



SACOG Board of Directors

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Federal Policy Update

Attached is Transportation for America's monthly report to SACOG.

Attachment

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Monthly Report to SACOG May 24, 2017

CURRENT NEWS

Budget & Appropriations

FY 2017 APPROPRIATIONS PASSED

In early May, Congressional leaders passed a \$1.163 trillion appropriations bill to fund the entire government for the remainder of fiscal year (FY) 2017. On May 3 the House passed the omnibus bill 309-118 and on May 4 the Senate passed the bill 79-18.

The FY2017 omnibus appropriations package includes funding for all remaining 11 appropriations bills, (Military Construction and Veterans Affairs appropriations passed in the fall 2016), including the Transportation, Housing, and Urban Development (THUD) appropriations bill. The bill will fund the government until October 1 of this year.

Overall, transportation programs are mostly funded at levels consistent with the FAST Act authorized amounts. The bill provides \$500 million for TIGER and funds both the Capital Investment Grant (CIG) program and the Amtrak National Network at slightly higher than FAST Act levels.

Somehow Congress employed budget maneuvers that allow this appropriations bill to incorporate higher funding levels, without comparable funding cuts, and yet adhere to the budget cap of \$1.07 trillion, which Congress agreed to in 2015. If Congress continues along this path, there may be broad support for FY 2018 appropriations and the infrastructure package. However, it is not clear the extent to which Congress has additional budget maneuvers available to them to continue to spend so freely.

(See T4America summary [here](#)).

FY 2018 APPROPRIATIONS BUDGET RELEASED

On May 23, the Trump administration released its budget proposal for how to fund the government in fiscal year (FY) 2018, which begins on October 1. Overall the numbers in this budget align with the topline numbers in the initial “skinny” budget released back in March. (See T4America summary of the skinny budget [here](#). T4America’s summary of the full budget is [here](#) and blog post [here](#)).

While this budget signals to Congress where the Administration would like to see funding cuts and priorities, the budget itself is not a funding action. In order for money to flow, Congress needs to pass several appropriations bills. Congress may consider the Administration’s budget proposal as a starting point or may start from scratch on a FY 2018 budget.

The Administration's proposal cuts federal spending by \$3.6 trillion over 10 years. This includes a cut of 13 percent to the U.S. Department of Transportation's discretionary budget, to \$16.2 billion. The budget proposes to end the TIGER competitive grant program, phase out New Starts & Small Starts funding, and severely cut funding for long-distance Amtrak service. Combined with the elimination of numerous non-transportation programs, these cuts would put great pressure on already overstretched local governments.

While the budget proposes phasing out the Capital Investments Grant program (i.e. New Starts, Small Starts, and Core Capacity programs) funding by limiting funding for the CIG program to only those projects that have full funding grant agreements (FFGAs), earlier this week FTA signed an FFGA for the Caltrain project in California. This decision comes on the heels of a May 17 Senate EPW Committee hearing, during which Secretary Chao said she could not sign the agreement, even though Congress already enacted funds for the project. Secretary Chao explained she could not support the project until all the funding needed for the project was appropriated, seeming to show a lack of understanding of the purpose of FFGA or the structure of the transit program. Both Senator Dianne Feinstein (D-CA) and Senator Kamala Harris (D-CA) took strong issue with Secretary Chao's comments and, eventually, USDOT removed their objections and signed the Caltrain FFGA.

Given that the Administration has now moved at least one project forward to receive an FFGA and that the FY 2017 funding bill passed by Congress set aside funding for projects that are anticipated to obtain FFGAs, the Administration will certainly face greater pressure to deviate from the FY 2018 budget's proposal for the CIG program. And Congress has showed little support for the Administration's proposed approach.

The Administration's budget also includes a new line item for spending \$200 billion on infrastructure over 10 years, which is intended to incentivize an additional \$800 billion in investment from the private sector, state governments and local governments. However, it provides no information about where the funding would come from. It also does not outline how or to whom the funding would be distributed nor does it define infrastructure very quickly. But a six-page fact sheet released with the budget indicates that infrastructure could be defined quite broadly to include air traffic control, Veterans Administration facilities, power marketing administration assets, surface transportation and waterways.

Prior to the Administration's budget release, USDOT Secretary Elaine Chao remarked that an outline of principles for an infrastructure package would be coming "in the next several weeks." While the Administration's budget proposal only included a line-item placeholder of \$200 billion, a separate fact sheet provided some clues as to what a future proposal may look like. The fact sheet indicated that an infrastructure proposal may include an expansion of TIFIA eligibility, expansion of Private Activity Bonds, removing tolling restrictions, allowing private investment in rest areas, streamlining environmental review and permitting processes, among other non-transportation focused measures such as support for a water infrastructure financing program. (See fact sheet [here](#)).

USDOT Rulemaking Update

PERFORMANCE MEASURES RULE FINALIZED; GHG MEASURE POSTPONED

On May 19, USDOT published a notice finalizing the remaining performance measures, including pavement and bridge conditions, congestion, highway reliability, non-single occupancy vehicle mode share, and mobile source emissions. However, it also indefinitely postponed the requirement that states

and MPOs measure CO₂ emissions generated from traffic on the National Highway System. While disappointed that this portion of the rule is delayed, states and MPOs may voluntarily pursue a CO₂ measure in addition to the federal baseline requirements. (See T4America’s overview of the congestion rule [here](#)).

The notice indicated FHWA’s intent to release a Notice of Proposed Rulemaking (NPRM) seeking additional comment on the CO₂ measure.

MPO PLANNING AND COORDINATION RULE REPEALED

On May 12, President Trump signed into law a measure repealing USDOT’s MPO Coordination and Planning Area Reform rule. The measure passed the House 417-3 and passed in the Senate by unanimous consent. The controversial rule would have required all MPOs within the same Metropolitan Planning Area (MPA) to develop a single metropolitan transportation plan, a single transportation improvement program, and a jointly established set of performance targets for the MPA. (See T4America’s overview of the MPO rule [here](#)).

Feature: Status of Appointments

On May 16, the Senate voted 56-42 to confirm Jeffrey A. Rosen as Deputy Secretary of Transportation. The Senate is expected to next take up the appointment of Derek Kan, whose paperwork was formally submitted to the Senate the same day as Rosen’s approval. USDOT also recently announced a list of senior appointees, who are included in the chart below. (See DOT’s announcement [here](#)).

Name	Position	Status
Jeffrey A. Rosen	Deputy Secretary of Transportation	Confirmed.
Derek Kan	Undersecretary for Policy	Appointed, awaiting confirmation hearing
James Ray	Special Adviser to the Secretary on Infrastructure	No confirmation necessary
Anthony Bedell	Deputy Assistant Secretary for Intergovernmental Affairs	No confirmation necessary
Michael Britt	Senior Adviser to the Secretary for ATO (Air Traffic Organization) Modernization	No confirmation necessary
Chris Brown	Associate Administrator for Government and Industry Affairs	No confirmation necessary
Thomas ‘Finch’ Fulton	Deputy Assistant Secretary of Transportation Policy	No confirmation necessary
Wendy Gehring	Director of Scheduling	No confirmation necessary
Laura Genero	Senior Advisor to the Secretary for Strategic Communications	No confirmation necessary
Todd Inman	Director of Operations	No confirmation necessary
Ruth Drinkard Knouse	Director of Executive Secretariat	No confirmation necessary
Marianne McInerney	Assistant to the Secretary and Director of Public Affairs	No confirmation necessary

Sean McMaster	Deputy Assistant Secretary for Congressional Affairs	No confirmation necessary
James Ray	Special Advisor to the Secretary for Infrastructure	No confirmation necessary
G. Bryan Slater	Assistant Secretary for Administration	No confirmation necessary
Tamara Somerville	Senior Advisor	No confirmation necessary
Geoff Burr	Chief of Staff	No confirmation necessary
Matthew Kopko	Counselor to the Deputy Secretary	No confirmation necessary

