



SACOG Board of Directors

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Federal Advocacy Update

Attached is the final Federal Advocacy Update from Transportation for America, whose contract ended in June. Since the writing of the Transportation for America report, there are three policy updates discussed below.

Fiscal Year 2018 Appropriations

The House and Senate have been working on the fiscal year 2018 budget. While the new fiscal year starts in October, it is most likely that the current year budget will be extended via continuing resolution and that a full budget will be adopted sometime in calendar year 2018.

The House and Senate Appropriations Committees are not proposing cuts in transportation as deep as the Administration did when it rolled out its budget proposal in May, but the Congressional proposals nevertheless include significant cuts to programs that our region relies on.

The House Appropriations Committee, consistent with the past several budget years, has proposed eliminating the popular TIGER program, while the Senate Appropriations Committee, also consistent with recent precedent, has proposed funding the TIGER program. The table below highlights some of the key differences:

FY 18 Key Appropriations Proposals vs. FY 17 Budget

	House	Senate	FY 2017
Transit Capital Investment Grants	\$1.75 billion	\$2.13 billion	\$2.41 billion
Rail	\$1.4 billion	\$1.97 billion	\$1.85 billion
TIGER	\$0	\$550 million	\$500 million

Autonomous Vehicles

On July 19, the House Energy and Commerce Committee's Subcommittee on Digital Commerce and Consumer Protection held a hearing on autonomous vehicles legislation. While the It is promising to see federal activity in the fast-growing autonomous vehicles policy area, there are two major policy issues that are unresolved.

First, the connection to transportation policy and infrastructure planning is still missing. There have been no hearings on this proposal in the committees with jurisdiction over transportation. Second, safety regulation, by far the largest concern among consumers and policymakers at all levels of government, is still not adequately addressed. The proposed legislation continues

federal preemption without entirely addressing how the federal government will regulate safety. The proposed legislation limits the ability of states to regulate safety, and the enforcement of safety by the Department of Transportation is not clearly defined.

President Trump's Infrastructure Proposal

There has been much discussion about the President's proposal to spend \$1 trillion on infrastructure since last year's campaign. However, there has been little progress. Congress and the Administration have been consumed by other policy and political issues to date, and while there were early signs of potential bipartisan compromise, there does not seem to be interest from either the Administration or Congressional Democrats. Equally challenging to the political odds, conservative Republicans are cautious about additional federal spending.

Earlier this month, the Congressional Budget Office (CBO) analyzed the high-level proposal outlined by President Trump, to spend \$20 billion in federal funds annually over 10 years, with the hope of leveraging \$80 billion annually in private financing. The CBO disputes the characterization of this as \$20 billion in new funding, because the President's FY 2018 budget proposal would reduce appropriations for other accounts that provide funding for infrastructure, such as those for ground transportation and water resources. "Those reductions would largely offset the proposed increase in mandatory spending on infrastructure over the 2018-2027 period."

Attachment

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Monthly Report to SACOG June 29, 2017

CURRENT NEWS

Committees Holding FY2018 Appropriations Hearings

Following the release of the administration's fiscal year (FY) 2018 budget proposal last month, Congress has begun holding hearings with agency staff to discuss the impact of the budget proposal on individual agencies and programs. House Appropriators have also begun to move forward in drafting some of the 12 appropriations bills required for to keep all of the government operating in FY 2018, despite the lack of an agreement on top line funding levels. Those top line numbers, known as 302(a) allocations, are usually provided following the passage of a budget resolution, which Congress has not done this year. Some Democratic leaders, including House Minority Leader Nancy Pelosi (D-CA), have criticized efforts to moving forward with appropriations bills without any agreement on overall spending levels and how funding will be split among the 12 spending bills.

Congress must also consider the budget caps enforced through the Budget Control Act (BCA), which passed into law in 2011. House Republicans have been meeting to discuss the blueprint for a budget resolution, which reportedly calls for \$511 billion in non-defense funding (about \$5 billion below the BCA cap) and \$621.5 billion in defense spending (about \$72.5 billion above the BCA cap). House Speaker Paul Ryan has been reported as saying that any increases to the BCA spending levels will need to be offset with cuts to entitlement programs, which creates another obstacle for passing the budget. Appropriating above the BCA defense cap will require the approval of Democrats in the Senate.

Additionally, the Treasury Department is expected to run out of borrowing under the current statutory debt limit this fall. According to the Office of Management and Budget Director Mick Mulvaney, tax receipts are coming in slowly and the debt limit could be hit as early as September. Therefore a vote to raise the debt limit may need to occur before the August recess. In order to get the necessary Republican votes for this measure, leadership may have to agree to entitlement or discretionary spending cuts that could impact the FY2018 appropriations bills.

(See T4America's summary of the administration's FY 2018 budget [here](#) and blog post [here](#)).

House Appropriations Hearing With USDOT

On June 15, the House Appropriations Subcommittee on Transportation, Housing and Urban Development held a Department of Transportation Budget Hearing with USDOT Secretary Elaine Chao. Subcommittee Ranking Member David Price (D-NC) spoke out in support of the TIGER program, Amtrak's national passenger rail network, and the Federal Transit Administration's (FTA) Capital Investment Grants (CIG) program, which includes New Starts and Small Starts. Chairman Rodney Frelinghuysen (R-NJ) also voiced support for the Amtrak national network, noting that passenger rail is critical to the economy whether it is in the Northeast Corridor on the east coast, the west coast or

anywhere in between. He also expressed concern about the administration's proposal to cut funding for the CIG program.

In her opening statements, Secretary Chao recommended revisiting the TIGER program and using alternative funding approaches moving forward. In response to a question from Representative Pete Aguilar (D-CA) on why the budget proposed eliminating the TIGER program, Secretary Chao stated that the program was being used in an earmark-like way, because the funds for it are set aside. Representative Aguilar took issue with that characterization and questioned how setting aside funds for an infrastructure package would be any different.

