



SACOG Board of Directors

**Item #15-9-15
Receive & File**

September 10, 2015

Federal Advocacy Update

Attached is the monthly update from SACOG's federal policy services consultant, Transportation for America.

MM:EJ:ts
Attachment

Key Staff: Erik Johnson, Manager of Policy and Administration, (916) 340-6247

**Monthly Report to SACOG
August 21, 2015****CURRENT NEWS****QUIET AUGUST SETTING UP A BUSY FALL**

On July 30, the Senate passed a bill reauthorizing the surface transportation program by a vote of 65-34. Known as the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, the legislation authorizes the program for the next 6 years while providing only enough money to fully fund it for 3 years. [More detail about this package was included in the July monthly report.]

Before the current program expires on October 29, House leaders plan to consider their own reauthorization package in September. Speaker John Boehner (R-OH) harshly criticized the Senate bill, and that criticism appears to be directed at the revenue raisers. But it is unclear whether the concern was about a particular provision or the entire approach of 10-year pay-fors to cover the cost of 3 years of program.

It is also unclear what kind of bill the House will debate. Transportation & Infrastructure Chairman Bill Shuster (R-PA) has stated that he would like to pass a surface transportation reauthorization with strong bipartisan support. If so, it is likely the reauthorization bill will be basically a status quo bill. This approach would ensure a large number of Democratic votes, which will be necessary since a portion of the Republican caucus is likely to oppose a large transportation spending bill that uses unrelated 10-year revenue raisers for 3 years of spending.

One of the biggest challenges for the House is that their September [calendar](#) is very short, with the House only in session for 10 days over the course of the month. The rumor is that floor time has been reserved for a Transportation & Infrastructure Committee bill during the last week of September, which leaves the committee only seven legislative days to pass the bill out of committee. Chairman Shuster has also said that he wants to move an aviation reauthorization first, though there is only floor time reserved for one bill and most believe the surface bill is more urgent.

Further, there is no word about what the revenue package will look like. Considering the criticism from Speaker Boehner, a different approach would be expected but it is not evident what that would be. Ways & Means Chairman Paul Ryan (R-WI), who will lead the development of the funding portion of the reauthorization bill, has suggested that repatriation might be a way to get revenue to the Highway Trust Fund. But this would only happen as part of a comprehensive tax reform bill, which would be a very heavy lift, especially between now and October 29.

Additionally, the House will have a very full plate next month. They have only passed six fiscal year (FY) 2016 spending bills – including the Transportation, Housing and Urban Development spending bill – and have six more to move, conference with the Senate and get signed by the President by September 30, the end of FY 2015. It is highly likely that Congress will extend the current spending bills a month, and the debate over the FY 2016 bills will spill over into October and possibly beyond.

September is also the month of the Jewish High Holy Days and Pope Francis will visit Washington, DC from the 22nd until the 24th. As if all that is not enough, the debt ceiling may be reached in October. Secretary Jack Lew has explained to Congress that the Treasury Department is deploying so-called "extraordinary measures" to keep the country paying its bills. But those extraordinary measures would be exhausted in late October or early November.

It seems that Congressional leaders believe the transportation reauthorization is a priority and are committed to addressing the program this fall. But they will have a crowded schedule with difficult issues demanding their attention as well. With this being the case, it is not unreasonable to expect another extension to the current program beyond October 29 before Congress can finish their work on this bill.