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 21	Midnight Rules Relief Act of 2017	Rep. Issa, Darrell (R-CA-49)	14 Cosponsors; 1 D, 13 R	Amends the Congressional Review Act to allow Congress to consider a joint resolution to disapprove multiple regulations that federal agencies have submitted for congressional review within the last 60 legislative days of a session of Congress during the final year of a President's term. Congress may disapprove a group of such regulations together (i.e., "en bloc") instead of the current procedure of considering only one regulation at a time.	Passed House 238-184, Referred to Senate Homeland Security & Government Affairs
H.R. 26	Regulations from the Executive in Need of Scrutiny (REINS) Act of 2017	Rep. Collins, Doug (R-GA-9)	160 Cosponsors; 160 R	Requires a joint resolution of approval to be enacted by Congress within 70 session days or legislative days after an agency proposing a major rule submits its report on such rule to Congress in order for the rule to take effect. Defines a "major rule" as any rule that the Office of Information and Regulatory Affairs of the Office of Management and Budget finds results in: (1) an annual effect on the economy of \$100 million or more; (2) a major increase in costs or prices for consumers, individual industries, government agencies, or geographic regions; or (3) significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises.	Passed House 237-187, Referred to Senate Homeland Security & Government Affairs
H.R. 52	Jobs, On-the-Job 'Earn While You Learn' Training, and Apprenticeships for African-American Young Men Act	Rep. Scott, David (D-GA-13)	10 Cosponsors; 8 D, 2 R	Requires the Department of Labor to request labor unions, general contractors, and businesses that will rebuild infrastructure, transportation systems, technology and computer networks, and energy distribution systems to actively recruit, hire, and provide on-the-job training to African American men ages 18 to 39 through existing jobs, apprenticeships, and "earn while you learn" programs. Labor must help coordinate such recruitment.	Referred to House Education and Workforce
H.R. 66	Route 66 Centennial Commission Act	Rep. Davis, Rodney (R-IL-13)	14 Cosponsors; 6 D, 8 R	Establishes Route 66 Centennial Commission to honor the 100th year anniversary of the establishment of Route 66 and requires the commission to determine the best way to honor Route 66 and issue a report on what needs to be done to preserve Route 66.	Referred to the House T&I Committee
H.R. 89	To amend subtitle IV of title 40, United States Code, regarding county additions to the Appalachian region	Rep. Blackburn, Marsha (R-TN-7)	0 Cosponsors	Adds the Tennessee counties of Hickman, Perry, and Wayne to the definition of "Appalachian region" for purposes of Appalachian regional development efforts	Referred to the House T&I Committee
H.R. 100	Support Local Transportation Act	Rep. Brownley, Julia (D-CA-26)	2 Cosponsors; 2 D, 0 R	Modifies the percentages of funds allocated to certain urbanized areas under the surface transportation block grant program for the next three fiscal years.	Referred to the House T&I Committee
H.R. 127	Transportation for Heroes Act of 2017	Rep. Green, Al (D-TX-9)	0 Cosponsors	Revises urbanized area formula grant recipient requirements to require a recipient to certify that it will ensure that 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 the House T&I Committee
H.R. 233	Safe Freight Act of 2017	Rep. Young, Don (R-AK)	32 Cosponsors; 22 D, 10 R	Directs the Federal Railroad Administration (FRA) to issue regulations requiring two members on all freight trains	Referred to the House T&I Committee
H.R. 244	Consolidated Appropriations Act, 2017	Rep. Cook, Paul (R-CA-8)	28 Cosponsors; 19 R, 9 D	The omnibus appropriations bill for FY 2017. See T4America summary.	Became Public Law 115-31 on May 5, 2017
H.R. 268	Neighborhood Noise Barriers Act of 2017	Rep. Lewis, John (D-GA-5)	0 Cosponsors	Allows Highway Trust fund dollars to be used to construct noise barriers next to predominately residential neighborhoods that are next to a recently widened highway or where the neighborhood is older than 10 years and located next to a highway (doesn't have to have been widened).	Referred to the House T&I Committee

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 274	Modernizing Government Travel Act	Rep. Moulton, Seth (D-MA-6)	10 Cosponsors; 6 D, 4 R	Allows Federal employees to be reimbursed for using services provided by transportation network companies (TNCs) for official business. Sets forth definition of transportation network companies.	Became Public Law 15-34 on May 16th 2017
H.R. 336	Transit Benefits Modernization Act	Rep. Meadows, Mark (R-NC-11)	5 Cosponsors; 3 D, 2 R	Allows services provided by transportation network companies (TNCs) to qualify as a transportation fringe benefit for Federal employees within the national capital region. Employees would have to forgoe receiving transit benefits if they chose to receive TNC benefits.	Referred to House Oversight and Government Reform
H.R. 481	REBUILD Act	Rep. Calvert, Ken (R-CA-42)	0 Cosponsors	Amends the National Environmental Policy Act of 1969 (NEPA) to authorize: (1) the assignment to states of federal environmental review responsibilities under NEPA and other relevant federal environmental laws for covered federal projects, and (2) states to assume all or part of those responsibilities.	Referred to House Committee on Natural Resources
H.R. 547	National Infrastructure Development Bank Act of 2017	Rep. DeLauro, Rosa (D-CT-3)	79 Cosponsors; 79 D	Would create and fund a public bank to leverage public and private dollars for meritorious 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.	Referred to House T&I; Energy and Commerce; Financial Services; Ways and Means
H.R. 549	Transit Security Grant Program Flexibility Act	Rep. Donovan, Daniel M., Jr. (R-NY-11)	5 Cosponsors; 2 D, 3 R	Adds a period of performance for public transportation security assistance grants. Awarded funds would be available for a grant recipient for not fewer than 36 months, and not fewer than 55 months for projects that (a) provide security improvements for public transportation systems in final design or under construction or (b) provide security improvements for stations and other public transportation infrastructure, including that owned by State or local governments.	Passed House by voice vote on February 1st 2017. Referred to Senate Homeland Security and Government Affairs
H.R. 554	Make State Governments More Open, Honest, and Transparent Act of 2017	Rep. Kildee, Dan (D-MI-5)	0 Cosponsors	Requires state lawmakers to disclose their sources of income and possible conflicts of interest or face loss in federal funding for certain programs, including transportation funds	Referred to House T&I; Energy and Commerce; Education and the Workforce; Financial Services; Homeland Security; Judiciary; Ways and Means
H.R. 556	BLUE Act of 2017	Rep. Lance, Leonard (R-NJ-7)	3 Cosponsors; 1 D, 2 R	Requires the Administrator of the Federal Highway Administration to make an exception to the Manual on Uniform Traffic Control Devices to allow for certain colored markings between longitudinal parallel lines for celebratory or ceremonial purposes	Referred House T&I
H.R. 721	BRACE Act	Rep. Jenkins, Lynn (R-KS-2)	171 Cosponsors; 72 D, 99 R	Makes permanent the tax credit for railroad truck maintenance and would apply to expenditures paid or incurred after December 31, 2016.	Referred to House Ways & Means
H.R. 736	Black Box Privacy Protection Act	Rep. Capuano, Michael E. (D-MA-7)	0 Cosponsors	Requires manufacturers of new automobiles to disclose on the information label affixed to the window of the automobile (1) the presence and location of an event data recorder, (2) the type of information recorded and how it is recorded, and (3) that the recording may be used in a law enforcement proceeding. It would apply to any device that records information such as vehicle speed, seatbelt use, application of brakes, or other information pertinent to the operation of the vehicle. Prohibits the manufacture, sale, or import into the US of an automobile model year 2016 or later that is equipped with an event data recorder unless the consumer can control the recording of information and establishes penalties for violators. Any data recorded would be considered the property of the owner of the vehicle.	Referred to House Energy and Commerce