Representative Price noted that USDOT has advanced some CIG projects, like in Pittsburgh, Phoenix, and New York, and asked if USDOT would continue to rate and review projects moving forward. Secretary Chao responded that the administration does not support the program and that FFGAs will not be signed for projects that were not provided with full funding in the FY 2017 appropriations bill.

Infrastructure Update

On June 12, more than half of the members of the House of Representatives sent a letter to the chairman and ranking member of the House Ways and Means Committee calling for a long-term funding solution for the Highway Trust Fund (HTF). Led by Transportation and Infrastructure Subcommittee on Highways and Transit Chairman Sam Graves (R-MO) and Ranking Member Eleanor Holmes Norton (D-DC), the letter asked for a long-term user-based revenue stream to be included in any major overhaul of tax laws. (See the full letter [here](#)).

In a June 23 transportation stakeholders meeting, House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) expressed support for pursuing an increase to the gas tax, which could be indexed to inflation. Both Chairman Shuster and Representative Rodney Davis (R-IL) also expressed support for incorporating and encouraging the concept of asset recycling into an infrastructure bill. Asset recycling refers to the selling or leasing of public infrastructure to non-federal entities and using the funds from the lease or sale to invest in new infrastructure. This strategy has been heartily endorsed by the Trump Administration, citing success by the Australian government in selling its electricity distribution network for \$16 billion and using those funds to build large road and rail projects

Existing programs like TIGER may be re-tooled to give preference to projects that secure funding through asset recycling.

USDOT Review of Policy, Guidance, and Regulation

On June 8, USDOT released a notice requesting input on its review of current transportation policy, guidance, and regulation. The notice invites stakeholders to identify non-statutory requirements at USDOT that should be removed or revised. (Federal notice is available [here](#)).

The deadline for comments is July 24, 2017.

USDOT Announces Revised FASTLANE Program

On June 29, USDOT released a Notice of Funding Opportunity (NOFO) for highway freight infrastructure investment. The program formerly known as FASTLANE has been rebranded as the

“Infrastructure for Rebuilding America” (INFRA) discretionary grant program and has new evaluation criteria. It also rolls together the funding available for FY2017 and FY2018 into this one competition

According to an early press release, the new criteria center around:

- contribution to national and regional economic vitality,
- potential for innovation in safety, environmental permitting and project delivery,
- leveraging non-federal funds, and
- performance and accountability in project delivery.

USDOT had originally sought applications for the old FASTLANE program in December of 2016. This new NOFO replaces that announcement and instructs applicants that submitted to the FASTLANE program to resubmit and address the new criteria to be considered.

The statutory requirement to award at least 25% of funding to rural projects is maintained. The NOFO will remain open for 120 days and makes \$1.5 billion available to projects. (See full NOFO [here](#)).

Self-Driving Vehicles Gain Momentum

On June 14, the Senate Commerce, Science and Transportation Committee held a hearing called “Paving the Way for Self Driving Vehicles.” Following the hearing, Senator Gary Peters (D-MI) mentioned that the Senate may propose automated vehicle legislation before the August recess. Earlier in February of this year, Senator Peters and Chairman of the Senate Commerce Committee, Senator John Thune (R-SD) announced a bi-partisan effort to advance self-driving vehicle legislation. Witnesses at the hearing included Mitch Bainwol, President of the Alliance of Automobile Manufacturers; Rob Csongor, Vice President at Nvidia Corp.; John Maddox, President of the American Center for Mobility; and Colleen Sheehey-Church, National President of Mothers Against Drunk Driving.

On June 27, the House Energy and Commerce Subcommittee on Digital Commerce and Consumer Protection held a hearing on Self-Driving Vehicle Legislation, with focused discussion around 14 draft bills on the topic. (Two bills were struck from the original list of 16. Text of each bill is available [here](#)). During the hearing, a split in concerns along partisan lines emerged.

One of the sticking points raised by members during the hearing centered on three proposed bills (EXEMPT, MORE, and ROAD) that expand exemptions to the Federal Motor Vehicle Safety Standard to speed the testing and deployment of automated vehicles. NHTSA currently has a process to allow for exemptions for testing vehicles. However, Subcommittee Ranking Member Janice Schakowsky (D-IL) noted that the draft legislation does not adequately distinguish between deployment and testing, which could lead to an increase in deployment of unsafe vehicles. In response to a question from Representative Gregg Harper (R-MS), David Strickland, Counsel to the Self Driving Coalition for Safer Streets, expressed that NHTSA may need additional data to determine guidance and regulations for self-driving vehicles and that the only way to get this data is through deployment. Later in the hearing, Mr. Alan Morrison from George Washington University Law School remarked that increasing exemptions would exacerbate the lack of resources problem at NHTSA. Others expressed concerns around safety and questioned if sufficient data could not be collected through testing, rather than deployment.

With regard to data, issues of cyber security and appropriate access also came up. Under the GUARD bill, automated vehicle crash test data would be considered proprietary and would be exempt from FOIA. In response to questions from Peter Welch (D-VT), Mr. Morrison expressed concern that, under

the draft legislation, all data would be exempt from public disclosure, which would inhibit the ability to ensure proper oversight and would reduce public confidence by degrading transparency.

Concerns were also expressed about the idea of removing state authority to create regulations on self-driving vehicles. Ranking Member Frank Pallone (D-NJ) noted that the current package of bills does not set a standard and questioned what might be at risk if states are prohibited the authority from regulating but NHTSA does not fill the vacuum by providing federal regulation. Mr. Will Wallace, Consumer Union, responded by noting that there are currently no federal standards for data and security for self-driving vehicles or standards to make sure that companies submit enough data for NHTSA to assess if a self-driving vehicle is safe or not. Mr. Wallace positioned that as long as standards are not in place at the federal level, states should have the ability to set regulations that protect their constituents. Mr. Morrison also raised that removing state authority in the absence of a supreme federal law could become a constitutional question.