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
HR 127	Transportation for Heroes Act of 2015	Rep. Green [D-TX-9]	2 cosponsors; 2 D	Revises urbanized area formula grant recipient requirements to require a recipient to certify that it will ensure a fare of no more than 50% of the peak hour fare will be charged to a U.S. veteran during non-peak hours for transportation using or involving a facility or equipment of a project financed by the grant.	Referred to House T&I
HR 198	MOVE Freight Act of 2015	Rep. Sires, Albio [D-NJ-8]	4 cosponsors; 4 D	<p>Creates a national plan for moving goods efficiently by road, rail, water, and air. Also expands the definition of the national freight network to include rail, navigable waterways, inland ports, seaports, freight intermodal connectors, airports, and aerotropolis transportation systems. Directs the Secretary to require (currently, encourage) states to develop state freight plans for immediate and long-range planning activities and investments with respect to freight. Requires states to coordinate with neighboring states to ensure multistate network continuity and connectivity.</p> <p>Directs the Secretary to establish a competitive grant program for capital investment projects that improve the efficiency of the national transportation system to move freight.</p>	Referred to House T&I
HR 199	Bicycle and Pedestrian Infrastructure Improvement Act of 2015	Rep. Sires, Albio [D-NJ-8]	17 cosponsors; 17 D and 0 R	Authorizes the Secretary of Transportation to establish a pilot program to make loans and loan guarantees to eligible entities to carry out bicycle and pedestrian infrastructure projects. Prescribes project eligibility requirements. Requires the Secretary to ensure that at least 25% of funds provided under this Act are used to support projects in low-income communities.	Referred to House T&I
HR 200	Commute Less Act of 2015	Rep. Sires, Albio [D-NJ-8]	2 cosponsors; 2D	Requires metropolitan planning organization (MPO) transportation plans to include, among other things, employer and transportation management organization outreach activities and strategies to help create and expand employer-based commuter	Referred to House T&I

				programs.	
HR 278	TIGER CUBS	Rep. Larsen, Rick [D-WA-2]	1 cosponsor: Rep. DelBene, Suzan K. [D-WA-1]*	This bill provides \$500 million in supplemental FY2015 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000.	Referred to House Appropriations and House Budget
HR 301	44 to 69 Act of 2015	Rep. Farenthold, Blake [R-TX-27]	4 cosponsors; 0 R and 4 D	Amends the Intermodal Surface Transportation Efficiency Act of 1991 to include Texas State Highway 44 from United States Route 59 at Freer, Texas, to Texas State Highway 358 as part of the high priority Lower Rio Grande Valley Corridor of the National Highway System in Texas.	Referred to House T&I
HR 309	Gas Tax Replacement Act of 2015	Rep. Huffman, Jared [D-CA-2]	0 cosponsors	Amends the Internal Revenue Code to: (1) repeal the excise taxes on gasoline and diesel fuels; (2) add a carbon dioxide equivalent rate to the tax on crude oil and petroleum products; and (3) impose an new excise tax on the carbon content of methanol, ethanol, and biodiesel produced in the United States and entered into the United States for consumption, use, or warehousing.	Referred to House Energy & Commerce and House Ways & Means
HR 354	To impose a civil penalty against a railroad carrier when a shift change of train employees causes a blockage of vehicular traffic at a grade crossing.	Rep. Duffy, Sean P. [R-WI-7]	2 cosponsors; 2R	This bill directs the Secretary of Transportation to assess a civil penalty of \$10,000 against a railroad carrier for each complete hour in which a shift change of rail carrier employees causes a blockage of vehicular traffic at a grade crossing.	Referred to House T&I
HR 365	To direct the Secretary of Transportation to conduct a notice and comment rulemaking before implementing certain policies relating to obstruction evaluation aeronautical studies, and for other purposes.	Rep. Cohen, Steve [D-TN-9]	4 cosponsors; 3R, 1D	Authorizes the Secretary of Transportation (DOT) to implement the policy set forth in the notice of proposed policy entitled "Proposal To Consider the Impact of One Engine Inoperative Procedures in Obstruction Evaluation Aeronautical Studies" published by the Department of Transportation (DOT) on April 28, 2014, only if the policy is adopted pursuant to notice and comment rulemaking.	Referred to House T&I
HR 390	Moving Obstructed Trains In-between Openings Now (MOTION) Act	Rep. F. James Sensenbrenner, Jr. (R-WI-5)	4 cosponsors; 4R	Allows railroad employees to remain or go on duty for a period in excess of the limitations established under hours-of-service requirements to the extent necessary to clear a blockage of vehicular traffic at a grade crossing.	Referred to House T&I