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 765	Increase Transportation Alternatives Investment Act of 2017	Rep. Velazquez, Nydia M. (D-NY-7)	5 Cosponsors; 5 D, 0 R	Creates a surface transportation block grant program to support transportation alternatives in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities. Requires the Secretary of Transportation within 1 year of enactment of this act to award grants under the program. Eligible entities include state and local governments, MPOs, and RPOs. Eligible activities include TDM programs including support for TMAs, carpool or telecommuting projects, and planning, design, acquisition of rights-of-way, construction, improvement and management of streets, pathways, and public transportation facilities to facilitate expanded bicycle and pedestrian mobility and access	Referred to House T&I
H.R. 824	No Transportation Funds for Sanctuary Cities Act	Rep. Smith, Jason (R-MO-8)	5 Cosponsors; 0 D, 5 R	Prohibits any grant funding made available under Chapter 1 of Title 23 or provided through the TIGER program, or any subsequent appropriation act from being obligated to any project located in whole or in part in a sanctuary jurisdiction. Defines sanctuary jurisdiction as an state or political subdivision of a state that has a statute, ordinance, policy, or practice that prohibits or restricts any government entity or official from (1) sending, receiving, maintaining or exchanging with any Federal, state, or local government entity citizenship or immigration status of any individual, or (2) complying with any DHS detainer ordering that the government entity or official temporarily hold an alien in custody, transport the alien for transfer to federal custody, or notify DHS about the release of an alien.	Referred to House T&I
H.R. 891	Federal Transit Modernization Act of 2017	Rep. Meadows, Mark (R-NC-11)	3 Cosponsor; 3 R, 0 D	Repeals labor standard requirements that condition financial assistance for public transportation projects upon employee protective arrangements approved by the Secretary of Labor. Repeals the prevailing wage requirement, which requires the Secretary of Transportation to ensure that laborers and mechanics employed by contractors and subcontractors in construction work are paid wages not less than those prevailing on similar construction in the locality. Repeals employee protective arrangements, including provisions for the preservation of rights under existing collective bargaining agreements, the continuation of collective bargaining rights, paid training or retraining programs, and more.	Referred to House T&I

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 904	Buy American Improvement Act of 2017	Rep. Lipinski, Daniel (D-IL-3)	21 Cosponsors; 18 D, 3 R	Increases requirements for american-made content. For surface transportation projects required to use steel, iron and manufactured goods produced in the US, provides an exception that applies when procuring rolling stock and the cost of components and subcomponents produced in the US is more than 60% of the cost of all components of rolling stock and final assembly of the rolling stock has occurred in the US. Requires the Secretary of Transportation within 1 year of enactment of the act to review regulations to determine whether manufactured products other than those containing steel and iron should be considered for domestic content preferences. Modifies Buy America provisions for Amtrak. Before Amtrak can apply an exception to Buy America provisions, it must enter into an arrangement with the National Institute of Standards and Technology to conduct a supplier scouting process for domestic suppliers that can provide the materials or supplies for which an exemption is being sought. Amtrak must submit this report and the exemption application to the Secretary, who will consider the results of the supplier scouting process before making a decision on the application. If the Secretary decides to grant the exemption, the Secretary shall publish a summary of the scouting report and reasons for the decision in the Federal Register. Additional Buy America provisions are also applied to projects financed with passenger facility charges and to existing rail loan and loan guarantee requirements.	Referred to House Oversight & Government Reform; Financial Services; T&I; Energy and Commerce; Agriculture; Natural Resources; Homeland Security
H.R. 932	MOVE Act	Rep. Ellison, Keith (D-MN-5)	7 Cosponsors; 7 D; 0 R	Directs DOT to issue regulations necessary to establish performance measures relating to multimodal connectivity and accessibility for states and MPOs to use to assess roadways, public transportation infrastructure, pedestrian and bikeway infrastructure, and other transportation infrastructure. Performance measures must include ones to assess specified transportation accessibility factors with respect to the general population as well as disadvantaged populations (low-income or minority populations and people with disabilities). MPOs must coordinate selection of multimodal transportation accessibility targets with relevant state and public transportation providers to ensure consistency with the performance measures established by DOT.	Referred to House T&I
H.R. 966	TIGER CUBS Act	Rep. Larsen, Rick (D-WA-2)	8 Cosponsors; 8 D, 0 R	Provides supplemental appropriations for FY2017 for the TIGER grant program. Provides \$500 million available until September 2019. Requires that at least \$100 million of this amount go to projects in cities with populations between 10,000 and 50,000. The minimum grant for these small cities will be \$2 million and the federal share of costs may be over 80%.	Referred to House Budget; Appropriations
H.R. 988	To provide for a study by the Transportation Research Board of the National Academies on the impact of diverting certain freight rail traffic to avoid urban areas, and for other purposes	Rep. Ellison, Keith (D-MN-5)	0 Cosponsors	Requires that within 3 months of the enactment of this act the Secretary of Transportation make arrangements with TRB for a study on the cost and impact of rerouting freight rail traffic containing hazardous materials to avoid transportation of such materials through urban areas. The Board shall share a report on the results of the study with Congress no later than 21 months after the date of enactment of the act. Authorizes \$850,000 to carry this out.	Referred to House T&I

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 1028	Commute Less Act of 2017	Rep. Sires, Albio (D-NJ-8)	0 Cosponsors	Defines employer-based commuter program and transportation management organization. Requires MPO transportation plans to include employer outreach activities and strategies. Clarifies that MPOs should include representatives of employers, employer-based commuter programs, and transportation management organizations as interested parties who should have a reasonable opportunity to comment on the transportation plan. Requires the MPO TIP to include projects identified in a relevant commuter trip reduction plan. Requires greater MPO coordination with employers, including the establishment of employer advisory councils that develop commuter trip reduction plans. Authorizes the Secretary to make a grant to a national non-profit organization engaged in efforts relating to employer-based commuter programs, or another entity to establish an information clearinghouse, develop an education program, and provide technical assistance relating to employer-based commuter programs. Requires recipients of federal funds for a project with an estimated total cost of \$75 million or more that will reduce traffic flow for more than 120 days to prepare a congestion mitigation plan for the duration of project construction. This plan shall be made available for review at the request of the Secretary. Requires the Secretary to develop and implement a plan to expand and promote employer-based commuter programs and submit a report on the implementation and impact of the plan to Congress no later than 2 years after the date of enactment. Also requires the Secretary to submit a report to Congress within 1 year on recommendations for better integrating employer-based commuter programs into emergency planning, preparedness, and response activities.	Referred to House T&I
H.R. 1093	To require the Federal Railroad Administration and the Federal Transit Authority to provide appropriate Congressional notice of safety audits conducted with respect to railroads and rail transit agencies	Rep. Sires, Albio (D-NJ-8)	2 Cosponsor; 2 D, 0 R	Requires the Federal Railroad Administration and Federal Transit Administration to notify the relevant congressional committees and congressional member 10 days after they have begun a safety audit of a railroad or rail transit agency. Further requires both agencies to provide a report 90 days after the audit is complete summarizing the audits results.	Referred to House T&I
H.R. 1144	To impose a tax on certain trading transactions to invest in our families and communities, improve our infrastructure and our environment, strengthen our financial security, expand opportunity and reduce market volatility	Rep. Ellison, Keith (D-MN-5)	20 Cosponsors; 20 D, 0 R	Imposes a .5%, .10% or .0005% tax on certain securities trades to, among five listed priorities, "(invest) in transportation including public mass transit and an infrastructure bank that promotes environmentally responsible domestic manufacturing and construction industries. Does not specify what exact amount, programs or types of public mass transit should be funded with the proceeds	Referred to House Ways & Means
H.R. 1266	Vision Zero Act of 2017	Rep. Blumenauer Earl (D-OR-3)	1 Cosponsor; 0 D, 1 R	This bill authorizes the Department 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 a specified timeframe, not to exceed 20 years. The Department may award grants to up to five entities serving such jurisdictions, with at least 25% of grant funds going to entities that serve a jurisdiction with a population of under 200,000. The federal share of projects costs shall not exceed 80%.	Referred to the House Committee on Transportation and Infrastructure.
H.R. 1305	American Community Survey Act	Rep. Poe Ted (R-TX-2)	8 Cosponsors; 0 D, 8 R	This bill makes participation in the American Community Survey voluntary, except with respect to certain basic questions like name, address, date of response, and number of people living at an address.	Referred to House Committee on Oversight and Government Reform