Feature: Status of Appointments

On June 8, the Senate Commerce, Science and Transportation Committee held a nomination hearing for three candidates awaiting confirmation: Derek Kan, Under Secretary of Transportation for Policy nominee; David J. Redl, Assistant Secretary for Communications and Information nominee for the Department of Commerce; and Robert Sumwalt III, nominated for another 5-year term as Member of the National Surface Transportation Board (NTSB).

The hearing covered issues ranging from safety, funding for infrastructure projects, and new vehicle technology. Both Derek Kan and Robert Sumwalt III are expected to get committee approval and move forward.

On June 28, the Senate Commerce Committee held a nomination hearing for USDOT General Counsel nominee, Stephen Bradbury. His response to the questionnaire for nominees is available [here](#).

Name	Position	Status
Jeffrey A. Rosen	Deputy Secretary of Transportation	Confirmed.
Derek Kan	Undersecretary for Policy	Confirmation hearing held; Awaiting approval.
Christopher Hess	FRA Director of Government Affairs	Rumored.
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	Link to Bill
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	https://www.congress.gov/bill/115th-congress/house-bill/21?r=21
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	https://www.congress.gov/bill/115th-congress/house-bill/26?r=26
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)	11 Cosponsors; 9 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	https://www.congress.gov/bill/115th-congress/house-bill/52?r=52
H.R. 66	Route 66 Centennial Commission Act	Rep. Davis, Rodney (R-IL-13)	17 Cosponsors; 9 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	https://www.congress.gov/bill/115th-congress/house-bill/66?r=66
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	https://www.congress.gov/bill/115th-congress/house-bill/89?r=89
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	https://www.congress.gov/bill/115th-congress/house-bill/100/text?r=100
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	https://www.congress.gov/bill/115th-congress/house-bill/127?r=127
H.R. 233	Safe Freight Act of 2017	Rep. Young, Don (R-AK)	37 Cosponsors; 27 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	https://www.congress.gov/bill/115th-congress/house-bill/233?r=233
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	https://www.congress.gov/bill/115th-congress/house-bill/244/text?q=%7B%22search%22%3A%5B%22hr244%22%5D%22%7D&r=1
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	https://www.congress.gov/bill/115th-congress/house-bill/268?r=268
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 115-34 on May 16th 2017	https://www.congress.gov/bill/115th-congress/house-bill/274?r=274
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	https://www.congress.gov/bill/115th-congress/house-bill/336?r=336
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	https://www.congress.gov/bill/115th-congress/house-bill/481?r=481
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	https://www.congress.gov/bill/115th-congress/house-bill/547?r=547
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	https://www.congress.gov/bill/115th-congress/house-bill/549?r=549

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
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&E; Energy and Commerce; Education and the Workforce; Financial Services; Homeland Security; Judiciary; Ways and Means	https://www.congress.gov/bill/115th-congress/house-bill/554?r=554
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&E	https://www.congress.gov/bill/115th-congress/house-bill/556?r=556
H.R. 721	BRACE Act	Rep. Jenkins, Lynn (R-KS-2)	193 Cosponsors; 85 D, 118 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	https://www.congress.gov/bill/115th-congress/house-bill/721/text?r=493
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	https://www.congress.gov/bill/115th-congress/house-bill/736/text?r=478
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&E	https://www.congress.gov/bill/115th-congress/house-bill/765/text?r=449
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 a 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&E	https://www.congress.gov/bill/115th-congress/house-bill/824/text?r=390
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&E	https://www.congress.gov/bill/115th-congress/house-bill/891/text?r=323
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&E; Energy and Commerce; Agriculture; Natural Resources; Homeland Security	https://www.congress.gov/bill/115th-congress/house-bill/904/text?r=310

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
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	https://www.congress.gov/bill/115th-congress/house-bill/932?r=282
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	https://www.congress.gov/bill/115th-congress/house-bill/966/text?r=256
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	https://www.congress.gov/bill/115th-congress/house-bill/988/text?r=226
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	https://www.congress.gov/bill/115th-congress/house-bill/1028/text?r=186
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.	Reported out of the House Committee on Transportation and Infrastructure by voice vote on March 29th 2017.	https://www.congress.gov/bill/115th-congress/house-bill/1093/text?r=121
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)	21 Cosponsors; 21 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	https://www.congress.gov/bill/115th-congress/house-bill/1144/text?r=70
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.	https://www.congress.gov/bill/115th-congress/house-bill/1266?r=378
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	https://www.congress.gov/bill/115th-congress/house-bill/1305?q=%7B%22search%22%3A%5B%22H.R.+1305%22%5D%7D&r=1

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
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 (Senate Version was signed into Law).	https://www.congress.gov/bill/115th-congress/house-bill/1346?r=298
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	https://www.congress.gov/bill/115th-congress/house-bill/1458?r=186
H.R. 1501	Small Community Transit Improvement Act of 2017	Rep. Davis, Rodney (R-IL-13)	9 Cosponsors; 5 D, 4 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.	https://www.congress.gov/bill/115th-congress/house-bill/1501?r=143
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)	6 Cosponsors; 0 D, 6 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.	https://www.congress.gov/bill/115th-congress/house-bill/1568?r=76
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	https://www.congress.gov/bill/115th-congress/house-bill/1571?r=73
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	https://www.congress.gov/bill/115th-congress/house-bill/1623?r=21
H.R. 1664	Investing in America: A Penny for Progress Act	Rep. Defazio, Peter (D-OR-4)	24 Cosponsors; 23 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	https://www.congress.gov/bill/115th-congress/house-bill/1664?r=440
H.R. 1669	Partnership to Build America Act of 2017	Rep. Delaney, John (D-MD-6)	24 Cosponsors; 21 D, 5 R	The Partnership to Build America Act creates the American Infrastructure Fund (AIF) to provide financing to state and local governments for new infrastructure. Transportation, energy, communications, water and education projects are eligible to receive AIF financing. Local governments would apply directly to the AIF for support. To encourage public-private partnerships 35% of AIF supported projects must have at least 10% of their financing be private debt or equity. 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. 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. 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. 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.	Referred to the House Ways and Means Committee and the House Committee on Transportation and Infrastructure	https://www.congress.gov/bill/115th-congress/house-bill/1669?r=435
H.R. 1670	Infrastructure 2.0 Act	Rep. Delaney, John (D-MD-6)	20 Cosponsors; 18 D, 2 R	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%. \$120 billion to the Highway Trust Fund, enough to meet funding gap at increased levels for six years. \$50 billion to capitalize the American Infrastructure Fund (AIF) \$25 million pilot program to create regional infrastructure accelerators, similar to the West Coast Infrastructure Exchange The legislation also establishes a bipartisan and bicameral commission that is tasked with developing a solution for permanent solvency of the Highway Trust Fund. The Infrastructure 2.0 Act creates an eighteen-month deadline for international tax reform	Referred to the House Ways and Means Committee, the House Committee on Transportation and Infrastructure and the House Committee on Rules	https://www.congress.gov/bill/115th-congress/house-bill/1670?r=434

