

MANAGER'S AMENDMENT
OFFERED BY MR. GRAVES OF MISSOURI

Page 14, line 20, strike “\$56,934,650,000” and insert “\$56,939,050,000”.

Page 14, line 21, strike “\$57,532,010,000” and insert “\$57,534,410,000”.

Page 14, line 22, strike “\$58,690,676,200” and insert “\$58,691,076,200”.

Page 14, line 23, strike “\$59,785,644,724” and insert “\$59,783,044,724”.

Page 14, line 25, strike “\$60,943,911,618” and insert “\$60,939,311,618”.

Page 17, after line 22, insert the following:

1 (iii) MINIMUM AMOUNT.—For each
2 Federal agency that does not receive an al-
3 location under clause (ii) and is otherwise
4 eligible to compete for amounts made
5 available under section 203(b) of title 23,
6 United States Code, the following amounts
7 shall be made available:

1 (I) \$6,000,000 for fiscal year
2 2027.

3 (II) \$6,500,000 for fiscal year
4 2028.

5 (III) \$7,000,000 for fiscal years
6 2029 through 2031.

Page 42, line 4, after “systems” insert “, data,”.

Page 42, beginning on line 4, strike “technology,”
and insert “technologies”.

Page 58, line 25, strike “and”.

Page 59, line 3, strike the period at the end and in-
sert “; and”.

Page 59, after line 3, insert the following:

7 “(iv) removal or modification of tun-
8 nels and associated highway structures,
9 and the raising of bridges, that constrain
10 maritime navigation or prevent use of fully
11 authorized channel depth, and construction
12 of replacement bridge facilities to maintain
13 highway connectivity.

Page 63, after line 9, insert the following (and re-
designate accordingly):

1 “(iv) GEOGRAPHIC CONSIDERATION.—
2 In conducting a competitive process under
3 clause (iii), a State shall consider geo-
4 graphic diversity among recipients, includ-
5 ing the need to balance between the needs
6 of rural and urban communities.

Page 83, beginning on line 25, strike “for preventa-
tive and routine maintenance of roadways located in such
County and related costs” and insert “in accordance with
the provisions of subsection (a)(3)”.

Page 84, line 2, strike the closing quotation marks
and second period.

Page 84, after line 2, insert the following:

7 “(e) PUBLICATION.—Not later than 180 days after
8 the date of enactment of the BUILD America 250 Act,
9 and annually thereafter, the Administrator of the Federal
10 Highway Administration shall publish on a publicly avail-
11 able website a unified database containing information
12 with respect to the rates, terms, and conditions of each
13 toll facility covered under the equal access provisions de-
14 scribed in subsection (a)(9) and section 166(b)(3).”.

Page 86, line 20, insert after “of title 49)” the fol-
lowing:

1 “(26) Construction of roundabouts.

2 “(27) Technology capable of advanced detection
3 of situations or circumstances with a substantially
4 elevated risk of an accident that causes bodily harm
5 or loss of life.

Page 104, line 1, insert “, occupants and pedestrians associated with disabled vehicles” before “, and roadway workers”.

Page 104, line 11, insert “, occupants and pedestrians associated with disabled vehicles” before “, and roadway workers”.

Page 104, strike lines 13 and 14 (and redesignate subsequent paragraphs accordingly).

Page 107, line 21, insert after “2030.” the following:

6 “(6) TECHNICAL ASSISTANCE FOR ADVANCED
7 TRANSPORTATION TECHNOLOGIES.—A State, metro-
8 politan planning organization, transit agency, or
9 other project sponsor may use funds apportioned
10 under section 104(b)(4) to obtain technical assist-
11 ance in connection with the planning, procurement,
12 or deployment of a project eligible under paragraphs
13 (12) or (13) of subsection (b), including assistance

1 relating to technology evaluation, systems integra-
2 tion, data management, and workforce training.

Page 119, line 16, strike “**PILOT**”.

Page 119, after line 18, insert the following (and re-
designate the subsequent paragraphs accordingly):

- 3 (1) in the heading by striking “**PILOT**”;
4 (2) by striking “pilot” each place it appears;

Page 120, line 15, strike “pilot”.

Page 120, line 22, strike “pilot”.

Page 120, line 24, strike “pilot”.

Page 121, line 2, strike “pilot”.

Page 129, after line 5, insert the following (and re-
designate the subsequent clauses accordingly):

- 5 “(ii) to accelerate improvements of a
6 high priority corridor to meet the design
7 standards and specifications of the Inter-
8 state System and connect to the existing
9 Interstate System;

Page 130, after line 4, insert the following (and re-
designate the subsequent clauses accordingly):

1 “(ii) for the improvement of a high
2 priority corridor to meet the design stand-
3 ards and specifications of the Interstate
4 System and connect to the existing Inter-
5 state System;

Page 130, line 20, strike “or”.

Page 130, line 25, strike the period and insert “;
or”.

Page 130, after line 25, insert the following:

6 “(viii) a passenger rail or freight rail
7 transportation project eligible for assist-
8 ance under title 49.

Page 133, after line 25, insert the following (and re-
designate the subsequent subparagraphs accordingly):

9 “(L) accelerate improvements of a high
10 priority corridor to meet the design standards
11 and specifications of the Interstate System and
12 connect to the existing Interstate System;

Page 135, line 17, insert “, including projects that
provide or increase first- or last-mile access to a farm, a
facility producing, supplying, storing, and transporting
agricultural inputs and products, an agricultural facility,

or another facility that supports the economy of a rural area” after “rural areas”.

Page 136, after line 23, insert the following (and redesignate the subsequent clauses accordingly):

1 “(ii) to accelerate improvements of a
2 high priority corridor to meet the design
3 standards and specifications of the Inter-
4 state System and connect to the existing
5 Interstate System;

Page 138, after line 7, insert the following (and redesignate the subsequent clauses accordingly):

6 “(ii) a highway, bridge, or tunnel
7 project for eligible improvement of a high
8 priority corridor to meet the design stand-
9 ards and specifications of the Interstate
10 System and connect to the existing Inter-
11 state System;

Page 140, after line 17, insert the following (and redesignate the subsequent subparagraphs accordingly):

12 “(B) improve a high priority corridor to
13 meet the design standards and specifications of
14 the Interstate System and connect to the exist-
15 ing Interstate System;

Page 159, after line 6, insert the following (and re-designate the subsequent subsections accordingly):

1 “(e) PUBLIC SAFETY REQUIREMENTS FOR ELIGIBLE
2 PROJECTS.—An entity carrying out a project to construct,
3 reopen, or improve facilities under this section shall ensure
4 that—

5 “(1) a notice containing information about
6 human trafficking and resources to prevent and re-
7 port human trafficking is prominently displayed in
8 such facility, including the National Human Traf-
9 ficking Hotline, a clear definition of human traf-
10 ficking, and warning signs of human trafficking; and

11 “(2) a notice containing information about sui-
12 cide prevention is prominently displayed in such fa-
13 cility, including information on the 988 Suicide and
14 Crisis Lifeline that explains any call, text, or chat to
15 988 is free, confidential, and available 24/7.

Page 186, line 2, strike “and”.

Page 186, after line 2, insert the following (and re-designate the subsequent subsections accordingly):

16 (2) in subparagraph (A)(2)(E) by inserting “,
17 including electric bicycle use,” before “or use of”;
18 and

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

1 **SEC. 1139. PROTECT PROGRAM ELIGIBLE ACTIVITIES.**

2 Section 176(d), United States Code, is amended—

3 (1) in paragraph (4)(C)(iii) by inserting
4 “piers,” after “roads,”; and

5 (2) in paragraph (5)(C)—

6 (A) in clause (iii) by striking “or” at the
7 end;

8 (B) in clause (iv)(III) by striking the pe-
9 riod at the end and inserting “; or”; and

10 (C) by adding at the end the following:

11 “(v) is a pier or boardwalk.”.

Page 186, line 22, strike “and”.

Page 187, line 10, strike the final period and insert
“; and”.

Page 187, after line 10, insert the following:

12 (3) in subsection (i)—

13 (A) by striking “\$100,000,000” and in-
14 serting “\$500,000,000”; and

15 (B) by adding at the end the following:

16 “The estimated total cost described in this sub-
17 section shall be adjusted annually to reflect in-
18 creases in the rate of inflation as measured by
19 Consumer Price Index for All Urban Con-

1 sumers published by the Department of
2 Labor.”.

