if the State authorizes a vehicle described in paragraph (1) to operate on the Interstate System in the State in accordance with this subsection.

“(7) PRESERVING STATE AND LOCAL AUTHORITY REGARDING NON-INTERSTATE SYSTEM HIGHWAYS.—Subsection (b) of this section shall not apply to motor vehicles operating on the Interstate System solely under the authority provided by this subsection.”.

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15. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BROWN  
OF FLORIDA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle D of title I of division A, add the following:

**SEC. \_\_\_\_ . NATIONAL ADVISORY COMMITTEE ON TRAVEL AND TOURISM INFRASTRUCTURE.**

(a) **FINDINGS.**—Congress finds that—

(1) 1 out of every 9 jobs in the United States depends on travel and tourism, and the industry supports 15,000,000 jobs in the United States;

(2) the travel and tourism industry employs individuals in all 50 States, the District of Columbia, and all of the territories of the United States;

(3) international travel to the United States is the single largest export industry in the Nation, generating a trade surplus balance of approximately \$74,000,000,000;

(4) travel and tourism provide significant economic benefits to the United States by generating nearly \$2,100,000,000,000 in annual economic output; and

(5) the United States intermodal transportation network facilitates the large-scale movement of business and leisure travelers, and is the most important asset of the travel industry.

(b) **ESTABLISHMENT.**—Not later than 180 days after the date of enactment of this Act, the Secretary shall establish an advisory committee to be known as the National Advisory Committee on Travel and Tourism Infrastructure (in this section referred to as the “Committee”) to provide information, advice, and recommendations to the Secretary on matters relating to the role of intermodal transportation in facilitating mobility related to travel and tourism activities.

(c) **MEMBERSHIP.**—The Committee shall—

(1) be composed of members appointed by the Secretary for terms of not more than 3 years; and

(2) include a representative cross-section of public and private sector stakeholders involved in the travel and tourism industry, including representatives of—

(A) the travel and tourism industry, product and service providers, and travel and tourism-related associations;

(B) travel, tourism, and destination marketing organizations;

(C) the travel and tourism-related workforce;

(D) State tourism offices;

(E) State departments of transportation;

(F) regional and metropolitan planning organizations;

and

(G) local governments.

(d) **ROLE OF COMMITTEE.**—The Committee shall—

(1) advise the Secretary on current and emerging priorities, issues, projects, and funding needs related to the use of the Nation’s intermodal transportation network to facilitate travel and tourism;

(2) serve as a forum for discussion for travel and tourism stakeholders on transportation issues affecting interstate and interregional mobility of passengers;

(3) promote the sharing of information between the private and public sectors on transportation issues impacting travel and tourism;

(4) gather information, develop technical advice, and make recommendations to the Secretary on policies that improve the condition and performance of an integrated national transportation system that is safe, economical, and efficient, and that maximizes the benefits to the Nation generated through the United States travel and tourism industry;

(5) identify critical transportation facilities and corridors that facilitate and support the interstate and interregional transportation of passengers for tourism, commercial, and recreational activities;

(6) provide for development of measures of condition, safety, and performance for transportation related to travel and tourism;

(7) provide for development of transportation investment, data, and planning tools to assist Federal, State, and local officials in making investment decisions relating to transportation projects that improve travel and tourism; and

(8) address other issues of transportation policy and programs impacting the movement of travelers for tourism and recreational purposes, including by making legislative recommendations.

(e) NATIONAL TRAVEL AND TOURISM INFRASTRUCTURE STRATEGIC PLAN.—

(1) INITIAL DEVELOPMENT OF NATIONAL TRAVEL AND TOURISM INFRASTRUCTURE STRATEGIC PLAN.—Not later than 3 years after the date of enactment of this act, the Secretary shall, in consultation with the Committee, State departments of transportation, and other appropriate public and private transportation stakeholders, develop and post on the Department's public Internet Web site a national travel and tourism infrastructure strategic plan that includes—

(A) an assessment of the condition and performance of the national transportation network;

(B) an identification of the issues on the national transportation network that create significant congestion problems and barriers to long-haul passenger travel and tourism,

(C) forecasts of long-haul passenger travel and tourism volumes for the 20-year period beginning in the year during which the plan is issued;

(D) an identification of the major transportation facilities and corridors for current and forecasted long-haul travel and tourism volumes, the identification of which shall be revised, as appropriate, in subsequent plans;

(E) an assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved long-haul passenger travel performance (including opportunities for overcoming the barriers);

(F) best practices for improving the performance of the national transportation network; and

(G) strategies to improve intermodal connectivity for long-haul passenger travel and tourism.