HR 413	Partnership to Build America Act of 2015	Rep. Delaney (D-MD-6)	41 cosponsors; 22 D, 19 R	To establish the American Infrastructure Fund, to provide bond guarantees and make loans to States, local governments, and infrastructure providers for investments in certain infrastructure projects, and to provide equity investments in such projects, and for other purposes.	Referred to House T&I, Ways & Means
HR 625	Infrastructure 2.0 Act	Rep. Delaney (D-MD-6)	23 cosponsors; 9R, 14D	Amends the Internal Revenue Code, with respect to the taxation of earnings and profits of a deferred foreign income corporation, to: (1) make such earnings and profit subject to taxation in the last taxable year that ends before the enactment of this Act; (2) reduce the rate of tax on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow such corporations to elect to pay such tax in eight installments. Establishes the American Infrastructure Fund to provide assistance to states, local governments, and other public and private entities for investment in public infrastructure projects. Establishes the Highway Trust Fund Solvency Commission to submit recommendations and proposed legislation for achieving long-term solvency of the Highway Trust Fund. Directs the Secretary of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects.	Referred to House T&I, Ways & Means, House Rules
HR 652	State Transportation and Infrastructure Financing Innovation Act (STIFIA)	Rep. Hanna (R-NY-22)	3 cosponsors; 2D, 1R	Revises and reauthorizes the state infrastructure bank program for FY2016-FY2020.	Referred to House T&I
HR 679	To establish a road usage charge pilot	Rep. Blumenauer (D-OR-3)	0 cosponsors	Directs the Secretary of the Treasury to establish the Road Usage Charge Pilot Program to make competitive grants to state or local governments, or metropolitan planning, regional transportation planning, or tribal organizations to conduct pilot studies on implementing mileage-based fee systems as a method for funding transportation highway projects.	Referred to House Ways & Means; House T&I; House Commerce
HR 680	UPDATE Act	Rep. Blumenauer (D-OR-3)	37 cosponsors; 37D	Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on: (1) gasoline other than aviation gasoline to	Referred to House Ways & Means

				26.3 cents per gallon in 2016, 30.3 cents per gallon in 2017, and 33.3 cents per gallon after 2017 and before 2028; (2) diesel fuel or kerosene to 32.3 cents per gallon in 2016, 36.3 cents per gallon in 2017, and 39.3 cents per gallon after 2017 and before 2027; and (3) diesel-water fuel emulsion.	
HR 705	Rail Crossings Safety Improvement Act	Rep. Maloney [D-NY-18]	1 cosponsor; 1D	This bill reauthorizes appropriations to the Secretary of Transportation for FY2016-FY2019, at levels reduced from those for FY2006-FY2009, for capital grants to states for rail line relocation and improvement projects.	Referred to House T&I
HR 749	Passenger Rail Reform and Investment Act of 2015 (PRRIA)	Rep. Shuster [R-PA-9]	12 cosponsors; 6D, 6R	See T4 Summary for details	Passed House 316 YEA -101 NAY, Referred to Senate Commerce
HR 844	To require a plan approved by the Surface Transportation Board for the long-term storage of rail cars on certain railroad tracks.	Rep. Kline, John [R-MN-2]	0 cosponsors	Requires a rail carrier to have a storage plan, meeting specified requirements and approved by the Surface Transportation Board, for any of its rail cars that it stores for three or more years, and continues to store, on tracks (except rail yard or storage yard tracks) that pass through a commercial- or residential-zoned area that were designed or previously used for through transportation of trains.	Referred to House T&I
HR 910	Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act of 2015	Rep. Miller, Candice S. [R-MI-10]	4 cosponsor; 3D, 1R	Defines Vehicle to Vehicle communications and makes the installation of V2V communication equipment an eligible funding project under the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program	Referred to House T&I + Subcommittee on Highways and Transit
HR 935	National Freight Trust Fund Act of 2015	Rep. Hahn [D-CA-44]	18 cosponsors; 16 D, 2 R	Amends the Internal Revenue Code to establish the National Freight Network Trust Fund, from which expenditures shall be made to fund awards under the National Freight Network Grant Program. Appropriates to the Fund amounts equivalent to 5% of the import duties imposed under the Harmonized Tariff Schedule of the United States.	Referred to House T&I, Ways & Means
HR 946	Commuter Rail Passenger Safety Act	Rep. Maloney [D-NY-18]	1 cosponsor; 1D	Amends the Railroad Revitalization and Regulatory Reform Act of 1976 to make the installing of positive train control systems eligible for railroad rehabilitation and improvement direct loans and loan guarantees.	Referred to House T&I

