

### **Carper Amendment 2**

**Summary:** This amendment extends the loan repayment terms for TIFIA to the lesser of 75 years or 75% of an asset's useful life to lower the financing costs for long-lived assets.

### **Cardin Amendment 3**

**Summary:** Amendment to improve resilience improvement grants under the PROTECT program.

### **Cardin Amendment 6**

**Summary:** Amendment to improve the INFRA program.

### **Cramer Amendment 4**

**Summary:** Amendment to provide all States an opportunity to receive INFRA grants.

### **Duckworth Amendment 2**

**Summary:** Amendment to raise the cap on funds spent on compilation and analysis of data for reporting on railway-highway crossings.

### **Duckworth Amendment 5**

**Summary:** Amendment to apply certain Federal requirements to airport-related projects under the TIFIA program.

### **Ernst Amendment 4**

**Summary:** Requires the Secretary of Transportation to submit to Congress an annual report listing every DOT-funded project that is \$1 billion or more over budget or five years or more behind schedule. For each project, the report would provide:

- a brief description, including the purpose, location, the year in which it was begun, the Federal share of the total cost, and the contractors and grant recipients;
- an explanation of any change to the original scope of the project, including adding to or narrowing of the initial requirements;
- the original expected and current expected completion date;
- the original and current cost estimate;
- an explanation for a delay in completion or increase in the original cost estimate; and, the amount of and rationale for any award, incentive fee, or other type of bonus awarded for the project.

### **Graham Amendment 1**

**Summary:** To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

### **Inhofe Amendment 3**

**Summary:** This amendment would amend set-asides within S Sec. 1133 Rural Surface Transportation Grant Program for States with higher rural roadway lane departure accidents.

### **Kelly Amendment 1**

**Summary:** This amendment requires the U.S. Department of Transportation to convene a working group to study the use of aggregate resources in federal transportation projects. The working group will be tasked to:

- Study the use of aggregates resources in federally funded transportation and construction projects and how the proximity of aggregates resources impacts cost and the environment;

- Examine how state, tribal and local transportation and planning agencies may consider aggregates resources when developing projects;
- Identify measures the federal government, state, tribal and local transportation and planning agencies may take to preserve currently identified aggregate resources for future development.

### **Lummis Amendment 2**

**Summary:** Amendment to expand eligibility for the advanced transportation technologies deployment program.

### **Lummis Amendment 3**

**Summary:** Amendment to modify project eligibility for the carbon reduction program.

### **Markey Amendment 5 (Modified)**

**Summary:** Amendment to direct the Secretary of Transportation to carry out an active transportation investment program to make grants to eligible applicants to build safe and connected options for bicycles and walkers within and between communities.

### **Merkley Amendment 2**

**Summary:** Amendment to require the Secretary of Transportation to establish a program to provide grants to carry out activities to benefit pollinators on roadsides and highway rights-of-way, including the planting and seeding of native, locally-appropriate grasses and wildflowers, including milkweed.

### **Padilla Amendment 2**

**Summary:** This amendment would permit public authorities with jurisdiction over HOV facilities to allow blood transport vehicles that are transporting blood between a collection point and a hospital or storage center to use the HOV facility if the public authority establishes requirements for clearly identifying such vehicles.

### **Padilla Amendment 4**

**Summary:** This amendment would add wildfires to the list of natural disasters relevant to resiliency improvement grants under the PROTECT program, make vegetation management practices in transportation rights-of-way an eligible activity for such grants, and prioritize resiliency improvement grants for addressing the vulnerabilities of surface transportation assets with a high risk of failure due to the impacts of wildfires.

### **Sullivan Amendment 1 (Modified)**

**Summary:** Amendment to authorize appropriations for the Denali access system program.

### **Sullivan Amendment 2**

**Summary:** Amendment to modify a provision relating to rural barge landing, dock, and waterfront infrastructure projects.

### **Wicker Amendment 1**

**Summary:** This amendment would designate an additional high priority corridor from Interstate 55 near Grenada, Mississippi, northward to the logical terminus on Interstate 22 near Holly Springs, Mississippi.

### **Whitehouse Amendment 1**

**Summary:** Makes a technical change to allow funding of large projects during the first year of the program. This change aligns with the language in the bipartisan reintroduction of the Bridge Investment Act

**EDW21649**

**Summary:** In the nature of a substitute.