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16. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DESAULNIER OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle D of title I of division A, add the following:

**SEC. \_\_\_\_ . IDENTIFICATION OF ROADSIDE HIGHWAY SAFETY HARDWARE DEVICES.**

(a) **STUDY.**—The Secretary shall conduct a study on methods for identifying roadside highway safety hardware devices to improve the data collected on the devices, as necessary for in-service evaluation of the devices.

(b) **CONTENTS.**—In conducting the study, the Secretary shall evaluate identification methods based on the ability of the method to—

- (1) convey information on the devices, including manufacturing date, factory of origin, product brand, and model;
- (2) withstand roadside conditions; and
- (3) connect to State and regional inventories of similar devices.

(c) **IDENTIFICATION METHODS.**—The identification methods to be studied under this section include stamped serial numbers, radio-frequency identification, and such other methods as the Secretary determines appropriate.

(d) **REPORT TO CONGRESS.**—Not later than January 1, 2018, the Secretary shall submit to Congress a report on the results of the study.

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17. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SCOTT OF VIRGINIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle D of title I of division A, add the following:

**SEC. \_\_\_\_ . USE OF MODELING AND SIMULATION TECHNOLOGY.**

It is the sense of Congress that the Department should utilize, to the fullest and most economically feasible extent practicable, modeling and simulation technology to analyze highway and public transportation projects authorized by this Act to ensure that these projects—

- (1) will increase transportation capacity and safety, alleviate congestion, and reduce travel time and environmental impacts; and
- (2) are as cost effective as practicable.

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18. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JOHNSON OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 238, strike line 10 and all that follows through page 239, line 5, and insert the following:

- (1) by striking paragraph (4); and
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19. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE WELCH  
OF VERMONT OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike section 3010 of division A.

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20. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JACKSON  
LEE OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title III, add the following:

**SEC. \_\_\_\_\_ . REPORT ON PARKING SAFETY.**

(a) REPORT.—Not later than 8 months after the date of enactment of this Act, the Secretary shall submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate regarding the safety of certain facilities and locations, focusing on any property damage, injuries or deaths, and other incidents that occur or originate at locations intended to encourage public use of alternative transportation, including—

- (1) car pool lots;
- (2) mass transit lots;
- (3) local, State, or regional rail stations;
- (4) rest stops;
- (5) college or university lots;
- (6) bike paths or walking trails; and
- (7) any other locations that the Secretary considers appropriate.

(b) RECOMMENDATIONS.—Included with the report, the Secretary shall make recommendations to Congress on the best ways to use innovative technologies to increase safety and ensure a better response by transit security, local, State, and Federal law enforcement to address threats to public safety.

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21. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JACKSON  
LEE OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 315, after line 20, insert the following:

**SEC. 3024. REPORT ON POTENTIAL OF INTERNET OF THINGS.**

Not later than 180 days after the date of the enactment of this Act, the Secretary of Transportation shall submit to Congress a report on the potential of the Internet of Things to improve transportation services in rural, suburban, and urban areas. Such report shall include—

- (1) a survey of the communities, cities, and States that are using innovative transportation systems to meet the needs of ageing populations;
  - (2) best practices to protect privacy and security determined as a result of such survey;
  - (3) recommendations with respect to the potential of the Internet of Things to assist local, State, and Federal planners to develop more efficient and accurate projections of the transportation needs of rural, suburban, and urban communities.
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22. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BLUMENAUER OF OREGON OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

- Page 326, line 10, strike “13 percent” and insert “11 percent”.  
 Page 326, beginning line 18, strike “14.5 percent” and insert “13.5 percent”.  
 Page 326, line 25, strike “52.5 percent” and insert “50.5 percent”.  
 Page 327, line 20, strike “5 percent” and insert “10 percent”.  
 Page 348, line 17, strike “15 percent” and insert “2 percent”.

23. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KIRKPATRICK OF ARIZONA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

- Page 333, line 18, strike “OR STOPPED IN TRAFFIC”.  
 Page 333, line 22, strike “or stopped in traffic”.  
 Page 333, line 24, strike “and”.  
 Page 334, line 2, strike the period and insert “; and”.  
 Page 334, after line 2, insert the following:  
     “(D) does not provide for an exemption that specifically allows a driver to text through a personal wireless communication device while stopped in traffic.”  
 Page 334, line 9, strike “or stopped in traffic” and insert “if the driver is”.  
 Page 334, line 15, strike “and”.  
 Page 334, line 16, strike “first”.  
 Page 334, line 17, strike the period and insert “; and”.  
 Page 334, after line 17, insert the following:  
     “(D) does not provide for an exemption that specifically allows a driver to text through a personal wireless communication device while stopped in traffic.”  
 Page 337, beginning on line 14, strike “, including operation while temporarily stationary because of traffic, a traffic light or stop sign, or otherwise”.

24. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE RICE OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

- Page 340, strike line 9 and all that follows through page 347, line 25, and insert the following:  
 (f) STATE GRADUATED DRIVER LICENSING INCENTIVE GRANT.—Section 405(g)(2) of title 23, United States Code, is amended—  
 (1) in subparagraph (A) by striking “21” and inserting “18”;  
 and  
 (2) by striking subparagraph (B) and inserting the following:  
     “(B) LICENSING PROCESS.—A State is in compliance with the 2-stage licensing process described in this subparagraph if the State’s driver’s license laws include—  
     “(i) a learner’s permit stage that—  
         “(I) is at least 6 months in duration;  
         “(II) contains a prohibition on the driver using a personal wireless communications device (as defined in subsection (e)) while driving except under an exception permitted under paragraph (4) of

that subsection, and makes a violation of the prohibition a primary offense;

“(III) requires applicants to successfully pass a vision and knowledge assessment prior to receiving a learner’s permit;

“(IV) requires that the driver be accompanied and supervised at all times while the driver is operating a motor vehicle by a licensed driver who is at least 21 years of age or is a State-certified driving instructor;

“(V) has a requirement that the driver—

“(aa) complete a State-certified driver education or training course; or

“(bb) obtain at least 50 hours of behind-the-wheel training, with at least 10 hours at night, with a licensed driver; and

“(VI) remains in effect until the driver—

“(aa) reaches 16 years of age and enters the intermediate stage; or

“(bb) reaches 18 years of age;

“(ii) an intermediate stage that—

“(I) commences immediately after the expiration of the learner’s permit stage and successful completion of a driving skills assessment;

“(II) is at least 6 months in duration;

“(III) prohibits the driver from using a personal wireless communications device (as defined in subsection (e)) while driving except under an exception permitted under paragraph (4) of that subsection, and makes a violation of the prohibition a primary offense;

“(IV) for the first 6 month of the intermediate stage, restricts driving at night between the hours of 10:00 p.m. and 5:00 a.m. when not supervised by a licensed driver 21 years of age or older, excluding transportation to work, school, religious activities, or emergencies;

“(V) prohibits the driver from operating a motor vehicle with more than 1 nonfamilial passenger younger than 21 years of age unless a licensed driver who is at least 21 years of age is in the motor vehicle; and

“(VI) remains in effect until the driver reaches 17 years of age; and

“(iii) a learner’s permit and intermediate stage that require, in addition to any other penalties imposed by State law, the granting of an unrestricted driver’s license be automatically delayed for any individual who, during the learner’s permit or intermediate stage, is convicted of a driving-related offense during the first 6 months, including—

“(I) driving while intoxicated;

“(II) misrepresentation of the individual’s age;

“(III) reckless driving;

“(IV) driving without wearing a seat belt;

“(V) speeding; or  
“(VI) any other driving-related offense, as determined by the Secretary.”.

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25. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JACKSON LEE OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 356 after line 14, insert the following:

**SEC. 4011. STUDY AND REPORT ON THE EFFECTS OF TRAFFIC ENFORCEMENT CAMERAS ON PUBLIC SAFETY.**

(a) **STUDY REQUIRED.**—The Secretary of Transportation shall enter into a contract with an appropriate entity to conduct a national study of the effects of traffic enforcement cameras on public safety. Such study shall include—

(1) an examination of drivers’ behavior in relation to traffic enforcement cameras; and

(2) the number of crashes and fatalities that have resulted after the installation of traffic enforcement cameras, including the nature and type of crash and the location of the crash in relation to the location of the camera, as well as the type and setting for the length of the yellow phase and warning mechanism in place.

(b) **APPROPRIATE ENTITY.**—In this section, the term “appropriate entity” means an independent entity that the Secretary of Transportation determines has no conflict of interest or pecuniary interest or association with the automobile industry, automobile insurance industry, or camera manufacturing industry.