				Extends the railroad safety technology grants program for FY2016-FY2020.	
HR 990	Commuter Parity Act of 2015	Rep. King [R-NY-2]	35 cosponsors; 26D, 9R	Amends the Internal Revenue Code to modify the exclusion from gross income, for income tax purposes, of certain transportation benefits provided by an employer to an employee, including cash reimbursements for such benefits, to allow a monthly exclusion amount of: (1) \$235 for transportation in a commuter highway vehicle from home to work and any transit pass, (2) \$235 for qualified parking, and (3) \$35 for qualified bicycle commuting reimbursement. Allows an annual cost-of-living adjustment to such exclusion amounts after 2016.	Referred to House Ways & Means
HR 1046	To amend the Internal Revenue Code of 1986 to make permanent the rule providing parity for the exclusion from income for employer-provided mass transit and parking benefits.	Rep. Norton, Eleanor Holmes [D-DC-At Large]	4 cosponsors; 4D	Makes transit benefits equal to parking benefits on a permanent basis	Referred to House Ways & Means
HR 1274	Vision Zero Act of 2015	Rep. Blumenauer (D-OR-3)	24 cosponsors; 23D, 1R	This bill authorizes the Secretary of Transportation to award grants to a city, town, township, borough, county, parish, district, village, or other political subdivision of a state to develop a Vision Zero plan to eliminate transportation-related fatalities and serious injuries in its jurisdiction within 10 years. The total number of grants awarded is limited to 5. At least 25% of funds made available for this Act shall be used to make grants to eligible entities serving a jurisdiction with a population of under 200,000. The federal share of projects costs shall not exceed 80%.	Referred to House T&I
HR 1290	Impact of diverting freight in urban areas	Rep. Ellison, Keith [D-MN-5]	0 cosponsors	Directs the Secretary of Transportation to make appropriate arrangements with the Transportation Research Board of the National Academy of Sciences, the National Academy of Engineering, the Institute of Medicine, and the National Research Council to study the cost and impact of rerouting freight rail traffic of hazardous material to avoid its transportation through urban areas.	Referred to House T&I
HR	Economy in Motion: The National	Rep. Lowenthal,	15 cosponsors;	Establish a Multimodal Freight Funding Formula	Referred to House Ways &

1308	Multimodal and Sustainable Freight Infrastructure Act	Alan S. [D-CA-47]	13D 2R	Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; establish a multimodal national freight network to accomplish the goals of the national freight policy; develop and improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects. Amends the Internal Revenue Code to: impose a 1% excise tax upon taxable ground transportation of property and deposit such tax revenues into a Freight Trust Fund to finance the Multimodal Freight Funding Formula Program and the National Freight Infrastructure Competitive Grant Program.	Means; House T&I;
HR 1330	American-Made Energy and Infrastructure Jobs Act	Rep. Stivers, Steve [R-OH-15]	1 cosponsor; 1D	<p>Authorizes the Secretary of the Treasury, with the President's approval, to: (1) borrow for highway and transportation project expenditures and for water infrastructure expenditures, and (2) issue interest-bearing infrastructure revenue bonds for the amounts borrowed. Uses funds from increased oil and gas leasing under the Outer Continental Shelf Lands Act to provide source of revenue for bonds.</p> <p>Amends the Internal Revenue Code to appropriate to the Highway Trust Fund 95% of any proceeds from the issuance of such infrastructure revenue bonds.</p>	Referred to Energy and Commerce; Natural Resources; Transportation and Infrastructure; Ways and Means
HR 1371	Safer Trucks and Buses Act	Rep. Lou Barletta (R-PA-11)	7 cosponsors; 7 R 0D	The Department of Transportation (DOT) shall enter into an agreement with the National Academy of Public Administration to study how to improve the Compliance, Safety, Accountability initiative of the Federal Motor Carrier Safety Administration. DOT must ensure that motor carrier safety data predictive of crashes which is generated under this initiative is not made available to the public (except law enforcement personnel) until the study findings and recommendations are reported to Congress. Such data may not be used in a civil action for damages resulting from an incident involving a motor carrier.	Referred to the House Committee on Transportation and Infrastructure
HR 1393	Innovation in Surface Transportation Act	Rep. Davis, Rodney [R-IL-13]	11 cosponsors; 9D, 2 R	Requires states to make competitive grants for innovative surface transportation projects to eligible	Referred to House T&I