Page 211, after line 13, insert the following:

3 (c) SURFACE TRANSPORTATION WORKFORCE DE-
4 VELOPMENT, TRAINING, AND EDUCATION.—Section
5 504(e)(1) of title 23, United States Code, is amended—
6 (1) in subparagraph (H) by striking “and” at
7 the end;
8 (2) in subparagraph (I) by striking the period
9 and inserting “; and”; and
10 (3) by adding at the end the following:
11 “(J) training, certifying, and upskilling
12 personnel responsible for carrying out bridge in-
13 spection and evaluation activities, including
14 training related to corrosion identification and
15 mitigation.”.

Page 224, after line 21, insert the following (and re-
designate subsequent subsections accordingly):

16 (a) WEIGHT LIMITATION.—Section 127(a)(9) of title
17 23, United States Code, is amended by striking “100
18 days” and inserting “125 days”.

Page 225, beginning on line 5 strike “operating”
and all that follows through line 11 and insert a period.

Page 225, after line 11, insert the following (and re-designate the subsequent paragraph accordingly):

- 1 (2) in paragraph (2)(A)—
2 (A) by inserting “responding to, recovering
3 from, or” before “transporting”; and
4 (B) by inserting “or other location at the
5 discretion of the Agency having jurisdiction, at
6 the discretion of transportation officials
7 present, and with consideration of any nearby
8 weight-restricted infrastructure” after “repair
9 facility”; and

Page 225, after line 17, insert the following (and re-designate the subsequent subsections accordingly):

- 10 (b) CERTAIN LOGGING VEHICLES IN THE STATE OF
11 WISCONSIN.—Section 127(o) of title 23, United States
12 Code, is amended—
13 (1) in paragraph (2) by striking subparagraph
14 (D) and inserting the following:
15 “(D) is operating on Interstate Route 39,
16 Interstate 94, or the portion of Interstate Route
17 43 that connects Interstate 41 to State High-
18 way 57.”; and
19 (2) by adding at the end the following:
20 “(3) APPLICATION.—

1 “(A) IN GENERAL.—The waiver in this
2 subsection shall not exceed state legal weight
3 tolerances on the date of enactment of the
4 BUILD America 250 Act.

5 “(B) CERTIFICATION.—The State shall
6 certify to the Secretary the applicable weight
7 tolerances in effect on date of enactment of the
8 BUILD AMERICA 250 Act.”.

Page 230, after line 14, insert the following:

9 (i) CERTAIN AGRICULTURAL VEHICLES.—Section
10 127 of title 23, United States Code, is further amended
11 by adding at the end the following:

12 “(dd) CERTAIN AGRICULTURAL VEHICLES.—

13 “(1) IN GENERAL.—The State of North Caro-
14 lina may allow the operation of a covered agricul-
15 tural vehicle on the Interstate System in the State
16 of North Carolina if such vehicle does not exceed—

17 “(A) a gross vehicle weight of 90,000
18 pounds; and

19 “(B) 110 percent of the maximum weight
20 on any axle or axle group described in sub-
21 section (a)(2), including any enforcement toler-
22 ance.

23 “(2) COVERED AGRICULTURAL VEHICLE DE-
24 FINED.—In this subsection, the term ‘covered agri-

1 cultural vehicle’ means a vehicle that is transporting
2 unprocessed agricultural crops used for food, feed or
3 fiber, or raw or unfinished forest products, including
4 logs, pulpwood, biomass or wood chips.”.

Page 230, after line 23, insert the following (and re-designate the subsequent paragraph accordingly):

5 “(104) Highway 98 from United States Route
6 331 to E Chase Street in Pensacola, Florida.

7 “(105) Highway 85 from Highway 98 to High-
8 way 90.

Page 232, line 22, strike “wet” and insert “continuous wetting”.

Page 244, line 6, insert “, including owner-operators” before the semicolon.

Page 247, beginning on line 23, strike “transportation workers” and insert “building trades”.

Page 259, line 19, strike “and”.

Page 259, after line 19, insert the following (and re-designate the subsequent paragraph accordingly):

- 9 (7) metropolitan planning organizations;
10 (8) local governments;
11 (9) local emergency management agencies; and

At the end of subtitle C of title I, add the following:

1 **SEC. 1331. INTERDISCIPLINARY BRIDGE SAFETY TEAM.**

2 (a) IN GENERAL.—The Secretary shall establish an
3 interdisciplinary bridge safety team within the Depart-
4 ment to provide guidance, oversee compliance, and main-
5 tain a national vulnerability database for bridges.

6 (b) MEMBERSHIP.—The team established under sub-
7 section (a) shall be comprised of representatives from—

8 (1) the Federal Highway Administration;

9 (2) the Coast Guard;

10 (3) the Army Corps of Engineers; and

11 (4) any other entities determined appropriate
12 by the Secretary.

13 (c) ACTIVITIES.—The interdisciplinary bridge safety
14 team established under subsection (a) shall—

15 (1) provide guidance to bridge owners on—

16 (A) evaluating and reducing the risk of a
17 bridge collapse from a vessel collision; and

18 (B) development and implementation of a
19 risk reduction plan, including short- and long-
20 term strategies to reduce the risk of a bridge
21 collapse from a vessel collision; and

22 (2) coordinate efforts at the Department to en-
23 sure relevant bridges are assessed for vessel collision
24 vulnerability using the American Association of

1 State Highway and Transportation Officials Method

2 II.

3 (d) NOTIFICATION.—The interdisciplinary bridge
4 safety team established under subsection (a) shall notify
5 bridge owners included in the database.

6 **SEC. 1332. SENSE OF CONGRESS ON ROUTE 66.**

7 (a) FINDINGS.—Congress finds the following:

8 (1) The Springfield Road was authorized by the
9 State of Missouri in 1837 connecting St. Louis and
10 Springfield.

11 (2) In 1857 the Federal Government awarded
12 a contract to establish an overland mail route be-
13 tween the West Coast and Eastern United States.

14 (3) In 1858, the United States Government
15 strung telegraph lines along the Springfield Road
16 from St. Louis to Fort Smith, Arkansas.

17 (4) The Springfield Road later became an im-
18 portant transportation corridor for settlers, com-
19 merce, and communication throughout southwest
20 Missouri and the surrounding region.

21 (5) In 1891 the first automobiles were driven
22 on Missouri roads.

23 (6) The growing popularity of automobile travel
24 in the early twentieth century increased the demand

1 for improved highways and modern transportation
2 infrastructure across the United States.

3 (7) On November 11, 1926, U.S. Highway 66
4 was officially designated as part of the Federal high-
5 way system, stretching from Chicago, Illinois, to
6 Santa Monica, California, with a significant portion
7 passing through the State of Missouri.

8 (8) Springfield, Missouri was the birthplace of
9 Route 66.

10 (9) Route 66 quickly became known as the
11 “Main Street of America” and the “Mother Road”,
12 serving as a vital transportation corridor for com-
13 merce and tourism.

14 (10) Communities throughout Missouri pros-
15 pered from the businesses, restaurants, service sta-
16 tions, and attractions that developed along Route
17 66, creating a unique cultural and economic legacy
18 that continues to attract visitors from around the
19 world.

20 (11) The approach of the 100th Anniversary of
21 Route 66 in 2026 provides an opportunity to cele-
22 brate the historic, cultural, and economic signifi-
23 cance of the highway and to recognize the important
24 role Missouri played in its development and preser-
25 vation.

1 (12) Preserving and promoting the history of
2 Route 66 will encourage tourism, economic growth,
3 and educational opportunities for future generations.

4 (b) SENSE OF CONGRESS.—It is the sense of Con-
5 gress that—

6 (1) the 100th Anniversary of Route 66 should
7 be recognized and celebrated; and

8 (2) the enduring impact of Route 66 on the
9 State of Missouri and the United States of America
10 should be honored.

11 **SEC. 1333. TOLL CREDITS EXCHANGE MARKET PLACE RE-**
12 **PORTING REQUIREMENTS.**

13 (a) REPORT.—Not later than 1 year after the date
14 of enactment of this Act, the Secretary shall issue the re-
15 port on the toll credits exchange pilot program, as re-
16 quired by section 11503 of the Infrastructure Investment
17 and Jobs Act (Public Law 117–58), including the antici-
18 pated timeline for when applications for originating States
19 will begin to be accepted and when recipient States will
20 be able to receive a credit by transfer or by sale by an
21 originating State.