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 1346	To repeal the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform	Rep. Lapinski, Dan (D-IL-3)	29 Cosponsors; 14 D, 15 R	Repeals the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform" (81 Fed. Reg. 93448) on December 20, 2016	Reported out of the House Committee on Transportation and Infrastructure by voice vote.
H.R. 1458	Raise And Index to Sustainably and Efficiently Invest in Transportation Act of 2017	Rep. Blumenauer Earl (D-OR-3)	23 Cosponsors; 23 D, 0 R	The bill would raise federal gas and diesel taxes 15 cents over three years (2017-2019) and index the taxes thereafter to inflation	Referred to the House Committee on Ways and Means
H.R. 1501	Small Community Transit Improvement Act of 2017	Rep. Davis, Rodney (R-IL-13)	5 Cosponsors; 3 D, 2 R	Requires 3 percent of formula grants under Title 49 to go to urbanized areas with populations of less than 200,000	Referred to the House Committee on Transportation and Infrastructure.
H.R.1568	To enhance interstate commerce by creating a national hiring standard for motor carriers, and for other purposes.	Rep. Duncan Jr., John (R-TN-2)	5 Cosponsors; 0 D, 5 R	Sets national standards for shippers and third parties contracting or hiring trucking companies, requiring them to check a carrier's federal safety rating, registration and insurance coverage before tendering freight	Referred to the House Committee on Transportation and Infrastructure.
H.R. 1571	To provide first responders with planning, training, and equipment capabilities for crude oil-by-rail and ethanol-by-rail derailment and incident response, and for other purposes	Rep. Herrera Butler, Jamie (R-WA-3)	1 Cosponsors; 1 D, 0 R	Requires the Director of FEMA when awarding federal fire prevention grants to "give high priority consideration to grants providing for planning, training, and equipment to firefighters for crude oil-by-rail and ethanol-by-rail derailment and incident response."	Referred to the House Committee on Science, Space and Technology
H.R. 1623	To repeal the Advanced Technology Vehicles Manufacturing Incentive Program	Rep. Russell, Steve (R-OK-5)	2 Cosponsors; 0 D, 2 R	Repeals the Advanced Technology Vehicles Manufacturing Incentive Program	Referred to the House Committee on Energy and Commerce
H.R. 1664	Investing in America: A Penny for Progress Act	Rep. Defazio, Peter (D-OR-4)	23 Cosponsors; 22 D, 1 R	Provides approximately \$500 billion in infrastructure investment to improve the conditions of our Nation's highways, bridges, and public transit systems, address the current state-of-good-repair backlog, and meet future highway and transit needs through fiscal year (FY) 2030. To finance the additional investment, the bill authorizes the U.S. Department of Treasury to issue 30-year Invest in America Bonds annually, through 2030. Each bond will be repaid at the end of its 30-year term, using revenues from indexing the gasoline and diesel user fee beginning in 2017.	Referred to the House Ways and Means Committee and the House Committee on Transportation and Infrastructure

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 1669	Partnership to Build America Act of 2017	Rep. Delaney, John (D-MD-6)	23 Cosponsors; 20 D, 3 R	<p>The Partnership to Build America Act creates the American Infrastructure Fund (AIF) to provide financing to state and local governments for new infrastructure.</p> <p>Transportation, energy, communications, water and education projects are eligible to receive AIF financing. Local governments would apply directly to the AIF for support.</p> <p>To encourage public-private partnerships 35% of AIF supported projects must have at least 10% of their financing be private debt or equity.</p> <p>The AIF will be capitalized by \$50 billion in infrastructure bond sales and leveraged at a 15:1 ratio to provide up to \$750 billion in loans or guarantees.</p> <p>Rather than using appropriated funds out of the federal budget to establish the American Infrastructure Fund, the Partnership to Build America Act uses a bond sale.</p> <p>AIF bonds would have a 50-year term, pay a 1% fixed rate return and would not be guaranteed by the U.S. government. These bonds are not intended to be a good investment on their own and are transferable after purchase.</p> <p>To incentivize companies to purchase these bonds, U.S. companies would be allowed to repatriate a certain amount of their overseas earnings tax free for every \$1.00 they invest in the bonds. This multiplier will be set by a “reverse Dutch auction” – which allows the market to set the rate, ensuring that enough funds are raised.</p>	Referred to the House Ways and Means Committee and the House Committee on Transportation and Infrastructure
H.R. 1670	Infrastructure 2.0 Act	Rep. Delaney, John (D-MD-6)	20 Cosponsors; 18 D, 2 R	<p>Under the Infrastructure 2.0 Act, existing overseas profits accumulated by U.S. multi-national corporations would be subject to a mandatory, one-time 8.75% tax, replacing deferral option and current rate of 35%.</p> <p>\$120 billion to the Highway Trust Fund, enough to meet funding gap at increased levels for six years.</p> <p>\$50 billion to capitalize the American Infrastructure Fund (AIF)</p> <p>\$25 million pilot program to create regional infrastructure accelerators, similar to the West Coast Infrastructure Exchange</p> <p>The legislation also establishes a bipartisan and bicameral commission that is tasked with developing a solution for permanent solvency of the Highway Trust Fund.</p> <p>The Infrastructure 2.0 Act creates an eighteen-month deadline for international tax reform</p>	Referred to the House Ways and Means Committee, the House Committee on Transportation and Infrastructure and the House Committee on Rules
H.R. 1675	National Landslide Preparedness Act	Rep. DelBene, Suzanne (D-WA-1)	8 Cosponsors; 8 D, 0 R	<p>The legislation would establish a National Landslide Hazards Reduction Program through the U.S. Geological Survey (USGS) to better identify and understand landslide risks, protect communities, save lives and property, and help improve emergency preparedness.</p> <p>In addition, the bill would also direct the USGS to implement a 3D Elevation Program to update and coordinate the collection of elevation data across the country, using enhanced, high-resolution data. Enhanced elevation data are critical for numerous reasons—to help communities plan for and respond to natural hazards; to update the nation's topographical maps; and to inform a myriad of uses including public safety, national security, planning, infrastructure, transportation, agriculture and natural resource management.</p>	Referred to the House Committee on Space, Science and Technology