				entities, including local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, and local rail authorities.	
HR 1461	DRIVE Act	Rep. Massie, Thomas [R-KY-4]	7 cosponsors; 7R	Removes the Mass Transit Account from the HTF effective October 2015; Removes the Transportation Alternatives Program (TAP), programs related to complying with the ADA and safe routes to school from the HTF; Removes bike path and pedestrian walkway programs from the HTF; Removes non-federal aid highway bridges (so-called off-system bridges), currently eligible for funding per 23 USC 133g, from the Trust Fund.	Referred to House T&I, Ways & Means
HR 1483	Highway Trust Fund Reform Act of 2015	Rep. Foxx, Virginia [R-NC-5]	1 cosponsor; 1R	Repeals Davis Bacon (Davis Bacon requires the federal government to pay local prevailing wages on any federal public works project)	Referred to House T&I, Education & Workforce
HR 1551	Highway Restoration Act of 2015	Rep. Sanford [R-SC]	10 cosponsors; 10R	Phases out Mass Transit Account by 20% increments. Eliminates it by 2020	Referred to House Ways & Means
HR 1606	National Intersection and Interchange Safety Construction Program Act of 2015	Rep. Emmer, Tom [R-MN-6]	0 cosponsors	This bill directs the Secretary of Transportation to establish a \$250 million national intersection and interchange safety construction grant program.	Referred to House T&I
HR 1679	Bakken Crude Stabilization Act of 2015	Rep. Garamendi, John [D-CA-3]	0 cosponsors	This bill authorizes Bakken crude oil to be transported by rail only if it has a Reid vapor pressure of not more than 9.5 pounds per square inch (the maximum volatility set by the New York Mercantile Exchange for crude oil futures contracts).	Referred to House T&I
HR 1692	Safety, Efficiency, and Accountability in Transportation Projects Through Public Inspection Act of 2015	Rep. Edwards, Donna F. [D-MD-4]	6 cosponsor; 6D	Requires public employees to perform construction inspections on all surface transportation projects receiving federal funding.	Referred to House T&I
HR 1724	Transportation Funds Exemption Act of 2015	Rep. Westerman, Bruce [R-AR-4]	0 cosponsors	This bill prohibits the Department of Transportation from approving a federal-aid highway project in a state for a fiscal year if in the previous fiscal year state or local sales taxes were collected on covered purchases of construction materials made, in whole or in part, with federal funds.	Referred to House T&I
HR 1804	Crude-By-Rail Safety Act	Rep. McDermott, Jim [D-WA-7]	10 cosponsors; 10D	Requires PHMSA standards for volatility of gases in crude oil hauled by rail. Immediately ban the use of tank cars shown to be	Referred to House T&I