22 (b) UPDATES.—At least once every 6 months until
23 the report required under subsection (a) is issued, the Sec-
24 retary shall brief the Committee on Transportation and
25 Infrastructure of the House of Representatives and the

1 Committee on Environment and Public Works of the Sen-
2 ate on the status of the report required under subsection
3 (a).

4 **SEC. 1334. INNOVATIVE HULL DESIGNS.**

5 The Transportation Research Board shall evaluate
6 innovative hull designs, as well as the use of alternative
7 material construction technologies, to include the use of
8 carbon fiber, hybrids, and other composite fiber-reinforced
9 polymers to enhance operational fleet performance and
10 payload capacity of waterborne transit systems.

11 **SEC. 1335. MOTORCOACH ENPLANEMENT PILOT PROGRAM.**

12 With respect to fiscal years 2027 and 2028, pas-
13 sengers who board a motorcoach at an airport that is char-
14 tered or provided by an air carrier to transport such pas-
15 sengers to another airport at which the passengers board
16 an aircraft in service in air commerce, that entered the
17 sterile area of the airport at which such passengers ini-
18 tially boarded the motorcoach, shall be deemed to be in-
19 cluded under the term “passenger boardings’” in section
20 47102 of title 49, United States Code.

21 **SEC. 1336. DOMESTIC CONTENT CERTIFICATION.**

22 (a) IN GENERAL.—For purposes of the Build Amer-
23 ica, Buy America Act (title IV of division G of Public Law
24 117–58; 42 U.S.C. 8301 note), documentation generated
25 in accordance with the Make It American Process Stand-

1 ard (NEMA 70901–2024) shall be treated as sufficient
2 evidence of compliance with applicable domestic content
3 certification requirements.

4 (b) RULE OF CONSTRUCTION.—Nothing in this sec-
5 tion shall be construed to require use of such standard
6 or to prohibit use of any other certification method per-
7 mitted by law.

8 **SEC. 1337. GAO STUDY ON FLOODING MITIGATION ACTIVI-**
9 **TIES AND PRACTICES FOR IMPROVED INFRA-**
10 **STRUCTURE RESILIENCY.**

11 (a) IN GENERAL.—Not later than 1 year after the
12 date of enactment of this Act, the Comptroller General
13 shall conduct a review of discretionary grant awards made
14 under program established under section 176 of title 23,
15 United States Code, and provide recommendations based
16 on the findings of the review.

17 (b) SCOPE OF REVIEW.—In carrying out the review
18 under subsection (a), the Comptroller General shall exam-
19 ine, at a minimum—

20 (1) discretionary grant awards made by the De-
21 partment for projects and planning activities ad-
22 dressing local and regional flooding risks to surface
23 transportation infrastructure and local communities;

24 (2) the extent to which such projects improve
25 flooding mitigation, resiliency, and prevention, in-

1 including floods caused by stormwater, sea level rise,
2 and extreme weather events;

3 (3) methodologies, data, and risk assessment
4 tools used by grant recipients to identify and
5 prioritize flooding vulnerabilities;

6 (4) coordination between Federal, State, local,
7 and regional entities in developing and implementing
8 such projects to address flooding risks and infra-
9 structure resiliency; and

10 (5) barriers to effective implementation, includ-
11 ing funding limitations, regulatory challenges, or
12 technical capacity constraints.

13 (c) BEST PRACTICES AND RECOMMENDATIONS.—
14 Based on the review conducted under subsection (a), the
15 Comptroller General shall identify—

16 (1) successful projects with demonstrated im-
17 provements to mitigate and prevent flooding, im-
18 prove safety, and increase infrastructure resiliency;

19 (2) best practices for the design, selection, and
20 implementation of resiliency projects and improve-
21 ments to improve safety and mitigate and prevent
22 flooding;

23 (3) strategies for improving cost-effectiveness
24 and long-term sustainability of infrastructure im-
25 provements;

1 (4) challenges and opportunities to enhance the
2 integration of environmentally sustainable solutions,
3 nature-based solutions, and innovative design ap-
4 proaches for flood mitigation, resiliency, and preven-
5 tion; and

6 (5) recommendations for improving the admin-
7 istration of the program described in subsection (a)
8 to better support Federal, State, local, and regional
9 entities in flood mitigation, resiliency, and preven-
10 tion.

11 (d) **REPORT.**—Not later than 2 years after the date
12 of enactment of this Act, the Comptroller General shall
13 submit to the Secretary, the Committee on Transportation
14 and Infrastructure of the House of Representatives, and
15 the Committee on Environment and Public Works of the
16 Senate a report containing the findings, best practices,
17 and recommendations identified under this section.

18 (e) **PUBLIC AVAILABILITY.**—The report submitted
19 under subsection (d) shall be made publicly available by
20 the Secretary on the website of the Department not later
21 than 60 days after receiving the report from the Comp-
22 troller General.

1 **SEC. 1338. COMPTROLLER GENERAL STUDY ON FUEL-AG-**
2 **NOSTIC HIGHWAY TRUST FUND FINANCING**
3 **OPTIONS.**

4 (a) IN GENERAL.—The Comptroller General shall
5 conduct a study on policies to improve the long-term sol-
6 vency and sustainability of the Highway Trust Fund.

7 (b) INCLUSIONS.—The study conducted under sub-
8 section (a) shall include an evaluation of the following poli-
9 cies:

10 (1) Indexing the tax imposed by section 4081 of
11 the Internal Revenue Code of 1986 to inflation.

12 (2) Implementing, while accounting for privacy
13 concerns and for such vehicles' usage of the roads,
14 an appropriate usage formula for alternative fuel ve-
15 hicles, including electric and plug-in hybrid vehicles.

16 (3) Eliminating the tax imposed by section
17 4051 of the Internal Revenue Code of 1986 and re-
18 placing such tax with an increase in the tax imposed
19 by section 4081 of such Code of \$0.109 per gallon.

20 (4) Eliminating the tax imposed by section
21 4481 of the Internal Revenue Code of 1986 and re-
22 placing such tax with an increase in the tax imposed
23 by section 4081 of such Code of \$0.035 per gallon.

24 (5) Implementing the policies described in para-
25 graphs (1) through (4) while limiting future in-

1 creases in the taxes resulting from such implementa-
2 tion to 2.5 percentage points over 10 years.

3 (6) Establishing a task force, which shall—

4 (A) evaluate methods for collecting—

5 (i) taxes resulting from the policies
6 described in paragraphs (1) through (5),
7 and

8 (ii) data with respect to the collection
9 of such taxes,

10 (B) include representatives of—

11 (i) the private sector, and

12 (ii) the Federal Government, and

13 (C) be authorized for not more than 2
14 years.

15 (c) REPORT.—Not later than 1 year after the date
16 of enactment of this Act, the Comptroller General shall
17 submit to the Committee on Transportation and Infra-
18 structure of the House of Representatives and the Com-
19 mittee on Commerce, Science, and Transportation of the
20 Senate a report on the results of the study conducted
21 under subsection (a).

22 **SEC. 1339. TECHNICAL ASSISTANCE REGARDING PAVE-**
23 **MENT DENSITY TESTING.**

24 The Secretary may provide technical assistance to
25 and develop guidance for States regarding the use of non-

1 nuclear density gauges that provide comparable measure-
2 ments to nuclear density gauges, including the potential
3 benefits and risks associated with the use of such devices.

4 **SEC. 1340. ALASKA AND HAWAII HIGHWAYS.**

5 (a) IN GENERAL.—Section 218 of title 23, United
6 States Code, is amended—

7 (1) in the section heading, by striking “High-
8 way” and inserting “and Hawaii Highways”;

9 (2) in subsection (a)—

10 (A) by redesignating paragraphs (1)
11 through (5) as subparagraphs (A) through (E),
12 respectively, and indenting appropriately; and

13 (B) in the matter preceding subparagraph
14 (A) (as so redesignated), in the first sentence,
15 by striking “(a) Recognizing” and inserting the
16 following:

17 “(a) ALASKA HIGHWAY.—

18 “(1) Recognizing”;

19 (3) by redesignating subsections (b) through (d)
20 as paragraphs (2) through (4), respectively, and in-
21 denting appropriately;

22 (4) in each of paragraphs (2) through (4) (as
23 so redesignated), by striking “this section” and in-
24 serting “this subsection”; and

25 (5) by adding at the end the following:

1 “(b) HAWAII MARINE HIGHWAY SYSTEM.—

2 “(1) DEFINITION OF HAWAII MARINE HIGHWAY
3 SYSTEM.—In this subsection, the term ‘Hawaii Ma-
4 rine Highway System’ means Marine Highway M-
5 H1: Hawaiian Islands, as designated pursuant to
6 section 55601 of title 46, including all ports and
7 their existing or planned public transportation facili-
8 ties, equipment, docks, floats, ramps, staging areas,
9 parking lots, and bridges and approaches to bridges.