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
H.R. 1675	National Landslide Preparedness Act	Rep. DelBene, Suzanne (D-WA-1)	8 Cosponsors; 8 D, 0 R	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. 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.	Referred to the House Committee on Space, Science and Technology	https://www.congress.gov/bill/115th-congress/house-bill/1675?r=429
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	https://www.congress.gov/bill/115th-congress/house-bill/1691?r=413
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	https://www.congress.gov/bill/115th-congress/house-bill/1747?r=357
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	https://www.congress.gov/bill/115th-congress/house-bill/1758?r=346
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.	https://www.congress.gov/bill/115th-congress/house-bill/1859?r=245
H.R. 1952	Better DRIVE Act	Rep. O'Rourke, Beto (D-TX-15)	11 Cosponsors; 8 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	https://www.congress.gov/bill/115th-congress/house-bill/1952/cosponsors?r=152
H.R. 2029	SIGN Act	Rep. Johnson, Sam (R-TX-3)	26 Cosponsors; 5 D, 21 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.	https://www.congress.gov/bill/115th-congress/house-bill/2029?r=75
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	https://www.congress.gov/bill/115th-congress/house-bill/2129?r=452
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	https://www.congress.gov/bill/115th-congress/house-bill/2160?r=421
H.R. 2223	Community Protection and Preparedness Act of 2017	Rep. Defazio, Peter (D-OR-4)	6 Cosponsors; 5 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.	https://www.congress.gov/bill/115th-congress/house-bill/2223?r=358

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
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	https://www.congress.gov/bill/115th-congress/house-bill/2241/text?r=340
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	https://www.congress.gov/bill/115th-congress/house-bill/2253?r=328
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.	https://www.congress.gov/bill/115th-congress/house-bill/2329?r=252
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.	https://www.congress.gov/bill/115th-congress/house-bill/2347?r=234
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.	https://www.congress.gov/bill/115th-congress/house-bill/2348?r=233
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	https://www.congress.gov/bill/115th-congress/house-bill/2381?r=200
H.R. 2391	Highway Restoration Act of 2017	Rep. Sanford, Mark (R-SC-1)	3 Cosponsors; 3 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.	https://www.congress.gov/bill/115th-congress/house-bill/2391?r=190
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)	3 Cosponsors; 3 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 superseded 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	https://www.congress.gov/bill/115th-congress/house-bill/2460?r=121
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.	https://www.congress.gov/bill/115th-congress/house-bill/2462?r=119

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
H.R. 2479	The Leading Infrastructure For Tomorrow's America (LIFT America) Act	Rep. Pallone, Frank (D-NJ-6)	23 Cosponsors; 23 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	https://www.congress.gov/bill/115th-congress/house-bill/2479?r=102
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	https://www.congress.gov/bill/115th-congress/house-bill/2529?r=52
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	https://www.congress.gov/bill/115th-congress/house-bill/2559/text?r=22
H.R. 2583	BUILD Resilience Act of 2017	Rep. Scott, Bobby (D-VA-3)	14 Cosponsors; 14 D, 0 R	The BUILD Resilience Act would authorize a \$1 billion competitive grant program at the U.S. Department of Housing and Urban Development to assist communities recovering from natural disasters and to enhance their infrastructure to reduce risks presented by future natural catastrophes	Referred to the House Committee on Financial Services	https://www.congress.gov/bill/115th-congress/house-bill/2583?r=492
H.R. 2607	Flood Protection Act	Rep. Curbelo, Carlos (R-FL-26)	1 Cosponsor; Seth Moulton (D-MA-3)	Would establish a cost-share program for infrastructure projects that divert, remove, or store flood waters. It would also authorize funding to assist communities with enhancement of natural barriers, modernization and maintenance of current infrastructure, such as levees, elevated roads, and floodwalls to protect our waterfront communities. States and local communities will be allowed to apply jointly with neighboring communities and accept private contributions to help offset costs. The program would authorize \$3 billion each year, for seven years and recipients would have to report on the progress of their projects annually.	Referred to the House Committee on Natural Resources	https://www.congress.gov/bill/115th-congress/house-bill/2607?r=468
H.R. 2608	Fair Allocation of Highway Funds Act of 2017	Rep Foster, Bill (D-IL-11)	7 Cosponsors; 4 D, 3 R	Adjusts apportionments to states for the national highway performance program, the surface transportation program, the highway safety improvement program, and CMAQ. Sets a new calculation, such that each state must receive an aggregate apportionment for these highway programs equal to at least 95% but not more than 105% of the sum of (a) the estimated tax payments highway users in the state paid into the highway trust fund, plus (b) an amount reflecting the ratio of the state's contribution to the general fund transfer into the highway programs.	Referred to the House Committee on Transportation and Infrastructure.	https://www.congress.gov/bill/115th-congress/house-bill/2608/cosponsors?r=467
H.R. 2623	Lessening Regulatory Costs and Establishing a Federal Regulatory Budget Act of 2017	Rep. Meadows, Mark (R-NC-11)	0 Cosponsors	<p>This bill requires federal agencies to: (1) designate regulatory reform officers to oversee reduction, cost control, planning, review, and termination of regulatory programs; and (2) establish task forces to recommend, within a five-year period, the repeal or amendment of regulations that eliminate or inhibit jobs, impose costs exceeding benefits, create inconsistency, interfere with regulatory reform, are inconsistent with Paperwork Reduction Act guidelines, were made to implement executive orders or presidential directives subsequently rescinded or modified, or are outdated, unnecessary, or ineffective.</p> <p>Any new incremental cost of a new significant regulatory action must be offset by the elimination of existing costs associated with at least two prior regulatory actions.</p>	Referred to the House Committees on Oversight and Reform and Judiciary	https://www.congress.gov/bill/115th-congress/house-bill/2623?r=452
H.R. 2654	Adjusting Davis-Bacon for Inflation Act	Rep. Duncan, Jeff (R-SC-3)	6 Cosponsors; 0 D, 6 R	This bill increases from \$2,000 to \$1 million the contract threshold requiring the locally prevailing wage rate to be paid to various classes of laborers and mechanics working under federally-financed or federally-assisted contracts for construction, alteration, and repair of public buildings or public works	Referred to the House Committee on Education and the Workforce.	https://www.congress.gov/bill/115th-congress/house-bill/2654?r=421

