

HR 1461

DRIVE Act of 2015

Congress: 114 (2015–2017, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Mar 19, 2015

Current Status: Referred to the Subcommittee on Highways and Transit.

Latest Action: Referred to the Subcommittee on Highways and Transit. (Mar 20, 2015)

Official Text: <https://www.congress.gov/bill/114th-congress/house-bill/1461>

Sponsor

Name: Rep. Massie, Thomas [R-KY-4]

Party: Republican • **State:** KY • **Chamber:** House

Cosponsors (7 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Amash, Justin [R-MI-3]	R · MI		Mar 19, 2015
Rep. Bridenstine, Jim [R-OK-1]	R · OK		Mar 19, 2015
Rep. Buck, Ken [R-CO-4]	R · CO		Mar 19, 2015
Rep. Jordan, Jim [R-OH-4]	R · OH		Mar 19, 2015
Rep. Mulvaney, Mick [R-SC-5]	R · SC		Apr 22, 2015
Rep. Brat, Dave [R-VA-7]	R · VA		May 12, 2015
Rep. Huelskamp, Tim [R-KS-1]	R · KS		May 13, 2015

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Mar 20, 2015
Ways and Means Committee	House	Referred To	Mar 19, 2015

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
114 HR 1620	Related bill	Mar 26, 2015: Referred to the Subcommittee on Highways and Transit.

Developing Roadway Infrastructure for a Vibrant Economy Act of 2015 or the DRIVE Act of 2015

Amends the Internal Revenue Code to terminate, on September 30, 2015, the authority of the Department of Transportation (DOT) to make certain transfers to the Mass Transit Account. Directs DOT to transfer, on October 1, 2015, all amounts in the Mass Transit Account to the Highway Account.

Repeals:

- the transportation alternatives program;
- the prohibition against approval of federal-aid highway projects or regulatory actions that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless the project or action provides for a reasonable alternative route or such a route exists;
- the authorization for states to use certain funds for construction of pedestrian walkways and bicycle transportation facilities; and
- the requirement that a state set-aside a specified amount of its apportionment of surface transportation program funds for off-system bridges (those not on a federal-aid highway).

Defines "transportation alternatives" as any of the following activities when carried out as part of an authorized or funded federal-aid highway program or project, or as an independent program or project related to surface transportation for the construction, planning, and design of: (1) transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; or (2) infrastructure-related projects and systems that will provide safe routes for nondrivers, including children, older adults, and individuals with disabilities to access daily needs.

Eliminates the requirement that statewide transportation plans and statewide transportation improvement programs provide for the development of accessible pedestrian walkways and bicycle transportation facilities.

Actions Timeline

- **Mar 20, 2015:** Referred to the Subcommittee on Highways and Transit.
- **Mar 19, 2015:** Introduced in House
- **Mar 19, 2015:** Referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.