10 “(2) AUTHORIZATION.—Notwithstanding any
11 other provision of law and on agreement with the
12 State of Hawaii, the Secretary is authorized to ex-
13 pend on the Hawaii Marine Highway System any
14 Federal-aid highway funds apportioned to the State
15 of Hawaii under this title at a Federal share of 100
16 percent of the cost of the project.

17 “(3) TREATMENT OF PROJECTS.—Notwith-
18 standing any other provision of law, a project as-
19 sisted under this subsection in the State of Hawaii
20 shall be treated as a project on a Federal-aid high-
21 way under chapter 1.”.

22 (b) CLERICAL AMENDMENT.—The analysis for chap-
23 ter 2 of title 23, United States Code, is amended by strik-
24 ing the item relating to section 218 and inserting the fol-
25 lowing:

“218. Alaska and Hawaii Highways.”.

1 **SEC. 1341. SENSE OF CONGRESS RELATED TO COMPLETION**
2 **OF I-73 CORRIDOR.**

3 It is the sense of Congress that completion of the I-
4 73 corridor, including segments in the State of Ohio,
5 would enhance interstate commerce, improve regional
6 connectivity, and support economic development in the Ap-
7 palachian region, and should remain a priority for Federal
8 transportation planning and investment.

9 **SEC. 1342. GUIDANCE ON UNIVERSAL CHANGING TABLES.**

10 The Administrator of the Federal Highway Adminis-
11 tration shall issue guidance to States on—

12 (1) the building or retrofitting of safety rest
13 areas with respect to accessibility; and

14 (2) the inclusion and installation of universal
15 changing stations in safety rest areas.

16 **SEC. 1343. PREVENTING SUBSURFACE UTILITY DAMAGE ON**
17 **FEDERALLY-FUNDED HIGHWAY PROJECTS.**

18 The Secretary shall provide technical assistance to,
19 and develop guidance and best practices for, State depart-
20 ments of transportation regarding the use of hydro, air,
21 vacuum excavation, and other nondestructive methods
22 that have successfully prevented subsurface utility damage
23 and disruption in all phases of project planning, develop-
24 ment, and operation.

1 **SEC. 1344. RELEASE OF CERTAIN PROPERTY.**

2 Notwithstanding any provision of title 23, United
3 States Code, or any prior agreement entered into by the
4 Secretary, on the date of enactment of this Act, the Sec-
5 retary shall—

6 (1) convey and relinquish, without consider-
7 ation, all right, title, and interest of the Federal
8 Government in and to the Colma Park and Ride Lot
9 (Federal Aid Project No. IR-280-1 (876)) to the
10 San Mateo County Transit District; and

11 (2) waive any repayment requirements or prop-
12 erty use limitations arising from Federal assistance
13 for the purchase and construction thereof.

14 **SEC. 1345. CIVIL PENALTIES.**

15 Section 521(b)(2)(E)(i) of title 49, United States
16 Code, is amended by striking “It shall be a defense to a
17 penalty that the records did not exist at the time of the
18 Secretary’s request or could not be timely produced with-
19 out unreasonable expense or effort.”.

20 **SEC. 1346. GAO REPORT ON TERRITORIAL HIGHWAY PRO-**
21 **GRAM.**

22 (a) IN GENERAL.—Not later than 1 year after the
23 date of enactment of this Act, the Comptroller General
24 shall initiate a study to assess the method and data used
25 to apportion Federal-aid highway funds under section
26 165(e) of title 23, United States Code.

1 (b) ASSESSMENT.—In conducting the study required
2 under subsection (a), the Comptroller General shall assess,
3 based on the latest available data, the following:

4 (1) Whether the apportionment method used to
5 allocate assistance under section 165(e) of title 23,
6 United States Code, accounts for the most up to
7 date population data, total land area, and Federal-
8 aid highway miles of each territory under the pro-
9 gram described in such section.

10 (2) Whether the share of Federal-aid highway
11 funds made available to carry out the territorial
12 highway program meets the needs of each respective
13 territory under the program described in such sec-
14 tion.

15 (3) Any other factors that the Comptroller Gen-
16 eral determines are appropriate to assess for pur-
17 poses of carrying out the study required under sub-
18 section (a).

19 (c) REPORT.—Not later than 1 year after the date
20 of enactment of this Act, the Comptroller General shall
21 submit to the Committee on Transportation and Infra-
22 structure of the House of Representatives and the Com-
23 mittee on Environment and Public Works of the Senate
24 a report containing the results of the study conducted
25 under subsection (a).

1 **SEC. 1347. TECHNICAL ASSISTANCE REGARDING**
2 **STEELMAKING SLAG.**

3 The Secretary may provide technical assistance to
4 and develop guidance for States regarding the use of the
5 electric arc furnace steelmaking process and the use of
6 steelmaking slag as an engineered product.

7 **SEC. 1348. SENSE OF CONGRESS ON NATIONAL ELEC-**
8 **TRONIC TOLL COLLECTION INTEROPER-**
9 **ABILITY.**

10 It is the sense of Congress that—

11 (1) national electronic toll collection interoper-
12 ability, as required by section 1512(b) of MAP-21
13 (Public Law 112-141), is a critical component of
14 the Nation's transportation system;

15 (2) Congress supports the efforts of the Federal
16 Highway Administration, States, and toll facility op-
17 erators to achieve seamless, nationwide interoper-
18 ability, and encourages the Department of Transpor-
19 tation to provide technical assistance and resources
20 to facilitate timely implementation; and

21 (3) Congress further recognizes that informa-
22 tion shared to facilitate interoperability should be
23 used exclusively for toll collection purposes and that
24 toll facility operators should implement reasonable
25 measures to protect the privacy and security of toll
26 customers' personally identifiable information.

1 **SEC. 1349. IMPLEMENTATION OF GAO RECOMMENDATION.**

2 The Administrator of the Federal Transit Adminis-
3 tration shall implement the recommendation of the Comp-
4 troller General included in the report titled “Rural and
5 Tribal Transit: The Federal Transit Administration
6 Should Evaluate Its Efforts to Help Improve Accessibility
7 and Service” and published on September 5, 2025 (GAO–
8 25–107455).

9 **SEC. 1350. PRICE ADJUSTMENT PROVISIONS.**

10 Section 112 of title 23, United States Code, is
11 amended by adding at the end the following:

12 “(h) PRICE ADJUSTMENT PROVISIONS.—

13 “(1) IN GENERAL.—A State transportation de-
14 partment may incorporate a provision in a contract
15 for the construction of a project under which the
16 State transportation department agrees to pay more
17 than the maximum amount otherwise specified in
18 the agreement if the State finds that commodity or
19 labor prices have increased since the agreement was
20 made.

21 “(2) DECREASE IN COSTS.—A provision incor-
22 porated in a contract under this subsection shall en-
23 sure that the State transportation department real-
24 izes any financial benefit associated with a decrease
25 in material or labor costs for the project.”

1 **SEC. 1351. AT-RISK PREAGREEMENT AUTHORITY.**

2 Section 1440 of the FAST Act (23 U.S.C. 121 note)
3 is amended—

4 (1) by striking subsection (a);

5 (2) by redesignating subsections (b) through (e)
6 as subsections (a) through (d), respectively;

7 (3) by striking “preliminary engineering” each
8 place it appears;

9 (4) in subsection (a), as so redesignated, in
10 paragraph (1) by inserting “or, in the case that the
11 project does not qualify for a categorical exclusion
12 pursuant to section 771.117(c) of title 23, Code of
13 Federal Regulations, recipients or subrecipients may
14 incur costs for right-of-way acquisition and construc-
15 tion from the date the environmental review process
16 required by the National Environmental Policy Act
17 (42 U.S.C. 4321) and its implementing regulations,
18 including section 139 of title 23, United States
19 Code, is completed” after “the project”;

20 (5) in subsection (b), as so redesignated, by
21 striking “subsection (b)” and inserting “subsection
22 (a)”;

23 (6) in subsection (d), as so redesignated, by in-
24 serting “construction” before “project” each place it
25 appears; and

1 (7) in subsection (d)(1), as so redesignated, by
2 striking “beyond”.