				<p>unsafe for shipping crude oil. Require new tank car design standards that include 9/16th inch shells, thermal protection, pressure relief valves and electronically-controlled pneumatic (ECP) brakes.</p> <p>Increase fines on railroads that violate hazardous materials laws and establish new fines for railroads and energy companies that don't comply with safety laws.</p> <p>Authorizes funding for first responder training, equipment, emergency preparedness, increased rail inspections and energy product testing. Mandates railroads establish a confidential "close-call" reporting system for employees to anonymously report problems.</p>	
HR 1846	The Bridge to Sustainable Infrastructure Act	Rep. Renacci, James B. [R-OH-16]	32 cosponsors; 24D, 8R	Amends the Internal Revenue Code to require an inflation adjustment in calendar years after 2015 to the rates of the excise taxes on petroleum and petroleum products, diesel fuel, alcohol-based fuel, and fuels used in certain buses. There is established in the legislative branch the Bipartisan Task Force for Sustainable Highway Funding. The Task Force shall identify and make recommendations addressing factors that affect the long-term fiscal imbalance of the HTF. The rates of excise taxes on petroleum and diesel fuels are increased to cover an identified three- and five-year shortfall in funding of the HTF in 2017 and each subsequent calendar year through 2024.	Referred to House T&I, Ways & Means
HR 1914	No More Tolls for Roads Act of 2015	Rep. Johnson, Sam [R-TX-3]	0 cosponsors	Bans future toll and toll pilot projects on any roads with federal participation	Referred to House T&I
HR 2021	To prohibit the expenditure of Federal funds to Amtrak	Rep. Salmon, Matt [R-AZ-5]	0 cosponsors	Prohibits the expenditure of Federal funds to Amtrak	Referred to House T&I
HR 2071	Safe Streets Act	Rep. Matsui, Doris O. [D-CA-6]	18 cosponsors; 10R, 9D	Ensures the safety of all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities, as they travel on and across federally funded streets and highways.	Referred to House T&I
HR 2172	To establish a pilot toll credit market place program, and for other purposes	Rep. Lipinski, Daniel [D-IL-3]	1 cosponsor; 1R	Establishes a pilot toll credit market place program, and for other purposes	Referred to House T&I

HR 2332	Nation Building Here at Home Act of 2015	Rep. Higgins, Brian [D-NY-26]	0 cosponsors	Directs the Secretary of Transportation to establish a transformational infrastructure competitive grant program, and for other purposes. Provides \$985 billion for highway, bridge, port, public transit, rail, aviation, and water infrastructure projects for FY16-20, with 85% reserved for highway, bridge, transit, and rail, 2% for ports, 4% for aviation, and 9% for water infrastructure	Referred to House T&I
HR 2353	Highway and Transportation Funding Act	Rep. Shuster, Bill [R-PA-9]	Rep. Ryan, Paul [R-WI-1]	Provides an extension of Federal-aid highway, highway safety, motor carrier safety, and transit programs funded out of the Highway Trust Fund until July 31, 2015.	Became public law 114-21
HR 2379	To prohibit the transportation of certain volatile crude oil by rail	Rep. Lowey, Nita M. [D-NY-17]	5 cosponsor; 5D	Prohibits the transportation of certain volatile crude oil by rail of 8.5 psi or higher until a rule can be finalized	Referred to House T&I
HR 2410	Grow America Act	Rep. DeFazio, Peter A. [D-OR-4]	60 cosponsors; 60D	Provides a total of \$478 billion over six years, a 45 percent increase for highways, bridges, public transportation, highway safety, and rail programs.	Referred to House Budget; Energy and Commerce; Natural Resources; Oversight and Government Reform; Rules; Science, Space, and Technology; Transportation and Infrastructure; Ways and Means
HR 2495	TIGER Grants for Job Creation Act	Rep. Waters, Maxine [D-CA-43]	68 cosponsors; 68D	This bill will provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the TIGER program. The funding will be exempt from sequestration and will not reduce funds available for other federal programs.	Referred to House Appropriations; Budget
HR 2497	NEPA Reciprocity Act	Rep. Denham, Jeff [R-CA-10]	10 cosponsors; 10R	Directs the Secretary of Transportation to establish a program to eliminate duplicative environmental reviews and approvals under state and federal law for rail and highway transportation projects. Authorizes a state to use state environmental review and approval laws and procedures, consistent with certain requirements, in lieu of federal environmental laws and regulations.	Referred to House Natural Resources; T&I
HR 2563	State and Local Predatory Towing Enforcement Act	Rep. Van Hollen, Chris [D-MD-8]	5 cosponsor; 5D	Waives federal preemption to allow states to regulate tow truck operations performed without the prior consent or authorization of the owner or operator of the towed motor vehicle.	Referred to House T&I
HR 2577	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act,	Rep. Diaz-Balart, Mario [R-FL-25]	0 cosponsors	Making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal	Passed House 216-210