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 1691	Earthquake Mitigation Incentive and Tax Parity Act of 2017	Rep. Thompson, Mike (D-CA-5)	3 Cosponsors; 2 D, 1 R	This bill amends the Internal Revenue Code to exclude from gross income any amount received as a qualified earthquake mitigation payment. A qualified earthquake mitigation payment is any amount received by a residential property owner or occupant under an earthquake loss mitigation program established by a state (including an agency, instrumentality, or political subdivision of the state) or by a state with a tax-exempt organization or public instrumentality of the state.	Referred to the House Ways and Means Committee
H.R. 1747	Brownfields Authorization Increase Act of 2017	Rep. Pallone, Frank (D-NJ-6)	1 Cosponsor; 1 D, 0 R	Reauthorizes the EPA Brownfields program. The Brownfields Authorization Increase Act includes increased funding levels and more flexibility in what organizations are eligible for the funds. The bill increases overall EPA funding for brownfields grants, beginning with \$350 million in 2018 and increasing by \$50 million annually to a total of \$600 million in 2023 and beyond.	Referred to the House Energy and Commerce Committee and the House Committee on Transportation and Infrastructure
H.R. 1758	Brownfields Reauthorization Act of 2017	Rep. Esty, Elizabeth (D-CT-5)	3 Cosponsors; 2 D, 1 R	The Brownfields Reauthorization Act of 2017 reauthorizes the program's grant authority at \$250 million annually through 2022. The bill expands eligibility for brownfields grants to certain nonprofits and community development groups, including governments that acquired brownfields prior to the program's creation in 2002. It also authorizes new multi-purpose grants to streamline the process and create greater certainty of long-term financing for multifaceted projects.	Referred to the House Energy and Commerce Committee and the House Committee on Transportation and Infrastructure
H.R. 1859	To amend the Intermodal Surface Transportation Efficiency Act of 1991 to designate a portion of United States Route 15 in Pennsylvania as part of the Interstate System, and for other purposes.	Rep. Marino, Tom (R-PA-10)	0 Cosponsors	Includes United States Route 15 in Pennsylvania from its intersection with Interstate Route 180 to the New York border as a high priority corridor on the National Highway System.	Referred to the House Committee on Transportation and Infrastructure.
H.R. 1952	Better DRIVE Act	Rep. O'Rourke, Beto (D-TX-15)	9 Cosponsors; 6 D, 3 R	Repeals an existing law reducing highway funding for states if they did not automatically suspend drivers licenses of anyone convicted of a drug offense	Referred to the House Ways and Means Committee, the House Committee on Transportation and Infrastructure and the House Committee on Budget
H.R. 2029	SIGN Act	Rep. Johnson, Sam (R-TX-3)	23 Cosponsors; 4 D, 19 R	Requires that not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Highway Administration shall issue a final rule that approves the use of Clearview font on positive contrast legends on guide signs. Such rule shall also be reflected in the Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD	Referred to the House Committee on Transportation and Infrastructure.
H.R. 2129	Climate Change Adapt America Fund Act of 2017	Rep. Deutch, Ted (D-FL-22)	0 Cosponsors	Establishes the Climate Change Advisory Commission to develop recommendations, frameworks, and guidelines for projects to respond to the impacts of climate change. Establishes a "Adapt America Fund" to fund climate change adaption infrastructure projects, including transportation infrastructure and authorizes appropriations of \$200 million annually for the fund.	Referred to the House Energy and Commerce, Transportation and Infrastructure and Ways and Means Committees
H.R. 2160	Best to Use Safety Belts Act of 2017	Rep. Crist, Charlie (D-FL-13)	0 Cosponsors	Bans the sale of schoolbuses that are not equipped with a seat belt that includes both lap and shoulder belts for each intended passenger. Requires the Secretary of Transportation to establish a program to provide school buses with seat belts and other safety features and authorizes \$3 million dollars for the program	Referred to the House Energy and Commerce, Transportation and Infrastructure and Education and Workforce Committees

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 2223	Community Protection and Preparedness Act of 2017	Rep. Defazio, Peter (D-OR-4)	5 Cosponsors; 4 D, 1 R	Establishes a rail spill preparedness fund and funds the rail spill fund by placing a \$1,500 tax on DOT-111 railcars that do not meet the DOT-117 rail car safety standards and allows the funds to be used for "the payment of removal and remediation costs and other costs, expenses, claims, and damages related to an accident or incident involving the transportation of Class 3 flammable liquids by rail."	Referred to the House Committee on Transportation and Infrastructure.
H.R. 2241	Commuter Access Reform Act	Rep. Holding, George (R-NC-2)	1 Cosponsors; Patrick Meehan (R-PA-7)	Treats qualified alternative commuter programs as an excludable qualified transportation fringe benefit for tax purposes. Defines alternative commuter program as transportation in a commuter vehicle provided by a transportation network company if such transportation—“(I) is designed to provide prearranged rides to passengers who consent to share the ride in whole or in part, and “(II) such transportation is between the employee’s residence, place of employment, or a mass transit facility, including any portion of the distance between an employee’s residence, place of employment, or mass transit	Referred to the House Committee on Ways and Means
H.R. 2253	Clean Vehicles Incentive Act of 2017	Rep. Serrano, Jose (D-NY-15)	0 Cosponsors	Provides a business credit relating to the use of clean-fuel and fuel efficient vehicles by businesses within areas designated as nonattainment areas under the Clean Air Act. The clean-fuel property credit is the sum of “(A) qualified vehicle property costs, plus “(B) qualified refueling property costs. Defines "qualified vehicle property costs" as the amount paid or incurred by the eligible business for qualified clean-fuel vehicle property which is placed in service during the taxable year by the eligible business and substantially all of the use of which is in a nonattainment area. Limits the cost of the credit to “(i) \$8,000, in the case of a motor vehicle with a gross vehicle weight rating of not more than 8,500 pounds, “(ii) \$20,000, in the case of a motor vehicle with a gross vehicle weight rating of more than 8,500 pounds but not more than 14,000 pounds,“(iii) \$40,000, in the case of a motor vehicle with a gross vehicle weight rating of more than 14,000 pounds but not more than 26,000 pounds, and “(iv) \$80,000, in the case of a motor vehicle with a gross vehicle weight rating of more than 26,000 pounds.	Referred to the House Committee on Ways and Means
H.R. 2329	Nation Building Here at Home Act of 2017	Rep. Higgins, Brian (D-NY-26)	0 Cosponsors	Directs the Secretary of Transportation to establish a transformational infrastructure competitive grant program. Allows the following entities to apply for a grant (1) A State government, (2) A local government. 3) A transit agency and (4) A port authority. Eligible projects must significantly impact a metropolitan area, a region, or all of the United States as determined by the Secretary. Eligible projects include 1) a highway or bridge project eligible under title 23, United States Code, including interstate rehabilitation, improvements to the rural collector road system, the reconstruction of overpasses and interchanges, bridge replacements, bridge painting, seismic retrofit projects for bridges, and road realignments; 2) a public transportation project eligible under chapter 53 of title 49, United States Code, including investment in a project participating in the New Starts or Small Starts programs that will expedite the completion of that project and its entry into revenue service; 3) a passenger or freight rail transportation project; 4) a port infrastructure investment, including a project that connects ports to other modes of transportation and improves the efficiency of freight movement; 5) an aviation infrastructure project; 6) a water infrastructure project.	Referred to the House Committee on Transportation and Infrastructure.

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 2347	Regional Infrastructure Accelerator Act of 2017	Rep. Torres, Norma (D-CA-35)	2 Cosponsors; 2 D, 0 R	Directs the Secretary of the Treasury to establish a regional infrastructure accelerator (RIA) program to facilitate investments in and the financing of certain infrastructure projects. Lays out requirements for composition of regional accelerators, approval of RIA investment plants and eligible projects for investment. Authorizes \$11-13 million annual for regional accelerator grants.	Referred to the House Committee on Transportation and Infrastructure.
H.R. 2348	American Infrastructure Opportunity Bonds Act	Rep. Torres, Norma (D-CA-35)	0 Cosponsors	Requires the Secretary of the Treasury to issue American Infrastructure Opportunity Bonds when the real rate equals zero percent or less and deposit the proceeds from such bonds into the Highway Trust Fund and the Mass Transit Fund. The bonds shall equal a face value of \$20 billion	Referred to the House Committee on Ways and Means.
H.R. 2381	Autocycle Safety Act	Rep. Moolenaar, John (R-MI-4)	3 Cosponsors; 1 D, 2 R	Prescribes safety standards for autocycles and related equipment. Defines autocycle' as a motorcycle with 3 wheels in contact with the ground, front-wheel drive, a fully enclosed occupant compartment, and a steering wheel	Referred to the House Committee on Energy and Commerce
H.R. 2391	Highway Restoration Act of 2017	Rep. Sanford, Mark (R-SC-1)	2 Cosponsors; 2 R	This bill amends the Internal Revenue Code to provide for a phaseout of the Mass Transit Account by the end of FY2021. Beginning in FY2022, no funds would be transferred to the account from the Highway Trust Fund	Referred to the House Committee on Ways and Means.
H.R. 2460	To amend chapter 301 of title 49, United States Code, to improve access to motor vehicle information, and for other purposes	Rep. Kinzinger, Adam (R-IL-16)	2 Cosponsors; 2 R	The Secretary of Transportation may require that each manufacturer of a motor vehicle provide the following information, with regard to a specific vehicle identification number: “(1) Each original equipment manufacturer (OEM) part name included within such vehicle, a description of each such part, each part number (including any superceded and successor OEM part number), any other part identification number (such as a serial number) and distinguishing marking of each such part, and the software of each such part (if applicable). Each manufacturer of a motor vehicle shall provide access to the information described under subsection (a), in a standardized format, through a website to the owner of the motor vehicle and any potential purchaser of the motor vehicle (and to any designated agent of any such owner or potential purchaser). The website shall also be searchable electronically with batch access to the information described under subsection (a), in a standardized format	Referred to the House Committee on Energy and Commerce
H.R. 2462	Strengthen And Fortify Existing Bridges Act of 2017	Rep. Langevin, James (D-RI-2)	0 Cosponsors	Requires the Secretary of Transportation to establish a program to assist States to rehabilitate or replace structurally deficient bridges. Authorizes \$2.75 billion per year through 2020 for the program	Referred to the House Committee on Transportation and Infrastructure.