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
H.R. 2705	Truck, Trailer, and Transport Efficiency Act of 2017	Rep. Loudermilk, Barry (R-GA-11)	2 Cosponsors; 0 D, 2 R	Limits the applicability of the final rule entitled "Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2" with respect to truck trailers and clarifies that truck trailers are not self-propelled vehicles	Referred to the House Committee on Energy and Commerce.	https://www.congress.gov/bill/115th-congress/house-bill/2705?r=370
H.R. 2714	Revamping American Infrastructure Act of 2017	Rep. Meadows, Mark (R-NC-11)	9 Cosponsors; 0 D, 9 R	The bill would require the Department of Transportation to perform a comprehensive review of its regulations on file and develop a detailed strategy to replace the most outdated or unnecessary regulations with outcome, performance-based alternatives to the most rigorous regulations on the books. The goal of the bill is to remove outdated regulatory obstacles and encourage the use of the most cost-effective and safety-effective technologies possible in modernizing the nation's infrastructure.	Referred to the House Committee on Transportation and Infrastructure.	https://www.congress.gov/bill/115th-congress/house-bill/2714?r=361
H.R. 2778	Less Traffic with Smart Stop Lights Act of 2017	Rep. Cardenas, Tony (D-CA-29)	1 Cosponsors; John Duncan Jr (R-TN-2)	This bipartisan legislation would create a Smart Technology Traffic Signals Grant Program at the Department of Transportation. These grants would be used to modernize stoplight signals. The federal cost share is limited to 80%.	Referred to the House Committee on Transportation and Infrastructure.	https://www.congress.gov/bill/115th-congress/house-bill/2778?r=297
H.R. 2801	HOT CARS Act of 2017	Rep. Ryan, Tim (D-OH-13)	8 Cosponsors; 1 D, 7 R	Require the Secretary of Transportation to issue a rule requiring all new passenger motor vehicles to be equipped with a child safety alert system two years after the bill is enacted into law	Referred to the House Committees on Energy and Commerce and Transportation and Infrastructure.	https://www.congress.gov/bill/115th-congress/house-bill/2801/cosponsors?r=274
H.R. 2923	Gulf States Coordination Act	Rep. Graves, Garrett (R-LA-6)	2 Cosponsors; 1 D, 1 R	The bill would designate the Gulf of Mexico Alliance (GOMA) as a Regional Coordination Entity of the National Oceanic and Atmospheric Administration (NOAA). This authorization would create more collaboration among entities who oversee the health of the marine ecosystem by coordinating the efforts of volunteers and federal and state authorities.	Referred to the House Committees on Transportation and Infrastructure; Natural Resources; and Science, Space and Technology.	https://www.congress.gov/bill/115th-congress/house-bill/2923?r=152
H.R. 2946	Heavy Truck, Tractor, and Trailer Retail Federal Excise Tax Repeal Act of 2017	Rep. LaMalfa, Doug (R-CA-1)	5 Cosponsors; 0 D, 5 R	Amends the Internal Revenue Code of 1986 to repeal the 12% excise tax on heavy trucks and trailers	Referred to the House Committee on Ways and Means.	https://www.congress.gov/bill/115th-congress/house-bill/2946?r=129
H.R. 2955	Collision Avoidance Systems Act of 2017	Rep. Engel, Eliot	0 Cosponsors	Amends currently safety regulations to allow a passenger car, multipurpose passenger vehicle, truck, or bus to be equipped with a pulsating light system.	Referred to the House Committees on Energy and Commerce and Transportation and Infrastructure.	https://www.congress.gov/bill/115th-congress/house-bill/2955?r=120
H.R. 2975	Securing America's Facilities, Equipment, and Rail: Taking Responsibility for American National Security in Transit (SAFER TRANSIT) Act	Rep. Lipinski, Dan (D-IL-3)	1; Rep. Barbara Comstock (R-VA-10)	<p>The bill directs the Transportation Security Administration (TSA) to develop a process to follow through on critical passenger rail security provisions not yet implemented from the 9/11 act, including a regulation for rail carriers to complete security assessments, a regulation for rail security training, and a program for conducting background checks on rail employees.</p> <p>The legislation would reauthorize TSA's Visible Intermodal Prevention and Response (VIPR) program, which is deployed at high-risk transportation locations to increase the level of law enforcement visibility and terrorism deterrence program. The program expired in 2011.</p> <p>The SAFER TRANSIT Act also provides stakeholders with the resources they need to effectively respond to a rapidly changing threat environment by reauthorizing Department of Homeland Security (DHS) research programs through 2020. This important research focuses on solutions to fill capability and vulnerability gaps, such as explosive detection, identified by TSA and transit agencies.</p> <p>In addition, the bill creates a specific transit security training program through the DHS Federal Law Enforcement Training Center, and makes it available to officers from local law enforcement agencies that will attend the course and return to their home departments to share the tactics and training they have learned with their peers.</p> <p>The bill also reauthorizes the Intercity Bus Security Grant Program (IBSGP) which funds training and exercises, facility security enhancements, passenger screening, and vehicle security measures for over-the-road bus and truck operators.</p>	Referred to the House Committee on Homeland Security	https://www.congress.gov/bill/115th-congress/house-bill/2975/cosponsors?r=89