Page 373, strike lines 6 through 18.

Page 374, line 3, strike “and”.

Page 374, after line 8, insert the following:

3 (iii) in subparagraph (B)—
4 (I) in clause (i) by striking
5 “and” at the end;
6 (II) by redesignating clause (ii)
7 as clause (iii); and
8 (III) by inserting after clause (i)
9 the following:
10 “(ii) in the case that a bus model is
11 equipped with an automated driving sys-
12 tem (as defined in section 31132), min-
13 imum performance standards promulgated
14 by the Secretary pursuant to section
15 5402(b)(4)(C)(viii) of the Build America
16 250 Act; and”.

Page 374, line 14, strike “paragraph (1)(B)(i)” and
insert “paragraph (1)(B)”.

Page 374, line 16, strike “system” and insert “system, including a scoring system for a bus model referenced in paragraph (1)(B)(ii)”.

Page 374, line 19, strike “under subsection (a)” and insert “provided under paragraph (1)(B)”.

Page 375, beginning on line 24, strike “The Secretary may, through the facility maintained under subsection (a),” and insert “The facility maintained under subsection (a) may”.

Page 377, line 3, strike “Not later than” and insert “(1) IN GENERAL.—Not later than”.

Page 377, beginning line 6, strike “as necessary,”.

Page 377, after line 7, insert the following:

1 (2) SAVINGS CLAUSE.—The amendments made
2 by this section to section 5318 of title 49, United
3 States Code, shall not be construed by the Secretary
4 to impose any requirements on a bus model equipped
5 with an automated driving system (as defined in sec-
6 tion 31132) that duplicate the requirements imposed
7 on such bus pursuant to the rule promulgated under
8 section 5402(b)(4)(c)(viii) of the Build America 250
9 Act.

Page 379, line 16, strike “1.5” and insert “3”.

Page 402, after line 10, insert the following:

1 “(7) BUS ROLLING STOCK DEFINED.—In this
2 subsection, the term ‘bus rolling stock’ means a unit
3 of bus rolling stock and may include cost-incurring
4 matters associated with the final delivery of such
5 unit, such as equipment, infrastructure, mainte-
6 nance, training, publications, bonding, insurance,
7 and any contractual guarantees.

Page 403, line 12, strike the closing quotation marks and the second period.

Page 403, after line 12, insert the following:

8 “(y) EARLY COLLABORATION WITH STATE HISTORIC
9 PRESERVATION OFFICES.—The Secretary shall encourage
10 early consultation between the recipient and State historic
11 preservation offices before the agency initiates the identi-
12 fication of historic properties under section 306108 of title
13 54.”.

Page 425, line 21, strike the closing quotation marks and the second period.

Page 425, after line 21, insert the following:

14 “(l) APPORTIONMENT OF FUNDS IN CERTAIN ALAS-
15 KA URBANIZED AREAS.—Amounts apportioned under this
16 section in an urbanized area in the State of Alaska that

1 has more than 1 designated recipient shall be allocated
2 among the designated recipients—

3 “(1) based upon each designated recipient’s
4 disaggregate modal apportionment data under this
5 section; or

6 “(2) based upon a different allocation mutually
7 agreed to by each designated recipient not later than
8 90 days after the apportionment by the Secretary
9 under this section.”.

Page 453, line 14, strike “10 percent” and insert
“20 percent”.

Page 480, line 11, strike “and”.

Page 480, after line 11, insert the following (and re-
designate the subsequent subparagraph accordingly):

10 (C) labor organizations representing tran-
11 sit workers; and

Page 486, line 24, strike “(y)” and insert “(z)”.

Page 487, line 8, strike “(z)” and insert “(aa)”.

Page 491, line 6, strike “(aa)” and insert “(bb)”.

Page 492, line 12, strike “(bb)” and insert “(cc)”.

Page 510, line 20, strike “(y)” and insert “(z)”.

Page 510, line 24, strike “(y)” and insert “(z)”.

Page 512, line 3, strike “(z)” and insert “(aa)”.

Page 512, line 4, strike “(y)” and insert “(z)”.

Page 512, line 11, strike “(aa)” and insert “(bb)”.

Page 512, starting on line 21, strike “and 5306(z)”.

Page 515, line 8, strike “(z)” and insert “(aa)”.

Page 515, line 16, strike “(y)” and insert “(z)”.

Page 515, line 20, strike “(y)” and insert “(z)”.

Page 517, line 9, strike “(y)” and insert “(z)”.

Page 517, line 12, strike “(y)” and insert “(z)”.

Page 517, line 15, strike “(y)” and insert “(z)”.

Page 519, line 21, strike “(z)” and insert “(aa)”.

Page 540, beginning on line 21, strike “repeat intoxicated driver law (as such law is described in section 164(a)(5)(A)(ii))” and insert “law described in section 405(d)(6)(A)(i) (as in effect the date before the date of enactment of the BUILD America 250 Act)”.

Page 546, line 1, strike “State law or program that” and insert “State or local law or program, including a pilot program, that”.

Page 561, line 9, insert “, including driver education classes,” after “safety”.

Page 566, line 6, strike “MARIJUANA” and insert “INTOXICATING CANNABINOIDS”.

Page 566, line 11, strike “marijuana” and insert “intoxicating cannabinoids”.

Page 566, line 15, strike “marijuana” and insert “intoxicating cannabinoids”.

Page 566, line 21, strike “marijuana” and insert “intoxicating cannabinoids”.

Page 567, line 15, strike “marijuana” and insert “intoxicating cannabinoids”.

Page 571, after line 7, insert the following (and redesignate the subsequent subparagraphs accordingly):

1 (E) representatives of law enforcement;

Page 579, after line 20, insert the following (and redesignate the subsequent subsections accordingly):

2 (b) ACTIONS TO REDUCE ADMINISTRATIVE BUR-
3 DEN.—In carrying out this section, the Secretary shall—
4 (1) evaluate administrative and reporting re-
5 quirements under the requirements described in sub-
6 section (a) to evaluate if such requirements—

1 (A) meaningfully contribute to safety out-
2 comes; and

3 (B) appropriately use Federal funds; and

4 (2) conduct an objective analysis, in consulta-
5 tion with State highway safety offices, of the cost es-
6 timates and burden impacts of the requirements in
7 section 1300.35 of title 23, Code of Federal Regula-
8 tions, including planning, coordination, and public
9 engagement requirements, including such require-
10 ments related to data collection, Federal interagency
11 coordination, and target setting, and update such
12 cost estimates based on actual State experiences.

Page 589, line 17, insert “or the appearance or ap-
parel” after “mode of transportation”.

Page 599, line 14, strike “and”.

Page 599, after line 14, insert the following (and re-
designate the subsequent paragraph accordingly):

13 (7) labor organizations representing operators
14 of motor vehicles; and

At the end of title IV, insert the following:

1 **SEC. 4017. UPDATE TO FATALITY ANALYSIS REPORTING**
2 **SYSTEM.**

3 (a) IN GENERAL.—Not later than 3 months after the
4 date of enactment of this Act, the Secretary shall take
5 such actions as are necessary to update the Fatality Anal-
6 ysis Reporting System to include injury and fatality data
7 for roadway workers on foot in a work zone, including a
8 person attribute code for such workers.

9 (b) RULEMAKING.—Not later than 1 year after the
10 date of enactment of this Act, the Secretary shall—

11 (1) revise section 490.205 of title 23, Code of
12 Federal Regulations, to update the definition of the
13 term “number of non-motorized fatalities” to include
14 roadway workers in such definition; and

15 (2) shall revise applicable regulations and guid-
16 ance to ensure that State highway safety planning
17 processes, including highway safety improvement
18 program and strategic highway safety plans, account
19 for roadway workers on foot in a work zone as a
20 separately enumerated vulnerable road user cat-
21 egory.

22 **SEC. 4018. RECORDS MAINTENANCE.**

23 Section 14122(a) of title 49, United States Code, is
24 amended to read as follows:

25 “(a) FORM AND MAINTENANCE OF RECORDS.—

1 “(1) FORM OF RECORDS.—The Secretary or the
2 Board, as applicable, may prescribe the form of
3 records required to be prepared or compiled under
4 this subchapter by carriers and brokers, including
5 records related to movement of traffic and receipts
6 and expenditures of money.