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 2479	The Leading Infrastructure For Tomorrow's America (LIFT America) Act	Rep. Pallone, Frank (D-NJ-6)	22 Cosponsors; 22 D, 0 R	<p>The LIFT America Act includes investments in several key infrastructure areas including:</p> <ul style="list-style-type: none"> · \$40 billion for the deployment of secure and resilient broadband to expand access for communities nationwide while promoting security by design; · \$22.56 billion for drinking water infrastructure to protect public health and create jobs, including increased investment in drinking water State Revolving Funds and additional funding to replace lead service lines, address lead in school drinking water, and prepare for the impacts of climate change; · Over \$17 billion for energy infrastructure, including \$4 billion for modern, secure, efficient, and resilient electric grid infrastructure, \$9 billion for resilient and renewable energy supply including methane pipeline replacement, and more than \$4 billion for energy efficiency efforts and smart communities; · More than \$3 billion for healthcare infrastructure, to revive the successful Hill-Burton hospital infrastructure program, fund medical facilities in Indian Country, support state labs on the frontlines of fighting Zika and other infectious diseases, and expand community based health care facilities; · \$2.7 billion for Brownfields redevelopment to revitalize communities and create jobs by returning valuable land to productive use; 	Referred to the House Committees on Energy and Commerce; Science, Space, and Technology; Transportation and Infrastructure; Ways and Means; and Natural Resources
H.R. 2529	The National Interchange/Intersection Safety Construction Program (NIISCP) Act	Rep. Emmer, Tom (R-MN-6)	0 Cosponsors	<p>The National Interchange/Intersection Safety Construction Program Act (NIISCP) would establish a national program which will prioritize a portion of federal highway funds for interchange and intersection development every year and allow projects to compete for those funds on a project-by-project basis. Any current or proposed interchange or intersection project on the federal highway system would be eligible to apply for this funding, and projects must be supported by local entities, such as states, cities or counties. Projects also must be selected on a competitive basis. NIISCP dedicates \$250 million/year in existing funding to these transportation improvements. No state shall receive more than 5% or less than 1% of the authorized funding in any one federal fiscal year.</p>	Referred to House Committee on Transportation and Infrastructure
H.R. 2559	Bike to Work Act	Rep. Crowley, Joseph (D-NY-14)	1 Cosponsor; Erik Paulson (R-MN-3)	The bill would amend the Internal Revenue Code to allow workers to use their pre-tax commuter benefits for bike share programs	Referred to the House Committee on Ways and Means

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 21	Regulations from the Executive in Need of Scrutiny (REINS) Act of 2017	Sen. Paul, Rand (R-KY)	35 Cosponsors; 0 D, 35 R	Requires a joint resolution of approval to be enacted by Congress within 70 session days or legislative days after an agency proposing a major rule submits its report on such rule to Congress in order for the rule to take effect. Defines a "major rule" as any rule that the Office of Information and Regulatory Affairs of the Office of Management and Budget finds results in: (1) an annual effect on the economy of \$100 million or more; (2) a major increase in costs or prices for consumers, individual industries, government agencies, or geographic regions; or (3) significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises.	Senate Homeland Security and Government Affairs ordered bill favorably on May 17th
S. 34	Midnight Rules Relief Act of 2017	Sen. Johnson, Ron (R-WI)	5 Cosponsors; 0 D, 5 R	Amends the Congressional Review Act to allow Congress to consider a joint resolution to disapprove multiple regulations that federal agencies have submitted for congressional review within the last 60 legislative days of a session of Congress during the final year of a President's term. Congress may disapprove a group of such regulations together (i.e., "en bloc") instead of the current procedure of considering only one regulation at a time.	Senate Homeland Security and Government Affairs ordered bill favorably on May 17th
S. 56	Red Tape Act of 2017	Sen. Sullivan, Dan (R-AK)	17 Cosponsors; 0 D, 17 R	Requires each agency to repeal or amend 2 or more rules before issuing or amending a rule	Referred to the Senate Homeland Security and Government Affairs
S. 78	Modernizing Government Travel Act	Sen. Lee, Mike (R-UT)	5 Cosponsors; 2 D, 3 R	Allows Federal employees to be reimbursed for using services provided by transportation network companies (TNCs) for official business. Sets forth definition of transportation network companies.	Referred to the Senate Homeland Security and Government Affairs
S. 88	A bill to ensure appropriate spectrum planning and interagency coordination to support the Internet of Things	Sen. Fischer, Deb (R-NE)	3 Cosponsors; 2 D, 1 R	Creates a public/private working group to study and advise Congress on IoT policy issues.	Ordered reported favorably by the Senate Commerce, Science, and Technology on 1/24
S. 181	A bill to ensure that certain Federal public works and infrastructure projects use materials produced in the United States, and for other purposes	Sen. Brown, Sherrod (D-OH)	1 Cosponsor; Sen. Portman, Rob (R-OH)	Applies Buy America rules to all taxpayer-funded infrastructure and public works projects	Referred to the Senate Committee on Homeland Security and Government Affairs
S. 195	TIRE Act	Sen. Flake, Jeff (R-AZ)	0 Cosponsors	Repeals the prevailing rate of wage requirement for construction work on highway projects, including the requirement to consult with the Secretary of Labor to determine minimum wages to be paid to laborers. Applies to projects that start on or after the date of enactment of the act.	Referred to Senate Environment and Public Works Committee

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 263	Ozone Standards Implementation Act of 2017	Sen. Capito, Shelley Moore (R-WV)	5 Cosponsors; 1 D, 4 R	Delays implementation of the ozone NAAQS that were published in 2015, extending (1) the deadline for states to submit designations to implement the 2015 ozone NAAQS to October 26, 2024, (2) the deadline for the EPA to designate state areas as attainment, nonattainment, or unclassifiable areas to October 26, 2025. States must submit a SIP by October 26, 2026. The bill also increases the review cycle for criteria pollutant NAAQS from a 5-year review to a 10-year review cycle. Requires EPA to consult with its scientific advisory committee before revising NAAQS.	Referred to Senate Environment and Public Works Committee
S. 271	Build USA Infrastructure Act	Sen. Fischer, Deb (R-NE)	0 Cosponsors	During the 5-year period beginning October 1, 2020 the first \$21.4 billion in revenues collected by US Customs and Border Protection during each fiscal year shall be deposited into the Highway Trust Fund. Allows a state to enter into a remittance agreement with FHWA for a period of 3 years or longer, under which the state agrees to use the funds received from FHWA to carry out a core infrastructure project. Authorizes the Administrator to issue regulations to carry this out.	Referred to Senate Homeland Security and Government Affairs
S. 407	A bill to amend the Internal Revenue Code of 1986 to permanently extend the railroad track maintenance credit.	Sen. Crapo, Mike (R-ID)	42 Cosponsors; 25 D, 17 R	Amends the Internal Revenue Code to make permanent the tax credit for railroad track maintenance (tax credit currently expired on January 1st 2017) and backdates the credit to apply the credit to all expenses incurred after December 31st 2016	Referred to Senate Finance Committee
S. 452	ORDEAL Act of 2017	Sen. Flake, Jeff (R-AZ)	4 Cosponsors; 0 D, 4 R	This bill does two things. First, it delays the enforcement and implementation of the final rule entitled 'National Ambient Air Quality Standards for Ozone' (80 Fed. Reg. 65292 (October 26, 2015)) until January 1, 2025. Second, it changes the timeframe for review of Ozone standards from every five years to every 10 years.	Read twice and referred to the Committee on Environment and Public Works
S. 453	Agency PAYGO for Greenhouse Gases Act	Sen. Flake, Jeff (R-AZ)	2 Cosponsors; 0 D, 2 R	Requires the Administrator of the Environmental Protection Agency to include in any proposed rule that limits greenhouse gas emissions and imposes increased costs on other Federal agencies an offset from funds available to the Administrator for all projected increased costs that the proposed rule would impose on other Federal agencies.	Referred to the Committee on Environment and Public Works
S. 454	Commonsense Legislative Exceptional Events Reforms Act of 2017	Sen. Flake, Jeff (R-AZ)	2 Cosponsors; 0 D, 2 R	<p>This bill amends the Clean Air Act to revise the requirements for regulations that govern the review and handling of air quality monitoring data influenced by exceptional events. The Environmental Protection Agency may exclude monitored exceedances of the National Ambient Air Quality Standards from consideration when designating an area as nonattainment, redesignating an area as nonattainment, or reclassifying an existing nonattainment area to a higher classification if a state demonstrates that an exceptional event caused the exceedances.</p> <p>The bill requires that the criteria used to determine if an exceptional event was demonstrated must be specific in order to minimize the discretion of the EPA in approving or disapproving the demonstration. The EPA must make a determination within 90 days after the submission of a petition by a state of an exceptional event demonstration. The demonstration is approved if the EPA does not make a determination by that deadline.</p>	Referred to the Committee on Environment and Public Works