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
H.R. 3001	The National Multimodal and Sustainable Freight Infrastructure Act	Rep. Lowenthal, Alan (D-CA-47)	11 Cosponsors; 9 D, 2 R	<p>The bill builds on the freight provisions of the FAST Act and ensures continued investment in the goods movement network. The bill would raise roughly \$8 billion a year dedicated to freight-related infrastructure projects throughout the nation, with a focus on multimodal projects and projects that rebuild aging infrastructure while relieving bottlenecks in the freight transportation system.</p> <p>The bill would establish the Freight Transportation Infrastructure Trust Fund, funded through a national 1 percent waybill fee on the transportation cost of goods.</p> <p>To invest the funds, the bill creates two freight specific grant programs: a formula grant in which each state would receive funds each year based on the amount of existing infrastructure within the state, and a competitive grant program what would be open to all local, regional, and state governments.</p>	Referred to the House Committees on Transportation and Infrastructure and Ways and Means.	https://www.congress.gov/bill/115th-congress/house-bill/3001?r=63
H.R. 3017	Brownfields Enhancement Economic Redevelopment and Reauthorization Act of 2017	McKinley, David (R-WV-1)	4 Cosponsors; 2 D, 2 R	<p>The legislation amends the Comprehensive Environmental Redevelopment and Compensation Act (CERCLA) to reauthorize the Brownfields Program under section 104(k) of CERCLA, which has not been authorized since 2006. The legislation makes certain improvements to CERCLA and the brownfields law, such as clarifying that a state or local unit of government that takes title to contaminated property involuntarily, is not an owner or operator under CERCLA. The legislation also clarifies when petroleum sites may be considered brownfield sites and when a leaseholder may be an eligible entity under the Brownfields Program. The legislation expands eligibility for nonprofit organizations and for publicly owned properties purchased prior to January 11, 2002, it creates multipurpose brownfields grants, increases the limit for remediation grants, and allows for limited recovery of administrative costs. The legislation also allows states to make grants to assist small communities, Indian tribes, and rural and disadvantaged areas to assess and remediate brownfields.</p>	House Energy and Commerce Markup Scheduled-June 28th 2017	https://www.congress.gov/bill/115th-congress/house-bill/3017?r=47

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
S. 21	Regulations from the Executive in Need of Scrutiny (REINS) Act of 2017	Sen. Paul, Rand (R-KY)	37 Cosponsors; 0 D, 37 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	https://www.congress.gov/bill/115th-congress/senate-bill/21?r=11
S. 34	Midnight Rules Relief Act of 2017	Sen. Johnson, Ron (R-WI)	6 Cosponsors; 0 D, 6 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	https://www.congress.gov/bill/115th-congress/senate-bill/34?r=24
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	https://www.congress.gov/bill/115th-congress/senate-bill/56?r=46
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	https://www.congress.gov/bill/115th-congress/senate-bill/78?r=68
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.	Placed on Senate Legislative Calendar on June 5th 2017. Calendar Item 113	https://www.congress.gov/bill/115th-congress/senate-bill/88?r=78
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	https://www.congress.gov/bill/115th-congress/senate-bill/181?r=171
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	https://www.congress.gov/bill/115th-congress/senate-bill/195/text?r=248
S. 263	Ozone Standards Implementation Act of 2017	Sen. Capito, Shelley Moore (R-WV)	6 Cosponsors; 1 D, 5 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. Hearings held on May 23rd 2017	https://www.congress.gov/bill/115th-congress/senate-bill/263?r=180
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	https://www.congress.gov/bill/115th-congress/senate-bill/271/text?r=172
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)	50 Cosponsors; 31 D, 19 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	https://www.congress.gov/bill/115th-congress/senate-bill/407/text?r=36

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
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.	Referred to Senate Environment and Public Works Committee. Hearings held on May 23rd 2017	https://www.congress.gov/bill/115th-congress/senate-bill/452?r=217
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	https://www.congress.gov/bill/115th-congress/senate-bill/453?r=216
S. 454	Commonsense Legislative Exceptional Events Reforms Act of 2017	Sen. Flake, Jeff (R-AZ)	2 Cosponsors; 0 D, 2 R	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. 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.	Referred to the Committee on Environment and Public Works	https://www.congress.gov/bill/115th-congress/senate-bill/454?r=215
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	https://www.congress.gov/bill/115th-congress/senate-bill/468?r=201
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 2017	https://www.congress.gov/bill/115th-congress/senate-bill/496?r=173
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 (Pennyrite) Parkway and designates that portion as I-169	Referred to the Committee on Environment and Public Works	https://www.congress.gov/bill/115th-congress/senate-bill/531?r=138
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	https://www.congress.gov/bill/115th-congress/senate-bill/604?r=65

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
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	https://www.congress.gov/bill/115th-congress/senate-bill/634?r=278
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	https://www.congress.gov/bill/115th-congress/senate-bill/645?r=267
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	https://www.congress.gov/bill/115th-congress/senate-bill/680?r=232
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	https://www.congress.gov/bill/115th-congress/senate-bill/698?r=214
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	https://www.congress.gov/bill/115th-congress/senate-bill/735?r=177