	2016			year ending September 30, 2016,	
HR 2609	Right-of-Way for American Drivers Act of 2015	Rep. Johnson, Sam [R-TX-3]	4 cosponsor; 4R	Repeals the Transportation Alternatives Program	Referred to House T&I
HR 2716	Transportation Empowerment Act	Rep. DeSantis, Ron [R-FL-6]	34 cosponsors; 34R	Substantially reduce the federal gas tax over time, and shift the burden to the states for making up lost revenues. Would focus any revenues collected to the maintenance of core federal highways, and would require transfer of money in mass transit account to highways.	Referred to House T&I; Ways & Means; Budget; Rules
HR 2738	Highways Bettering the Economy and Environment Pollinator Protection Act	Rep. Hastings, Alcee (D-FI-20)	8 cosponsors; 6 D, 2 R	Authorizes as an eligible project cost for the construction of a federal-aid highway the cost of improving habitat and forage for pollinators on rights of way adjacent to highways	Referred to House T&I
HR 2859	Sonoran Corridor Interstate Development Act of 2015	Rep. McSally, Martha (R-AZ-2)	8 cosponsors; 4 D, 4 R	Amends the Intermodal Surface Transportation Efficiency Act of 1991 to designate the Sonoran Corridor connecting Interstate 19 to Interstate 10 south of the Tucson International Airport as a future part of the Interstate System	Referred to House T&I
HR 2886	Future Transportation Research and Innovation for Prosperity Act	Rep. Lipinski, Daniel [D-IL-3]	0 cosponsors	Directs the Secretary of Transportation to establish an Automated and Connected Vehicle Research Initiative. Includes requirements to collect multi-model data	Referred to House Science, Space and Technology; T&I
HR 2904	To amend title 49, United States Code, to clarify the use of a towaway trailer transportation combination, and for other purposes	Rep. Jenkins, Lynn (R-KS-2)	5 cosponsors; 4 R, 1 D	Allows two light or medium duty trailers to be towed at the same time when empty and being delivered to a retailer for sale. Subjects trailers to existing size and weight limit	Referred to House T&I
HR 2933	At-Grade Crossing Enhancement Act of 2015	Rep. Larsen, Rick [D-WA-2]	2 cosponsors; 2 D	Establishes a local rail facilities and safety program to award grants for freight capacity projects. Authorizes \$300M per year for FY16-21	Referred to House T&I
HR 2971	Highway Trust Fund Certainty Act	Rep. Tom Rice (R-SC-7)	0 cosponsors	Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on by 10.3 cents per gallon, index the gas tax to inflation using CPI, provides a maximum income tax credit of \$133 to individuals with an earned income up to \$75,000 and \$266 for joint filers with a combined earned income up to \$150,000	Referred to the House Committee on Ways and Means
HR 3038	Highway and Transportation Funding Act of 2015, Part II	Rep. Ryan, Paul (R-WI-1)	Rep. Shuster, Bill [R-PA-9]	Extends the Federal-aid highway, highway safety, motor carrier safety, transit, programs funded out of the Highway Trust Fund, until December 18th, 2015.	Passed House 312-119