7 “(2) MAINTENANCE OF RECORDS.—Records de-
8 scribed in paragraph (1) shall be maintained or
9 made accessible upon demand at the principal place
10 of business of the carrier or broker.

11 “(3) SAVINGS PROVISION.—Nothing in this sub-
12 section prevents the Secretary or the Board, as ap-
13 plicable, from conducting an investigation at a loca-
14 tion other than the principal place of business or vir-
15 tually.”.

16 **SEC. 4019. DEFINITION OF BROKER; UNLAWFUL BROKER-**
17 **AGE ACTIVITIES.**

18 (a) DEFINITION OF BROKER.—Section 13102(2) of
19 title 49, United States Code, is amended to read as fol-
20 lows:

21 “(2) BROKER.—

22 “(A) IN GENERAL.—The term ‘broker’
23 means a person who offers for sale, negotiates
24 for, or holds itself out by solicitation, advertise-
25 ment, technology, or otherwise as selling, pro-

1 viding, or arranging for, transportation by
2 motor carrier for direct or indirect compensa-
3 tion.

4 “(B) EXCLUSION.—The term ‘broker’ does
5 not include a person providing only financial as-
6 sistance, analysis, or accounting services.”.

7 (b) UNLAWFUL BROKERAGE ACTIVITIES.—Section
8 14916(a) of title 49, United States Code, is amended by
9 striking the subsection designation and heading and all
10 that follows through “that person—” in the matter pre-
11 ceding paragraph (1) and inserting the following:

12 “(a) PROHIBITED ACTIVITIES.—A person may pro-
13 vide interstate brokerage services only if that person—”.

Page 604, after line 2 insert the following:

14 (d) MULTIYEAR GRANT AWARDS.—Section
15 31102(l)(5)(A) of title 49, United States Code, is amend-
16 ed to read as follows:

17 “(A) IN GENERAL.—The Secretary shall
18 administer a commercial motor vehicle enforce-
19 ment training and support grant program fund-
20 ed under section 31104(a)(3) and shall make
21 discretionary grants for a period of not more
22 than 3 years to an eligible entity described in
23 subparagraph (C) for the purposes described in
24 subparagraph (B).”.

At the end of subtitle A of title V, insert the following:

1 **SEC. 5009. MOTOR CARRIER SAFETY ASSISTANCE PRO-**
2 **GRAM ELIGIBILITY.**

3 Section 31102(c)(2) of title 49, United States Code
4 is amended—

5 (1) in subparagraph (AA)(ii) by striking “and”
6 at the end;

7 (2) in subparagraph (BB) by striking the pe-
8 riod at the end and inserting “; and”; and

9 (3) by adding at the end the following:

10 “(CC) in the case of a State that meets
11 and complies with the other requirements of
12 this section, provides that the State may
13 fund—

14 “(i) commercial motor vehicle safety
15 enforcement activities conducted by per-
16 sonnel who are not primarily assigned to
17 motor carrier safety duties, including en-
18 forcement of oversize and overweight vehi-
19 cle requirements and traffic enforcement
20 targeting noncommercial motor vehicle vio-
21 lations that impact commercial motor vehi-
22 cle safety;

1 “(ii) compliance reviews and enforce-
2 ment activities related to intrastate motor
3 carriers, consistent with the motor carrier
4 safety objectives of this section;

5 “(iii) development and distribution of
6 tools, promotional materials, or educational
7 items to the motor carrier industry and the
8 general public to promote commercial
9 motor vehicle safety; and

10 “(iv) overtime compensation for law
11 enforcement officers and personnel con-
12 ducting noncommercial motor vehicle traf-
13 fic enforcement activities that have a dem-
14 onstrated nexus to commercial motor vehi-
15 cle safety.”.

Page 610, line 1, strike “an arrangement” and in-
sert “a lease-to-own arrangement”.

At the end of subtitle B of title V insert the fol-
lowing:

16 **SEC. 5110. TRANSPORTATION WORKFORCE EDUCATION OP-**
17 **TIMIZATION.**

18 (a) FINDINGS.—Congress finds the following:

19 (1) The United States is experiencing a critical
20 shortage of commercial motor vehicle operators, die-

1 sel technicians, logistics coordinators, and other
2 transportation workforce professionals essential to
3 the functioning of the national surface transpor-
4 tation system.

5 (2) The American Trucking Association re-
6 ported that the trucking industry must hire approxi-
7 mately 1,100,000 new drivers over the next decade,
8 or roughly 110,000 drivers per year, to meet current
9 and projected demand.

10 (3) The average age of a professional truck
11 driver in the United States is 55 years, approxi-
12 mately 10 years higher than comparable industries,
13 meaning retirements are outpacing new entrants
14 into the field.

15 (4) More than 70 percent of all goods consumed
16 in the United States are transported by commercial
17 motor vehicle, including food, fuel, and healthcare
18 supplies essential to public health and national secu-
19 rity.

20 (5) Proprietary institutions authorized under
21 title IV of the Higher Education Act of 1965 (20
22 U.S.C. 1070 et seq.) are among the most flexible,
23 accessible, and responsive providers of commercial
24 driver's license (CDL) training, diesel technology,
25 transportation management, and logistics programs,

1 particularly for working-class, first-generation, and
2 adult learners. Nationwide, 45 percent of CDL cer-
3 tificate graduates earn their operating credential at
4 a title IV participating proprietary institution of
5 higher education.

6 (6) The 90/10 rule under section 487(a)(24) of
7 the Higher Education Act of 1965 (20 U.S.C.
8 1094(a)(24)), as currently structured, may restrict
9 the capacity of high-performing proprietary institu-
10 tions to enroll and serve students in transportation
11 workforce programs by penalizing institutions that
12 serve students who rely primarily on Federal edu-
13 cation assistance.

14 (7) It is in the national interest to ensure that
15 high-performing proprietary institutions with proven
16 student outcomes and clean regulatory records are
17 not impeded from training the transportation work-
18 ers that America's infrastructure depends upon.

19 (b) PURPOSE.—The purpose of this section is to es-
20 tablish safeguards from the adverse application of the 90/
21 10 rule under the Higher Education Act of 1965 for pro-
22 prietary institutions that demonstrate high student out-
23 comes in transportation workforce programs and that have
24 maintained clean regulatory records, thereby supporting
25 national surface transportation workforce development.

1 (c) DEFINITIONS.—In this section:

2 (1) ADVERSE ACTION.—The term “adverse ac-
3 tion” means any of the following actions taken by
4 the Secretary of Education with respect to an insti-
5 tution:

6 (A) A final program review determination
7 resulting in a finding of institutional liability.

8 (B) A finding of misrepresentation under
9 section 487(a)(20) of the Higher Education Act
10 of 1965 (20 U.S.C. 1094(a)(20)).

11 (C) A denial, suspension, or revocation of
12 eligibility to participate in programs under title
13 IV of the Higher Education Act of 1965.

14 (2) ELIGIBLE INSTITUTION.—The term “eligi-
15 ble institution” means a proprietary institution of
16 higher education, as defined in section 102(b) of the
17 Higher Education Act of 1965 (20 U.S.C. 1002(b)),
18 that—

19 (A) is participating in programs under title
20 IV of the Higher Education Act of 1965;

21 (B) offers 1 or more qualifying transpor-
22 tation workforce programs; and

23 (C) meets the performance and compliance
24 thresholds set forth in subsection (d).

1 (3) QUALIFYING TRANSPORTATION WORKFORCE
2 PROGRAM.—The term “qualifying transportation
3 workforce program” means a postsecondary edu-
4 cational program—

5 (A) that leads to a certificate, diploma, or
6 associate degree in an occupation classified
7 under 1 or more Standard Occupational Classi-
8 fication (SOC) codes, or successor codes, that
9 are denoted as—

10 (i) SOC 53-3032 (Heavy and Tractor-
11 Trailer Truck Drivers);

12 (ii) SOC 53-3033 (Light Truck Driv-
13 ers);

14 (iii) SOC 53-3099 (Motor Vehicle Op-
15 erators, All Other);

16 (iv) SOC 49-3031 (Bus and Truck
17 Mechanics and Diesel Engine Specialists);

18 (v) SOC 11-3071 (Transportation,
19 Storage, and Distribution Managers);

20 (vi) SOC 43-5011 (Cargo and Freight
21 Agents); or

22 (vii) any other transportation or logis-
23 tics occupational classification designated
24 by the Secretary, in consultation with the
25 Secretary of Labor, as critical to meeting

1 national surface transportation workforce
2 needs; and

3 (B) that is approved by the applicable
4 State licensing or approving agency for vet-
5 erans' education benefits, or that leads to a cre-
6 dential recognized by the Federal Motor Carrier
7 Safety Administration or a State commercial
8 driver's license authority.