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
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 5th 2017	https://www.congress.gov/bill/115th-congress/senate-bill/763?r=149
S. 822	Brownfields Utilization, Investment, and Local Development Act of 2017	Sen. Inhofe, James (R-OK)	6 Cosponsors; 4 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	https://www.congress.gov/bill/115th-congress/senate-bill/822?r=90
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	https://www.congress.gov/bill/115th-congress/senate-bill/846?r=66
S. 908	Make It In America Act	Sen. Stabenow, Debbie (D-MI)	2 Cosponsors; 2 D, 0 R	<p>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.</p>	Referred to the Senate Committee on Homeland Security and Governmental Affairs	https://www.congress.gov/bill/115th-congress/senate-bill/908?r=4
S. 922	Climate Change Adapt America Fund Act of 2017	Sen. Durbin, Dick (D-IL)	0 Cosponsors	<p>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.</p>	Referred to the Senate Committee on Finance	https://www.congress.gov/bill/115th-congress/senate-bill/922?r=280

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
S. 935	Endangered Species Management Self-Determination Act	Sen. Paul, Rand (R-KY)	1 Cosponsor; 0 D, 1 R	<p>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.</p> <p>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.</p> <p>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.</p>	Referred to the Senate Committee on Environment and Public Works	https://www.congress.gov/bill/115th-congress/senate-bill/935?r=267
S. 951	Regulatory Accountability Act of 2017	Sen. Portman, Rob (R-OH)	4 Cosponsor; 2 D, 2 R	<p>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.</p> <p>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.</p> <p>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.</p>	Senate Homeland Security and Government Affairs ordered bill favorably on May 17th	https://www.congress.gov/bill/115th-congress/senate-bill/951?r=251
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	https://www.congress.gov/bill/115th-congress/senate-bill/971?r=231
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	https://www.congress.gov/bill/115th-congress/senate-bill/1065?r=137
S. 1104	Rural Wireless Access Act of 2017	Sen. Machin, Joe (D-WV)	7 Cosponsors; 3 D, 4 R	Direct the FCC to establish a methodology to: <ul style="list-style-type: none"> 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	https://www.congress.gov/bill/115th-congress/senate-bill/1104?r=98
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	https://www.congress.gov/bill/115th-congress/senate-bill/1140?r=62
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	https://www.congress.gov/bill/115th-congress/senate-bill/1168?r=34

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
S. 1200	Opportunity in Federal Construction Act	Sen. Flake, Jeff (R-AZ)	0 Cosponsors	The legislation would mandate that the Department of Labor (DOL) use Bureau of Labor and Statistics (BLS) data to determine prevailing wages for federal construction projects under the Depression-era Davis-Bacon Act	Referred to the Senate Committee on Homeland Security and Governmental Affairs	https://www.congress.gov/bill/115th-congress/senate-bill/1200?r=243
S. 1203	A bill to require the Administrator of the Environmental Protection Agency to establish a program under which the Administrator shall defer the designation of an area as a nonattainment area for purposes of the 8-hour ozone national ambient air quality standard if the area achieves and maintains certain standards under a voluntary early action compact plan	Sen. Hatch, Orrin (R-UT)	1 Cosponsor; Senator Claire McCaskill (D-MO)	In 2002 the EPA initiated a program called the Early Action Compact (EAC) Program to make available an option that allowed for these areas to enter into a voluntary cooperative agreement with the EPA to take early action to prevent a non-attainment designation and provide for cleaner air sooner than might have occurred by otherwise following the timelines in the Clean Air Act. This legislation, without amending the Clean Air Act, would give clear authorization and direct the EPA to implement a similar program to the Early Action Compact so that other areas throughout the country can again have the option of taking early action to improve air quality and avoid a non-attainment designation. In 2007, the EPA scrapped the EAC Program due to litigation, which argued that the Program was found to be outside the EPA's authority under the Clean Air Act. Thus, after 2007, the Program ended.	Referred to the Senate Committee on Environment and Public Works	https://www.congress.gov/bill/115th-congress/senate-bill/1203?r=240
S. 1224	BUILD Resilience Act of 2017	Sen. Kaine, Tim (D-VA)	0 Cosponsors	The BUILD Resilience Act would authorize a \$1 billion competitive grant program at the U.S. Department of Housing and Urban Development to assist communities recovering from natural disasters and to enhance their infrastructure to reduce risks presented by future natural catastrophes	Referred to the Senate Committee on Banking, Housing and Urban Affairs	https://www.congress.gov/bill/115th-congress/senate-bill/1224/text?r=219
S. 1225	Vehicle Innovation Act of 2017	Sen. Peters, Gary (D-MI)	3 cosponsors; 1 D, 2 R	The Vehicle Innovation Act strengthens and streamlines the Department of Energy's (DOE) Vehicle Technologies Office, which promotes public-private partnerships to conduct technology-neutral research and development on a diverse range of new technologies to improve fuel efficiency in light, medium and heavy duty vehicles. In addition to furthering the technological development of alternative fuel vehicles, the bill would support natural gas refueling technology. The legislation also authorizes critical resources for the Vehicle Technologies Office to encourage research, including \$313.6 million in funding for the FY2018, and a four percent increase to each year after that through 2022, to ensure steady funding is available to help manufacturers keep pace with emerging advanced technologies that have the potential to reduce fuel costs in the national vehicle fleet.	Referred to the Senate Committee on Energy and Natural Resources	https://www.congress.gov/bill/115th-congress/senate-bill/1225?r=218
S. 1229	Move America Act of 2017	Sen. Hoeven, John (R-SD)	1 Cosponsor; Sen. Ron Wyden (D-OR)	The Move America Act expands tax-exempt private activity bonds and creates a new infrastructure tax credit, helping fund infrastructure projects through private-public partnerships. Qualified projects include roads, bridges, transit, ports, rail, airports, water and sewer facilities and broadband. Move America Bonds – Allows states to issue tax-exempt bonds in partnership with private entities, lowering their overall borrowing cost. Each state would receive a bond allocation, based on population size. Other features of Move America bonds include: 1) Flexible ownership and management arrangements; 2) Favorable tax treatment, such as being exempt from the Alternative Minimum Tax; 3) Any unused volume cap can be carried over for up to five years Move America Tax Credits – Allows smaller states the ability to trade in some or all of their bond allocation for federal tax credits at a 25 percent rate. Features of the tax credits include: 1) Credits are available for direct investment in a project, reducing capital costs and expanding the potential investment pool 2) States can elect to use the credits to capitalize state infrastructure banks or other infrastructure revolving funds, allowing greater usage of the private-public partnership model on non-revenue projects 3) Move America Credits can be used in conjunction with Move America Bonds or other federal grant or credit assistance programs	Referred to the Senate Committee on Finance	https://www.congress.gov/bill/115th-congress/senate-bill/1229?r=214