H.R. 3044	ROADS SAFE Act of 2015	Rep. Lowey, Nita M. [D-NY-17]	1 Cosponsor; 1 D	Establishes a research program to accelerate the development of new technology that would prevent drunk drivers from running their car by disabling the ignition. Authorizes \$48 million dollars in appropriations over 6 years for the program	Referred to House T&I Committee
H.R. 3064	Grow America Act	Rep. Van Hollen, Chris [D-MD-8]	9 Cosponsors: 9 D	President's six year \$478 billion transportation bill	Referred to T&I; Energy and Commerce; Ways and Means; Science, Space, and Technology; Natural Resources; Oversight and Government Reform; Budget; Rules
H.R. 3093	Correct the Safety Analysis Act	Rep. Gibbs, Bob (R-OH-7)	2 Cosponsors; 2 R	Prohibits the public disclosure of safety ratings for trucks used by the Federal Motor Carrier Safety Administration under the compliance, safety, and accountability program.	Referred to House T&I
H.R. 3168	To amend title 23, United States Code, to include bridges on the National Highway Performance Program.	Rep. Maloney, Sean Patrick (D-NY-18)	1 Cosponsor; 1 R	Allows Federal-aid highway bridges to be eligible for funding from the National Highway Performance Program	Referred to House T&I
H.R. 3181	To amend title 23, United States Code, to permit border States to designate certain funds for border infrastructure projects, and for other purposes	Rep. Hurd, Will (R-TX-23)	3 Cosponsors; 2 D, 1 R	Creates a Coordinated Border Infrastructure (CBI) Reserve Fund creating an explicit avenue through which border States can reserve up to 5% of statewide Surface Transportation Funds for qualified border infrastructure purposes	Referred to House T&I
H.R. 3236	Surface Transportation and Veterans Health Care Choice Improvement Act of 2015	Rep. Shuster, Bill [R-PA-9]	2 Cosponsors; 2 R	Extends the Federal-aid highway, highway safety, motor carrier safety, transit, programs funded out of the Highway Trust Fund, until October 29th, 2015. Also includes unrelated veterans' provisions	Became public law 114-41
H.R. 3247	FAIR TOW act	Rep. Fleischmann, Chuck (R-TN-3)	1 Cosponsor; 1 D	Exempts covered heavy-duty tow and recovery vehicles from certain interstate highway weight limitations	Referred to House T&I
H.R. 3283	Securing America's Next Generation of Safe Loggers and Truckers Act	Rep. Poliquin, Bruce (R-ME-2)	0 Cosponsors	Requires the Administrator of the Federal Motor Carrier Safety Administration to establish a test program that allows States and the District of Columbia to enter into interstate compacts with contiguous States to standardize the requirements for operators of commercial motor vehicles in interstate commerce	Referred to House T&I and Education Committee
H.R. 3337	National Infrastructure Development Bank Act of 2015	Rep. DeLauro, Rosa (D-CT-3)	70 Cosponsors; 70D	Would create and fund a public bank to leverage public and private dollars for meritorious	House - T&I; Energy and Commerce; Financial Services;

				infrastructure projects of national or regional significance. Would supplement other federal infrastructure programs by providing loans, loan guarantees and proceeds from bond issuances for projects, and make payments to help states and localities cover their bond interest payments.	Ways and Means
H.R. 3344	Metropolitan Planning Enhancement Act	Rep. Frankel, Lois (D-FL-22)	2 Cosponsors; 2D	Bill requires consolidation of multiple MPO's in the same area, directs more STP funds to high performing MPOs. High performing MPOs are defined as ones that have established performance target metrics for projects	Referred to House T&I
H.R. 3376	To authorize States to carry out bridge construction, maintenance, repair, and replacement projects using previously allocated surface transportation funds that are identified as being excess or inactive, and for other purposes.	Rep. Lowey, Nita M. [D-NY-17]	0 Cosponsors	Allows States to request that excess or inactive transportation funds from previous transportation reauthorizations (not including MAP-21) be reallocated to eligible bridge construction, replacement, or repair projects	Referred to House T&I
H.R. 3398	National Multimodal Freight Policy and Investment Act	Rep. Reichert, Dave (R-WA-8)	2 Cosponsors; 1 R, 1 D	Authorizes for appropriations at \$2 billion for each of fiscal years 2016 through 2021; \$150 million for each of fiscal years 2016 through 2021; and \$50 million for each of fiscal years 2016 through 2021. Creates a strong national multimodal freight policy that strategically identifies freight bottlenecks, major trade corridors, and helps prioritize federal investment. Expedites permitting for freight projects with a new office of freight planning, permitting, and development that gives freight a strong, coordinated voice across the many modes at USDOT.	Referred to House T&I