9 (4) 90/10 RULE.—The term “90/10 rule”
10 means the requirement under section 487(a)(24) of
11 the Higher Education Act of 1965 (20 U.S.C.
12 1094(a)(24)) that not more than 90 percent of the
13 revenues of a proprietary institution of higher edu-
14 cation shall be derived from funds provided under
15 title IV of such Act.

16 (d) PERFORMANCE THRESHOLDS.—An eligible insti-
17 tution qualifies for the revenue calculation established
18 under subsection (e) if the institution demonstrates, with
19 respect to each qualifying transportation workforce pro-
20 gram, that—

21 (1) the program's graduation rate, as calculated
22 pursuant to section 485(a)(1)(L) of the Higher Edu-
23 cation Act of 1965 (20 U.S.C. 1092(a)(1)(L)), is
24 not less than 70 percent for the most recently com-
25 pleted award year for which data are available;

1 (2) the program’s job placement rate (defined
2 as the percentage of graduates who are employed in
3 a transportation, logistics, or distribution occupation
4 within 12 months of program completion, as verified
5 through State wage records, employer attestation, or
6 equivalent documentation) is not less than 70 per-
7 cent for the most recently completed award year for
8 which data are available; and

9 (3) the institution has not been subject to any
10 final adverse action during the 5-year period imme-
11 diately preceding the award year for which the safe
12 harbor is claimed.

13 (e) HIGH-PERFORMING EDUCATION PROVIDER PRO-
14 TECTION FROM 90/10 ADVERSE CONSEQUENCES.—

15 (1) IN GENERAL.—Notwithstanding any other
16 provision of law, for purposes of calculating compli-
17 ance with the 90/10 rule, revenues derived from stu-
18 dents enrolled in a qualifying transportation work-
19 force program at an eligible institution that meets
20 the thresholds under subsection (d) shall not be
21 treated as revenues derived Federal education assist-
22 ance under section 487(d)(5)(C) of the Higher Edu-
23 cation Act of 1965 (20 U.S.C. 1094(d)(5)(C)).

24 (2) LIMITATION.—The treatment of revenues
25 under paragraph (1) shall apply only to revenues at-

1 tributable to students enrolled in qualifying trans-
2 portation workforce programs, as distinguished from
3 students enrolled in other programs offered by the
4 same institution.

5 (3) NO EFFECT ON OTHER TITLE IV REQUIRE-
6 MENTS.—Nothing in this section shall be construed
7 to exempt an eligible institution from any other re-
8 quirement under title IV of the Higher Education
9 Act of 1965, including accreditation requirements,
10 student consumer information requirements, or any
11 student outcome accountability standard.

12 (4) ANNUAL CERTIFICATION.—To claim a safe
13 harbor under this subsection, an eligible institution
14 shall certify annually to the Secretary of Education,
15 no later than 90 days after the close of each award
16 year, that the institution meets the thresholds under
17 subsection (d), and shall make the underlying pro-
18 gram-level graduation and placement data publicly
19 available on the institution’s website.

20 (f) VERIFICATION AND AUDIT.—

21 (1) IN GENERAL.—The Secretary of Education,
22 in consultation with the Secretary of Transportation,
23 shall establish procedures for verifying the accuracy
24 of graduation and placement data submitted by in-

1 stitutions claiming the safe harbor under this sec-
2 tion.

3 (2) PENALTIES.—An institution that submits
4 materially false or misleading data in connection
5 with certification under subsection (e)(4) shall—

6 (A) be ineligible to claim the safe harbor
7 under this section for the subsequent 5 award
8 years; and

9 (B) be subject to applicable civil and ad-
10 ministrative penalties under title IV of the
11 Higher Education Act of 1965.

12 (g) INTERAGENCY COORDINATION.—The Secretary
13 shall—

14 (1) coordinate with the Secretary of Education
15 to identify qualifying transportation workforce occu-
16 pations and update the list of Standard Occupa-
17 tional Classification codes under subsection
18 (c)(3)(A)(viii) not less frequently than every 3 years,
19 with priority given to occupations experiencing docu-
20 mented workforce shortages;

21 (2) include in the biennial report to Congress
22 required under section 5508 of title 49, United
23 States Code, a description of the role of proprietary
24 institutions in meeting national surface transpor-
25 tation workforce needs and an assessment of the uti-

1 lization of the revenue treatment established by this
2 section; and

3 (3) in coordination with the Secretary of Labor
4 and the Administrator of the Federal Motor Carrier
5 Safety Administration, develop and publish guidance
6 for institutions seeking to qualify programs under
7 subsection (c)(3) not later than 180 days after the
8 date of enactment of this Act.

9 (h) RULE OF CONSTRUCTION.—Nothing in this sec-
10 tion shall be construed to—

11 (1) require the Secretary of Education to
12 amend, waive, or modify the 90/10 rule for any in-
13 stitution other than an eligible institution with re-
14 spect to qualifying transportation workforce pro-
15 grams that meet the thresholds under subsection
16 (d); or

17 (2) limit the authority of Congress to further
18 modify the 90/10 rule through the reauthorization of
19 the Higher Education Act of 1965.

20 (i) EFFECTIVE DATE.—This section shall take effect
21 on the date of enactment of this Act and shall apply to
22 award years beginning on or after July 1 of the calendar
23 year following such date of enactment.

1 **SEC. 5111. LENGTH LIMITATIONS.**

2 Section 31111 of title 49, United States Code, is
3 amended—

4 (1) in subsection (a) by adding at the end the
5 following:

6 “(8) COVERED HEAVY-DUTY TOW AND RECOV-
7 ERY VEHICLE.—In this section, the term ‘covered
8 heavy-duty tow and recovery vehicle’ means any ve-
9 hicle transporting a wrecked or disabled vehicle from
10 the place where the vehicle became wrecked or dis-
11 abled to the nearest appropriate repair facility or
12 other location as directed by any agency having ju-
13 risdiction, at the discretion of transportation officials
14 present and with consideration of any nearby
15 weight-restricted infrastructure.”; and

16 (2) in subsection (b)(1)—

17 (A) in subparagraph (G) by striking “or”;

18 (B) in subparagraph (H) by striking the
19 period and inserting “; or”; and

20 (C) by adding at the end the following:

21 “(I) imposes an overall length limit on any
22 combination of vehicles being transported by a
23 covered heavy-duty tow and recovery vehicle
24 provided that the wrecked or disabled vehicle
25 combination being transported was in compli-
26 ance with applicable length limits at the time

1 and place of the initial disablement or wreck
2 and movement is conducted at the discretion of
3 transportation officials present and with consid-
4 eration of nearby weight-restricted infrastruc-
5 ture.”.

Page 638, line 13, insert “, including owner-operators” before the semicolon.

At the end of subtitle C of title V of the bill, add the following:

6 **SEC. 5212. EXEMPTION FOR STINGER-STEERED COMBINA-**
7 **TIONS.**

8 The requirements of section 393.87 of title 49, Code
9 of Federal Regulations, shall not apply to stinger-steered
10 combinations.

Page 709, line 21, strike “and”.

Page 709, after line 21, insert the following (and redesignate the subsequent paragraph accordingly):

11 (5) labor organizations representing operators
12 and maintenance technicians of commercial motor
13 vehicles; and

At the end of title VI of the bill, add the following:

1 **SEC. 6016. MOTOR VEHICLE TITLE AND REGISTRATION**
2 **MODERNIZATION.**

3 (a) IN GENERAL.—The Secretary, in consultation
4 with the American Association of Motor Vehicle Adminis-
5 trators, Electronic Signature and Records Association,
6 State motor vehicle agencies, new and used automobile
7 dealers, wholesale automobile auctions, lenders, insurers,
8 consumer advocates, law enforcement, and other relevant
9 stakeholders, shall conduct a study on the modernization
10 of State motor vehicle title and registration processes and
11 the efficacy of current Federal odometer disclosure re-
12 quirements.