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 468	Historic Routes Preservation Act	Sen. Flake, Jeff (R-AZ)	3 Cosponsors; 0 D, 3 R	This bill seeks to more efficiently resolve right of way disputes by allowing any state, county, political subdivision or agency of a state, company, or other person that asserts public acceptance of a right-of-way granted for the construction of highways over public lands to file a claim within a 25-year period. The bill sets forth a procedure for conclusively verifying, proving, and establishing the acceptance of such rights-of-way.	Referred to Senate Energy and Natural Resources Committee
S. 496	A bill to repeal the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform	Sen. Duckworth Tammy (D-IL)	3 Cosponsors; 1 D, 2 R	Repeals the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform" (81 Fed. Reg. 93448) on December 20, 2016	Became Public Law 115-33 on May 12th
S. 531	A bill to amend the Intermodal Surface Transportation Efficiency Act of 1991 to designate a portion of the Edward T. Breathitt Parkway as Interstate Route I-169.	Sen. Paul, Rand (R-KY)	0 Cosponsors	Amends the High Priority Corridor Program to add a portion of the Edward T. Breathitt (Pennyriple) Parkway and designates that portion as I-169	Referred to the Committee on Environment and Public Works
S. 604	Highway Rights-of-Way Permitting Efficiency Act of 2017	Sen. Hatch, Orrin (R-UT)	4 Cosponsors; 0 D, 4 R	This bill requires the Secretaries of Agriculture and Interior to jointly establish a program under which any State may offer, and the Secretaries shall agree, to enter into a memorandum of understanding with the Secretaries concerned to allow for the permitting of broadband within an operational right-of-way. Sets forth requirements for the memorandum of understanding. Additionally the bill requires the two Secretaries to not later than 180 days after the date of enactment of the Act, designate any project within an existing operational right-of-way as an action categorically excluded from the requirements relating to environmental assessments or environmental impact statements under certain sections of the U.S. Code (1508.4 of title 40, Code of Federal Regulations, and section 771.117(c) of title 23, Code of Federal Regulations).	Referred to the Committee on Environment and Public Works
S. 634	REG Act	Sen. Gardner, Cory (R-CO)	1 Cosponsor; Sen. Mike Lee (R-UT)	<p>This bill requires Congress, within 60 days after the debt limit is increased or suspended, to enact legislation eliminating rules that results in a reduction of the direct cost of federal regulation during a specified 10-fiscal-year period by at least 15% of the amount of such increase.</p> <p>If the debt limit is increased or suspended, each agency shall submit to the Senate, the House of Representatives, and the Government Accountability Office (GAO) a report identifying each major rule of the agency. The GAO shall subsequently submit a report evaluating whether agencies appropriately identified major rules.</p> <p>A "major rule" is defined as a rule that has or is likely to result in: (1) an annual effect on the economy of \$100 million or more; (2) a major increase in costs or prices for consumers, individual industries, government agencies, or geographic regions; or (3) significant adverse effects on competition, employment, investment, productivity, or innovation or on the ability of U.S.-based enterprises to compete with foreign-based enterprises in domestic and export markets.</p>	Referred to the Committee on Homeland Security and Governmental Affairs

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 645	Measuring the Economic Impact of Broadband Act of 2017	Sen. Klobuchar, Amy (D-MN)	6 Cosponsors; 2 D, 3 R, 1 I	Requires the Secretary of Commerce to conduct an assessment and analysis of the effects of broadband deployment and adoption on the economy of the United States	Referred to the Senate Committee on Commerce, Science and Transportation
S. 680	SPY Car Act of 2017	Sen. Markey, Edward (D-MA)	1 Cosponsor; Sen. Richard Blumenthal (D-CT)	<p>This bill directs the National Highway Traffic Safety Administration (NHTSA) to conduct a rulemaking to issue motor vehicle cybersecurity regulations that require motor vehicles manufactured for sale in the United States to protect against unauthorized access to: (1) electronic controls or driving data, including information about the vehicle's location, speed, owner, driver, or passengers; or (2) driving data collected by electronic systems built into a vehicle while that data is stored onboard the vehicle, in transit from the vehicle to another location, or subsequently stored or used off-board the vehicle. The regulations must require vehicles with accessible data or control signals to be capable of detecting, reporting, and stopping attempts to intercept such driving data or control the vehicle.</p> <p>NHTSA must also conduct a rulemaking to require the fuel economy labeling that manufacturers attach to motor vehicles to display a "cyber dashboard" with a standardized graphic to inform consumers about the extent to which the vehicle protects individuals' cybersecurity and privacy beyond the minimum requirements.</p>	Referred to the Senate Committee on Commerce, Science and Transportation
S. 698	National Landslide Preparedness Act	Sen. Cantwell, Maria (D-WA)	3 Cosponsor; 2 D, 1 R	<p>The legislation would establish a National Landslide Hazards Reduction Program through the U.S. Geological Survey (USGS) to better identify and understand landslide risks, protect communities, save lives and property, and help improve emergency preparedness.</p> <p>In addition, the bill would also direct the USGS to implement a 3D Elevation Program to update and coordinate the collection of elevation data across the country, using enhanced, high-resolution data. Enhanced elevation data are critical for numerous reasons—to help communities plan for and respond to natural hazards; to update the nation's topographical maps; and to inform a myriad of uses including public safety, national security, planning, infrastructure, transportation, agriculture and natural resource management."</p>	Referred to the Senate Committee on Commerce, Science and Transportation
S. 735	State, Tribal, and Local Species Transparency and Recovery Act	Sen. Enzi, Michael (R-WY)	3 Cosponsor; 0 D, 3 R	This bill amends the Endangered Species Act of 1973 to require the Department of the Interior or the Department of Commerce, as appropriate, to provide to affected states all data that is used as the basis of a determination on whether a species is an endangered species or a threatened species before making a determination.	Referred to the Senate Committee on Environment and Public Works