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status	Link to Bill
S. 1233	Rail Shipper Fairness Act of 2017	Sen. Baldwin, Tammy (D-WI)	1 Cosponsor; Sen. Al Franken (D-MN)	<p>The Rail Shipper Fairness Act proposes the following reforms to the Surface Transportation Board in order "to expand competition and restore balance to the regulatory environment" and reduce rail service rates and increase rail service for rail customers. The bill proposes the following reforms:</p> <p>IMPROVING RAIL SERVICE</p> <ul style="list-style-type: none"> <input type="checkbox"/> Requires rail service to be "efficient and reliable." <input type="checkbox"/> Clarifies STB authority to address service emergencies for shipments moving under contract. <input type="checkbox"/> Expands fines and equitable damages that railroads can be forced to pay for poor service. <p>IMPROVING COMPETITION</p> <ul style="list-style-type: none"> <input type="checkbox"/> Allows competitive switching for junctions within 100 miles <input type="checkbox"/> Removes the presumption that market dominance cannot exist when a shipper is served by two carriers. <input type="checkbox"/> Revises rail transportation policy to reflect shippers' priorities in addition to railroads'. <p>REFORM MAXIMUM RATE CASE REGULATIONS</p> <ul style="list-style-type: none"> <input type="checkbox"/> Suspends collection of rate increase while case is pending (or allows challenges two years in advance of when shipments are anticipated to begin). <input type="checkbox"/> Require use of market-based revenue methodology in stand-alone rate cases. <input type="checkbox"/> Shifts burden of proof to railroads in stand-alone cost cases. <input type="checkbox"/> Eliminates the qualitative market dominance test. <input type="checkbox"/> Removes the revenue adequacy test and caps railroad cost of equity at reasonable level. 	Referred to Senate Committee on Commerce, Science and Transportation	https://www.congress.gov/bill/115th-congress/senate-bill/1233?q=%7B%22search%22%3A%5B%22Rail+Shipper+Fairness+Act%22%5D%7D&r=1
S. 1273	The Fuel Economy Harmonization Act	Sen. Blunt, Roy (R-MO)	5 Cosponsors; 3 D, 2 R	<p>The bill would harmonize elements of the National Highway Traffic Safety Administration's (NHTSA) fuel economy program with the Environmental Protection Agency's (EPA) vehicle greenhouse gas (GHG) emissions program. The bill would amend how NHTSA recognizes credits the automakers use to comply with the fuel efficiency program.</p>	Referred to Senate Committee on Commerce, Science and Transportation	https://www.congress.gov/bill/115th-congress/senate-bill/1273?r=170
S. 1345	Transportation and Logistics Hiring Reform Act of 2017	Sen. Fischer, Deb (R-NE)	2 Cosponsors; 0 D, 2 R	<p>Creates a national hiring standard for motor carriers. Requires a motor carrier to meet the following conditions:</p> <p>(1) is registered with and authorized by the Federal Motor Carrier Safety Administration to operate as a motor carrier or household goods motor carrier, if applicable;</p> <p>(2) has the minimum insurance coverage required by Federal law;</p> <p>(3) does not have an unsatisfactory safety rating issued by the Federal Motor Carrier Safety Administration in force; and</p> <p>(4) has not otherwise been ordered by the Federal Motor Carrier Safety Administration to discontinue operations.</p>	Referred to Senate Committee on Commerce, Science and Transportation	https://www.congress.gov/bill/115th-congress/senate-bill/1345/text?r=98
S. 1373	Gulf States Protection and Restoration Coordination Act	Sen. Wicker, Roger (R-MS)	2 Cosponsors; 0 D, 2 R	<p>The bill would designate the Gulf of Mexico Alliance (GOMA) as a Regional Coordination Entity of the National Oceanic and Atmospheric Administration (NOAA). This authorization would create more collaboration among entities who oversee the health of the marine ecosystem by coordinating the efforts of volunteers and federal and state authorities.</p>	Referred to Senate Committee on Commerce, Science and Transportation	https://www.congress.gov/bill/115th-congress/senate-bill/1373?r=70
S. 1393	Jobs for Our Heroes Act	Sen. Cornyn, John (R-TX)	5 Cosponsors; 3 D, 2 R	<p>The bill streamlines and eases the burden on the process whereby active-duty military, reservists and veterans apply for their commercial driver's license. The Jobs for our Heroes Act of 2017 makes the USDOT's two-year exemption permanent, providing active-duty service members and reservists the same training and testing standards granted to veterans under the FAST Act. The legislation also makes it easier for veterans to receive the DOT-required health examination to hold a commercial driver's license. The Jobs for our Heroes Act of 2017 Act allows all qualified VA medical professionals, including advanced practice nurses and physician assistants, to use the same new process afforded to VA physicians</p>	Referred to Senate Committee on Commerce, Science and Transportation	https://www.congress.gov/bill/115th-congress/senate-bill/1393?r=50
S. 1396	Active Duty Voluntary Acquisition of Necessary Credentials for Employment (ADVANCE) Act	Sen. Warren, Elizabeth (D-MA)	3 Cosponsors; 1 D, 2 R	<p>The ADVANCE Act would make it easier for currently-serving military personnel to obtain a truck driving license by expanding Commercial Driver License (CDL) requirement waivers to active-duty servicemembers and reservists.</p>	Referred to Senate Committee on Commerce, Science and Transportation	https://www.congress.gov/bill/115th-congress/senate-bill/1396?r=47