13 (b) CONTENTS.—In conducting the study under sub-
14 section (a), the Secretary shall evaluate—

15 (1) the extent to which paper-based or manual
16 title and registration processes increase costs,
17 delays, administrative burden, fraud risk, reduce ac-
18 cess to choice among vehicles and dealers, and con-
19 tribute to consumer inconvenience in motor vehicle
20 transactions;

21 (2) the availability and adoption of electronic
22 title, electronic lien and title, electronic registration,
23 secure document submission, electronic signatures,
24 and related technologies;

25 (3) barriers that prevent State motor vehicle
26 agencies from adopting modern title and registration

1 systems and the acceptance of electronic signatures
2 on paper-based Federal odometer disclosures;

3 (4) opportunities to improve interoperability,
4 data security, fraud prevention, and consumer pro-
5 tection;

6 (5) the economic loss resulting from odometer
7 tampering and odometer fraud;

8 (6) the effectiveness of Federal odometer disclo-
9 sure requirements and propose other more cost-ef-
10 fective methods for capturing odometer readings as
11 an alternative to current requirements, including
12 technology solutions;

13 (7) options for Federal technical assistance,
14 grants, or other incentives to support State mod-
15 ernization efforts; and

16 (8) opportunities for States to align title and
17 registration requirements to recognize an auto mar-
18 ket landscape that increasingly allows consumers to
19 purchase vehicles across State lines.

20 (c) SUBMISSION TO CONGRESS.—Not later than 18
21 months after the date of enactment of this Act, the Sec-
22 retary shall submit to Congress the study required under
23 subsection (a) and make such study publicly available.

Strike section 7006 of the bill.

At the end of subtitle A of title VII, add the following:

1 **SEC. 7006. OVERSIGHT OF STATE FREIGHT PLANS.**

2 The Assistant Secretary for Multimodal Freight
3 shall—

4 (1) compile information in State freight plans
5 required under section 70202 of title 49, United
6 States Code, to identify multimodal freight needs,
7 funding constraints, and projects or corridors that
8 are important to regional and national freight move-
9 ment; and

10 (2) develop and maintain tools, guidance, or
11 other resources that support States and freight
12 stakeholders in freight planning, coordination, and
13 investment decisionmaking.

14 **SEC. 7007. PUBLICATION OF EVALUATION CRITERIA.**

15 The Secretary shall—

16 (1) publish all evaluation criteria and rating
17 methodologies in a notice of funding opportunity for
18 grants available under section 117 of title 23,
19 United States Code;

20 (2) ensure that each such notice of funding op-
21 portunity is concise and limited to evaluation factors
22 consistent with the applicable statutory require-
23 ments; and

1 (3) set timelines for executing grant agreements
2 for grants described in paragraph (1) after announce-
3 ing the award of such grant.

Page 730, line 12, strike “or”.

Page 730, after line 12, insert the following:

4 (3) in subsection (d)(1)—
5 (A) by redesignating subparagraph (F) as
6 subparagraph (G);
7 (B) in subparagraph (G) (as so redesign-
8 ated) by striking “(E)” and inserting “(F)”;
9 and
10 (C) by inserting after subparagraph (E)
11 the following:
12 “(F) that is carried out on any facility des-
13 ignated as a National Highway System inter-
14 modal connector; or”.

Page 737, line 21, strike “and”.

Page 737, after line 21, insert the following (and re-
designate the subsequent paragraph accordingly):

15 (8) labor organizations representing operators
16 of commercial motor vehicles; and

Page 765, line 11, strike the semicolon and insert
the following:

1 “(15) A public entity operating or controlling a
2 port that is an eligible applicant under section
3 54301(a)(2) of title 46.

At the end of subtitle B of title X, add the following:

4 **SEC. 10218. STUDY ON AMTRAK PROCUREMENT AND RISK**
5 **ALLOCATION FAIRNESS.**

6 (a) STUDY.—Amtrak shall conduct a study on the po-
7 tential effects of requiring Amtrak to align the procure-
8 ment practices of Amtrak with respect to architectural,
9 engineering, and construction management services with
10 the Federal Acquisition Regulation and other standard
11 Federal contracting norms, including an evaluation by
12 Amtrak of the following:

13 (1) The extent to which Amtrak’s current in-
14 demnification and standard of care requirements dif-
15 fer from the Federal Acquisition Regulation.

16 (2) The estimated fiscal impact on federally
17 funded projects of Amtrak, specifically the inclusion
18 of contingency costs by firms to account for uninsur-
19 able risks.

20 (3) The effect of current liability requirements
21 on competition, including whether such terms have
22 discouraged qualified firms from bidding on Amtrak
23 projects.

1 (4) The effect of current liability requirements
2 on Amtrak’s project delivery and procurement
3 timelines.

4 (5) The availability and cost of professional li-
5 ability insurance for firms required to accept Am-
6 trak’s current contract terms.

7 (b) CONSULTATION.—In conducting the study under
8 subsection (a), to the extent practicable, Amtrak shall con-
9 sult with representatives of the architectural, engineering,
10 and construction management industries.

11 (c) REPORT TO CONGRESS.—Not later than 1 year
12 after the date of enactment of this Act, Amtrak shall sub-
13 mit to the Committee on Transportation and Infrastruc-
14 ture of the House of Representatives and the Committee
15 on Commerce, Science, and Transportation of the Senate
16 a report containing—

17 (1) the results of the study under subsection
18 (a); and

19 (2) any recommendations of Amtrak for legisla-
20 tive or regulatory changes to ensure the procurement
21 practices of Amtrak are fiscally responsible and fos-
22 ter maximum competition.

Page 843, line 12, insert “potential freight service
and conduct” after “service and”.

Page 843, line 14, insert “such” before “services”.

Page 843, line 17, insert “, where applicable,” after “sponsors”.

Page 844, after line 17, insert the following:

- 1 (9) Other considerations related to the develop-
- 2 ment of the project.

Page 845, line 1, strike “Between Akron, Ohio, and Canton, Ohio.” and insert “Expansion to Akron, Ohio, and Canton, Ohio.”.

Page 845, after line 11, insert the following (and re-designate the subsequent paragraph accordingly):

- 3 (7) A freight rail route linking the State of
- 4 Alaska to the North American rail freight network
- 5 in the Continental United States.

- 6 (8) Between Phoenix, Arizona, and Tucson, Ar-
- 7 izona.

Page 846, line 7, insert “and Port Jervis line” before “during peak”.

Page 847, line 13, insert “the first half of” after “during”.

Page 876, line 18, strike “and”.

Page 876, line 21, strike the period and insert “; and”.

Page 876, after line 21, insert the following:

- 1 (5) labor organizations representing railroad
2 employees.

Page 922 strike lines 20 through 21 and insert the following:

- 3 (3) labor organizations representing train dis-
4 patchers.

At the end of subtitle D of title X of the bill, add the following:

5 **SEC. 10431. RAILROAD-SHIPPER TRANSPORTATION ADVI-**
6 **SORY COUNCIL.**

7 Section 1325 of title 49, United States Code, is
8 amended—

9 (1) in subsection (a)—

10 (A) by striking “19” and inserting “23”;

11 (B) in paragraph (1) by inserting “, railcar
12 leasing,” before “and rail shipper industries.”;

13 and

14 (C) in paragraph (3)—

15 (i) by striking “6” and inserting “8”;

16 (ii) in subparagraph (A) by striking
17 “and” at the end;

1 (iii) in subparagraph (B) by striking
2 the period at the end and inserting “;
3 and”; and

4 (iv) by adding at the end the fol-
5 lowing:

6 “(C) 2 shall be representatives of rail car
7 lessors.”; and

8 (2) by adding at the end the following:

9 “(g) DEFINITIONS.—In this section:

10 “(1) RAIL CAR LEASING.—The term ‘rail car
11 leasing’ means the act of leasing a rail car by a rail
12 car lessor.

13 “(2) RAIL CAR LESSOR.—The term ‘rail car les-
14 sor’ means an entity that—

15 “(A) owns a variety of different types of
16 rail cars and lease such rail cars to railroads or
17 shippers under contracts that require the lessor
18 to provide maintenance and administrative serv-
19 ices; and

20 “(B) is not owned or controlled by an enti-
21 ty or entities that are rail carriers, rail opera-
22 tors, or shippers.”.