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 763	Surface and Maritime Transportation Security Act	Sen. Thune, John (R-SD)	7 Cosponsor; 4 D, 3 R	<p>1) Authorizes the use of computerized vetting systems for passenger rail at the request of Amtrak police and the Amtrak Board of Directors.</p> <p>2) Allows grant funding to be used to enhance passenger manifest data so that rail passengers can be identified in case of emergency.</p> <p>3) Mirroring the advisory committee for aviation established by the Aviation Security Stakeholder Participation Act of 2014, establishes a Surface Transportation Advisory Committee to provide stakeholders and the public with the opportunity to coordinate with the agency and comment on policy and pending regulations.</p> <p>4) Requires that TSA budget submissions clearly indicate which resources will be used for surface transportation security and which will be dedicated to aviation.</p> <p>5) Directs TSA to regularly update Congress on the status of surface transportation rulemakings.</p> <p>6) Requires the TSA administrator to conduct a risk analysis and implement a risk-based security model for surface transportation facilities.</p> <p>7) Mandates risk-based budgeting for surface transportation security focusing resources on current threats with annual reviews of program effectiveness.</p>	Reported favorably by the Senate Committee on Commerce, Science and Transportation on April 4th 2017
S. 822	Brownfields Utilization, Investment, and Local Development Act of 2017	Sen. Inhofe, James (R-OK)	4 Cosponsors; 2 D, 2 R	<p>1) Authorizes up to \$7,500 in technical assistance grants to eligible entities in small communities, Indian tribes, rural areas, and disadvantaged areas.</p> <p>2) Expands the eligibility for Brownfields grants for nonprofit organizations to include certain nonprofit organizations, limited liability corporations, limited partnerships, and community development entities.</p> <p>3) Increases the funding limit for remediation grants to \$500,000 for each site, with some exceptions for higher funding, and authorizes multi-purpose grants up to \$950,000, which provide greater certainty for long-term project financing.</p> <p>4) Allows certain government entities that do not qualify as a bona fide prospective purchaser to be eligible to receive grants so long as the government entity did not cause or contribute to a release or threatened release of a hazardous substance at the property.</p> <p>5) Allows eligible entities to use up to 8 percent of their Brownfields grant funding for administrative costs.</p> <p>6) Directs EPA in providing grants to give consideration to brownfield sites located adjacent to federally designated floodplains.</p> <p>7) Requires EPA to establish a program to provide grants of up to \$500,000 to eligible entities and to capitalize a revolving loan fund to locate clean energy projects at Brownfields sites.</p> <p>8) Reauthorizes the Brownfield program at the same authorized funding level (\$250 million per year) through fiscal year 2018.</p>	Referred to the Senate Committee on Environment and Public Works
S. 846	SAFE Bridges Act of 2017	Sen. Shaheen, Jeanne	4 Cosponsors; 4 D, 0 R	<p>This bill directs the Department of Transportation to establish a program to assist states to rehabilitate or replace bridges found to be structurally deficient, functionally obsolete, or fracture critical.</p> <p>States shall use apportioned program funds for projects to rehabilitate and replace such bridges.</p> <p>The federal share of project costs is 100%.</p>	Referred to the Senate Committee on Environment and Public Works

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 908	Make It In America Act	Sen. Stabenow, Debbie (D-MI)	2 Cosponsors; 2 D, 0 R	The Make It In America Act would make it harder to use Buy American waivers and require agencies to submit an annual report to Congress on the amount of taxpayer dollars spent on foreign made goods.	Referred to the Senate Committee on Homeland Security and Governmental Affairs
S. 922	Climate Change Adapt America Fund Act of 2017	Sen. Durbin, Dick (D-IL)	0 Cosponsors	Establishes the Climate Change Advisory Commission to develop recommendations, frameworks, and guidelines for projects to respond to the impacts of climate change. Establishes a "Adapt America Fund" to fund climate change adaption infrastructure projects, including transportation infrastructure and authorizes appropriations of \$200 million annually for the fund.	Referred to the Senate Committee on Finance
S. 935	Endangered Species Management Self-Determination Act	Sen. Paul, Rand (R-KY)	1 Cosponsor; 0 D, 1 R	Amends the Endangered Species Act of 1973 (ESA) to require the consent of the governor of a state in which a species is present for: (1) a determination of endangered or threatened species status by regulation, and (2) listing of the species as endangered or threatened by the Department of the Interior upon a determination by the Department of Commerce. Eliminates a rulemaking procedure involving the petitioning by an interested person for adding a species to, or removing a species from, the lists of endangered and threatened species. Establishes a process for exclusive state regulation of endangered or threatened species determined by a state governor to be present only within that state. Precludes judicial review of any such action. Subjects the following to the process of intrastate regulation: (1) issuance of species conservation regulations, (2) recovery plan implementation, (3) species recovery monitoring, and (4) establishment of agency guidelines.	Referred to the Senate Committee on Environment and Public Works
S. 951	Regulatory Accountability Act of 2017	Sen. Portman, Rob (R-OH)	4 Cosponsor; 2 D, 2 R	This bill amends the Administrative Procedure Act to revise requirements for federal agency rulemaking by requiring agencies, in making a rule, to consider: (1) the legal authority under which a rule may be proposed, including whether rulemaking is required by statute or is within the discretion of the agency; (2) the nature and significance of the problem the agency intends to address with a rule; (3) whether existing federal laws or rules have created or contributed to the problem; (4) reasonable alternatives for a new rule; and (5) for any major rule or high-impact rule (generally defined as rules having an annual cost to the economy of \$100 million or \$1 billion or more, respectively), the potential costs and benefits associated with potential alternative rules. The bill expands agency requirements for allowing opportunities for public comment and sets forth requirements for providing public hearings for high-impact and major rules and for petitioning for the issuance, amendment, or repeal of a rule. An agency must, in a rulemaking for a major rule or high-impact rule, adopt the least costly rule considered during the rulemaking that meets relevant statutory objectives. The bill revises the scope of judicial review to prohibit review of a determination of whether a rule is a major rule and to establish a substantial evidence standard for affirming agency rulemaking decisions.	Senate Homeland Security and Government Affairs ordered bill favorably on May 17th

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 971	Real EPA Impact Reviews Act	Sen. Thune, John (R-SD)	0 Cosponsors	This bill requires the Environmental Protection Agency (EPA), when promulgating any rule the cost of which is projected to be greater than \$1 million, to include in each of the regulatory impact analyses for the proposed and final rule at least one analysis that does not include: (1) any other proposed rule; or (2) any other rule that has been finalized by the EPA, but that has not been implemented.	Referred to the Senate Committee on Environment and Public Works
S. 1065	A bill to designate Union Station in Washington, DC, as "Harry S. Truman Union Station	Sen. McCaskill, Claire (D-MO)	1 Cosponsor; Sen. Roy Blunt (R-MO)	Designates Union Station in Washington D.C. as the "Harry S. Truman" Union Station	Referred to the Senate Committee on Environment and Public Works
S. 1104	Rural Wireless Access Act of 2017	Sen. Machin, Joe (D-WV)	6 Cosponsors; 3 D, 3 R	Direct the FCC to establish a methodology to: 1) Ensure that wireless coverage data is collected in a consistent and robust way 2) Improve the validity and reliability of wireless coverage data 3) Increase the efficiency of wireless coverage data collection	Referred to the Senate Committee on Commerce, Science and Transportation
S. 1140	Sunset the CRA and Restore American Protections Act of 2017	Sen. Booker, Cory (D-NJ)	1 Cosponsor; Sen. Tim Kaine (D-VA)	Repeals the Congressional Review Act	Referred to the Senate Committee on Homeland Security and Governmental Affairs
S. 1168	Building and Renewing Infrastructure for Development and Growth in Employment (BRIDGE) Act	Sen. Warner, Mark (D-VA)	8 Cosponsors; 4 D, 4 R	The BRIDGE Act would establish an independent, nonpartisan financing authority to complement existing U.S. infrastructure funding. The authority would provide loans and loan guarantees to help states and localities fund the most economically viable road, bridge, rail, port, water, sewer, and other significant infrastructure projects. The authority would receive initial seed funding of up to \$10 billion. Projects must be at least \$50 million, or \$10 million in rural areas, and be of national or regional significance to qualify. Geographic, infrastructure sector, and size considerations would be taken into account.	Referred to the Senate Committee on Finance