

119TH CONGRESS
1ST SESSION

H. R. 6701

To amend title 23, United States Code, to provide for emergency relief for repair or reconstruction of infrastructure damaged by extreme heat, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

DECEMBER 12, 2025

Mr. STANTON (for himself and Mr. LAWLER) introduced the following bill;
which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 23, United States Code, to provide for emergency relief for repair or reconstruction of infrastructure damaged by extreme heat, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Heat Emergency As-
5 sistance for Transportation Act of 2025” or the “HEAT
6 Act of 2025”.

7 **SEC. 2. FINDINGS.**

8 Congress finds the following:

1 (1) Extreme heat, particularly heat waves, are
2 an emerging threat to critical transportation infra-
3 structure.

4 (2) Extreme heat is damaging critical transpor-
5 tation infrastructure.

6 (3) Research indicates that high temperatures
7 cause bridge expansion joints to crack or fail, accel-
8 erate the degradation of concrete and steel, and
9 weaken structural integrity over time.

10 (4) Aging infrastructure is at heightened risk.

11 (5) Assessments show more than 85,000 girder
12 or movable bridges are over 50 years old in the
13 United States, carrying 860 million vehicle crossings
14 each day.

15 (6) Many such bridges designed for historical
16 conditions and are now experiencing stress beyond
17 their original design.

18 (7) Movable bridges may face operational chal-
19 lenges, including breakdowns during heat waves.

20 (8) Steel expansion during extreme heat can
21 cause drawbridges and similar structures to jam or
22 fail to close properly.

23 (9) Emergency cooling measures, such as spray-
24 ing bridges with water, have already been required

1 in cities such as New York, Chicago, Portland, and
2 Seattle.

3 (10) Extreme heat threatens economic con-
4 tinuity.

5 (11) Unplanned bridge closures and roadway
6 restrictions caused by thermal stress interrupt
7 freight movement, supply chains, and daily com-
8 muting, imposing significant costs on local econo-
9 mies and national productivity.

10 (12) Federal disaster programs omit extreme
11 heat.

12 (13) While section 125 of title 23, United
13 States Code, recognizes disasters such as flooding,
14 severe storms, and wildfires, extreme heat is not ex-
15 plicitly identified as a qualifying event for Emer-
16 gency Relief funding, despite its clear infrastructure
17 consequences.

18 (14) Communities can face disproportionate
19 risks.

20 (15) Rural areas and regions with limited re-
21 dundancy in transportation networks are particularly
22 at high risk, as heat-related transportation disrup-
23 tions can isolate entire communities, delay emer-
24 gency response, and endanger public safety.

1 **SEC. 3. EMERGENCY RELIEF.**

2 Section 125 of title 23, United States Code, is
3 amended—

4 (1) in subsection (a)(1), by inserting “extreme
5 heat,” after “severe storm,”;

6 (2) in subsection (b) by inserting “This sub-
7 section shall not apply to a bridge with respect to
8 which physical deterioration was substantially caused
9 by extreme heat exposure.” after the period at the
10 end; and

11 (3) by striking “extreme weather, flooding, and
12 other natural disasters” each place it appears and
13 inserting “extreme weather, heat waves, flooding,
14 and other natural disasters”.

15 **SEC. 4. STUDY ON EXTREME HEAT EVENTS.**

16 (a) STUDY REQUIRED.—Not later than 1 year after
17 the date of enactment of this Act, the Secretary of Trans-
18 portation shall enter into an agreement with the Transpor-
19 tation Research Board of the National Academies, in co-
20 ordination with the Secretary of Transportation, shall con-
21 duct a study to—

22 (1) evaluate the measurable costs of an extreme
23 heat event, particularly long-duration, high intensity
24 heat waves;

1 (2) provide recommendations on how to track
2 damage from extreme heat events, separate from
3 regular deterioration over time; and

4 (3) to examine how the Secretary may better
5 assist State departments of transportation, public
6 transit systems, Amtrak, freight rail systems, and
7 other interested parties with tracking damage from
8 extreme heat events.

9 (b) CONSULTATION REQUIREMENTS.—In carrying
10 out the study under this section, the Transportation Re-
11 search Board shall consult with the Secretary, the Admin-
12 istrator of the Environmental Protection Agency, State
13 departments of transportation, public transit systems,
14 Amtrak, freight rail systems, stakeholders with expertise
15 in engineering and natural disaster management, and edu-
16 cational and technical groups in extreme heat and infra-
17 structure safety.

18 (c) REPORT REQUIRED.—The Transportation Re-
19 search Board shall submit to the Secretary, the Committee
20 on Transportation and Infrastructure of the House of
21 Representatives, and the Committee on Environment and
22 Public Works of the Senate a report detailing the results
23 of the study under this section.

1 **SEC. 5. BEST MANAGEMENT PRACTICES REPORT.**

2 Not later than 1 year after the date of the enactment
3 of this Act, the Secretary of Transportation shall issue a
4 best management practices report to reflect new informa-
5 tion and advancements in highway and bridge safety as
6 related to extreme heat.

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