(c) **REPORT TO CONGRESS.**—Not later than one year after the date of the enactment of this Act, the Secretary of Transportation shall submit to Congress a report on the results of the study required under this section.

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26. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DUNCAN JR. OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

**SEC. \_\_\_\_ . SAFETY STUDY REGARDING DOUBLE-DECKER MOTORCOACHES.**

(a) **STUDY.**—The Secretary of Transportation, in consultation with State transportation safety officials, shall conduct a study regarding the safety operations, fire suppression capability, tire loads, and pavement impacts of operating a double-decker motorcoach equipped with a device designed by the motorcoach manufacturer to attach to the rear of the motorcoach for use in transporting passenger baggage.

(b) **REPORT.**—Not later than 6 months after the date of enactment of this Act, the Secretary shall submit a report containing the results of the study to—

(1) the Committee on Transportation and Infrastructure of the House of Representatives; and

(2) the Committee on Commerce, Science, and Transportation of the Senate.

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27. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE COM-STOCK OF VIRGINIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 494, lines 13 through 18, amend paragraph (2) to read as follows:

“(2) RESTRICTION.—

“(A) LIMITATION.—A lead institution of a consortium of nonprofit institutions of higher education, as applicable, may only submit 1 grant application per fiscal year for each of the transportation centers described under paragraphs (2), (3), and (4) of subsection (c).

“(B) EXCEPTION FOR CONSORTIUM MEMBERS THAT ARE NOT LEAD INSTITUTIONS.—Subparagraph (A) shall not apply to a nonprofit institution of higher education that is a member of a consortium of nonprofit institutions of higher education but not the lead institution of such consortium.

Page 502, line 10, insert “, congestion, connected vehicles, connected infrastructure, and autonomous vehicles” after “transportation safety”.

Page 525, after line 16, insert the following:

**SEC. 6027. TRANSPORTATION RESEARCH AND DEVELOPMENT 5-YEAR STRATEGIC PLAN.**

(a) IN GENERAL.—The Secretary shall develop a 5-year transportation research and development strategic plan for fiscal years 2018 through 2022 to guide future Federal transportation research and development activities.

(b) CONSISTENCY.—The strategic plan developed under subsection (a) shall be consistent with—

- (1) section 306 of title 5, United States Code;
- (2) sections 1115 and 1116 of title 31, United States Code;
- (3) section 508 of title 23, United States Code; and
- (4) any other research and development plan within the Department.

(c) CONTENTS.—The strategic plan developed under subsection (a) shall—

- (1) describe the primary purposes of the transportation research and development program;
- (2) list the proposed research and development activities that the Department intends to pursue to accomplish under the strategic plan, which may include—
  - (A) fundamental research pertaining to the applied physical and natural sciences;
  - (B) applied science and research;
  - (C) technology development research; and
  - (D) social science research; and
- (3) for each research and development activity—
  - (A) identify the anticipated annual funding levels for the period covered by the strategic plan; and
  - (B) describe the research findings the Department expects to discover at the end of the period covered by the strategic plan.

(d) CONSIDERATIONS.—The Secretary shall ensure that the strategic plan developed under this section—

- (1) reflects input from external stakeholders;
  - (2) includes and integrates the research and development programs of all of the Department's modal administrations and joint programs;
  - (3) takes into account research and development by other Federal, State, local, private sector, and nonprofit institutions; and
  - (4) is published on a public website by December 31, 2016.
- (e) REPORT.—
- (1) NATIONAL RESEARCH COUNCIL REVIEW.—The Secretary shall enter into an agreement with the National Research Council for a review and analysis of the Department's 5-year research and development strategic plan described in this section. By March 31, 2017, the Secretary shall publish on a public website the National Research Council's analysis of the Department's plan.
  - (2) INTERIM REPORT.—By June 30, 2019, the Secretary shall publish on a public website an interim report that—
    - (A) provides an assessment of the Department's 5-year research and development strategic plan described in this section that includes a description of the extent to which the research and development is or is not successfully meeting the purposes described under subsection (c)(1); and
    - (B) addresses any concerns and identifies any gaps that may have been raised by the National Research Council analysis under paragraph (1), including how the plan is or is not responsive to the National Research Council review.

**SEC. 6028. TRAFFIC CONGESTION.**

- (a) CONGESTION RESEARCH.—The Assistant Secretary may conduct research on the reduction of traffic congestion.
- (b) CONSIDERATION.—The Assistant Secretary shall—
  - (1) recommend research to accelerate the adoption of transportation management systems that allow traffic to flow in the safest and most efficient manner possible while alleviating current and future traffic congestion challenges;
  - (2) assess and analyze traffic, transit, and freight data from various sources relevant to efforts to reduce traffic congestion so as to maximize mobility, efficiency, and capacity while decreasing congestion and travel times;
  - (3) examine the use and integration of multiple data types from multiple sources and technologies, including road weather data, private vehicle (including Global Positioning System) data, arterial and highway traffic conditions, transit vehicle arrival and departure times, real time navigation routing, construction zone information, and reports of incidents, to suggest improvements in effective communication of such data and information in real time;
  - (4) develop and disseminate suggested strategies and solutions to reduce congestion for high-density traffic regions and to provide mobility in the event of an emergency or natural disaster; and
  - (5) collaborate with other relevant Federal agencies, State and local agencies, industry and industry associations, and

university research centers to fulfill goals and objectives under this section.

(c) IDENTIFYING INFORMATION.—The Assistant Secretary shall ensure that information used pursuant to this section does not contain identifying information of any individual.

(d) REPORT.—Not later than 1 year after the date of enactment of this Act, the Assistant Secretary shall make available on a public website a report on its activities under this section.

**SEC. 6029. RAIL SAFETY.**

Not later than 1 year after the date of enactment of this Act, the Assistant Secretary of Transportation for Research and Technology may transmit to Congress a report containing—

(1) the results of a study to examine the state of rail safety technologies and an analysis of whether the passenger, commuter, and transit rail transportation industries are keeping up with innovations in technologies to make rail cars safer for passengers and transport of commerce; and

(2) a determination of how much additional time and public and private resources will be required for railroad carriers to meet the positive train control system implementation requirements under section 20157 of title 49, United States Code.

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**28. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BARLETTA OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES**

At the end of title VII, add the following:

**SEC. \_\_\_\_ . MINIMUM REQUIREMENTS FOR TOP FITTINGS PROTECTION FOR CLASS DOT-117R TANK CARS.**

(a) PROTECTIVE HOUSING.—Except as provided in subsections (b) and (c), top fittings on DOT specification 117R tank cars shall be located inside a protective housing not less than ½-inch in thickness and constructed of a material having a tensile strength not less than 65 kilopound per square inch and conform to the following specifications:

(1) The protective housing shall be as tall as the tallest valve or fitting involved and the height of a valve or fitting within the protective housing must be kept to the minimum compatible with their proper operation.

(2) The protective housing or cover may not reduce the flow capacity of the pressure relief device below the minimum required.

(3) The protective housing shall provide a means of drainage with a minimum flow area equivalent to six 1-inch diameter holes.

(4) When connected to the nozzle or fittings cover plate and subject to a horizontal force applied perpendicular to and uniformly over the projected plane of the protective housing, the tensile connection strength of the protective housing shall be designed to be—

(A) no greater than 70 percent of the nozzle to tank tensile connection strength;

(B) no greater than 70 percent of the cover plate to nozzle connection strength; and

(C) no less than either 40 percent of the nozzle to tank tensile connection strength or the shear strength of twenty ½-inch bolts.

(b) **PRESSURE RELIEF DEVICES.**—

(1) The pressure relief device shall be located inside the protective housing, unless space does not permit. If multiple pressure relief devices are equipped, no more than 1 may be located outside of a protective housing.

(2) The highest point on any pressure relief device located outside of a protective housing may not be more than 12 inches above the tank jacket.

(3) The highest point on the closure of any unused pressure relief device nozzle may not be more than 6 inches above the tank jacket.

(c) **ALTERNATIVE PROTECTION.**—As an alternative to the protective housing requirements in subsection (a) of this section, the tank car may be equipped with a system that prevents the release of product from any top fitting in the case of an incident where any top fitting would be sheared off.

(d) **IMPLEMENTATION.**—Nothing in this section shall be construed to require the Secretary to issue regulations to implement this section.

(e) **SAVINGS CLAUSE.**—Nothing in this section shall prohibit the Secretary from approving new technologies, methods or requirements that provide a level of safety equivalent to or greater than the level of safety provided for in this section.

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29. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LYNCH OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 573, after line 11, insert the following:

**SEC. 7016. SAFETY OF PIPELINE TRANSPORTATION INFRASTRUCTURE PROJECTS.**

The Secretary shall, at the request of a State or tribal government, conduct a review of the safety and safety-related aspects of a pipeline transportation infrastructure project.