



SACOG Board of Directors

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Federal Advocacy Update

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

Attachment

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Monthly Report to SACOG February 23, 2017

CURRENT NEWS

Infrastructure package & the 115th Congress

On January 24, Senate Democrats proposed a \$1 trillion infrastructure proposal, asking for the new President's support. Their proposal includes \$1 trillion in federal investment over the course of 10 years directing approximately \$720 billion to surface transportation improvements, including \$210 billion for roads and bridges, \$180 billion for transit, and \$200 billion for mega-projects. The remaining \$280 billion is for broader infrastructure needs, including hospitals, broadband and public schools.

(See T4America's full statement on the proposal [here](#). The one-pager released by Senate Democrats can be found [here](#) and their longer proposal can be found [here](#).)

Uncertainty Around Sanctuary Cities & Impact on Transportation

The Trump administration's policy on sanctuary cities could put millions of dollars in transportation improvements at stake. On January 25, Trump issued an executive order blocking federal funds for cities, states, and other jurisdictions that do not comply with federal immigration authorities. A number of cities including Boston, New York, Chicago, San Francisco, and Los Angeles are implicated under this order, which could result in the cancellation or delay of major infrastructure projects in some of the nation's most congested regions.

The administration has yet to clarify the type of funding that is affected by this executive order or communities that will see funding cuts. Yet, with nearly all of major urban areas declaring themselves as 'sanctuaries', it is expected to have a broad impact.

Cutting funding for these regions would also pose a challenge to the administration's promise to address the country's critical infrastructure improvements. In addition, cutting funding for transportation in core cities would have impacts that reach far beyond city lines. The regions around those cities would continue to be impacted by congestion, state of repair and mobility challenges that would accompany funding cuts.

Complicating matters further, cities do not directly receive federal highway formula funds rather money is allocated through state governments or metropolitan planning organizations (MPOs). This raises questions as to how the order will be implemented. Given complications around formula funding, the administration may target awards made directly to sanctuary states instead of trying to isolate formula funding for cities. The administration could also try to enforce the order through discretionary grant programs, like the New Starts, FASTLANE and TIGER.

Questions also remain as to how expansively the order will be applied, including implications for transit authorities or airport authorities. USDOT's New Starts program awards funds to transit authorities, which often span multiple cities, counties or states. The Administration may choose to hold an entire region responsible for the actions of a sanctuary city within the region or may choose to only apply this policy to funding that goes solely to that sanctuary city.

Update on Recent Hearings on the Hill

HOUSE TRANSPORTATION & INFRASTRUCTURE HEARING

On February 1, House Transportation and Infrastructure (T&I) Committee held its first hearing of the new Congress to host a broad discussion on the need to invest in infrastructure.

Panelists included: Fred Smith, Chairman, President, and CEO of the FedEx Corporation; David MacLennan, Chairman and CEO of Cargill, Inc.; Ludwig Willisch, President and CEO of BMW of North America; Mary Andringa, Chair of the Board of the Vermeer Corporation; Richard Trumka, President of the AFL-CIO.

Chairman Bill Shuster (R-PA) called the hearing to discuss the need for investment in infrastructure. In contrast to Rep. Shuster's general endorsement of infrastructure spending, Ranking Member Peter DeFazio (D-OR) discussed several specific financing proposals, including increasing and indexing fuel taxes, reassigning fees collected at ports to fund harbor maintenance, and raising the cap on passenger facility fees used to finance airport improvements. The panelists all strongly supported, in principal, additional investment in this area; and the business leaders each spoke of how predictable travel on highways, waterways and through ports and airports was critical to their businesses.

FedEx Chairman Fred Smith noted, and frequently repeated throughout the hearing, that his company and nearly all others in the transportation sector support an increase in user fees to support additional spending on infrastructure. He specifically endorsed an increase in motor fuel taxes as well as new congestion charges assessed through EZ-pass-type electronic tolling. Smith repeatedly referred to a list of twenty Interstate highway projects that were designed and ready to build if funding were available and said these projects would reduce congestion and help his business.

Cargill CEO David MacLennan urged the committee to focus not just on the new technology and "shiny objects" but to continue to maintain existing infrastructure, noting how important highways, freight rail and, especially, inland waterways are to the agriculture industry. BMW America CEO Ludwig Willisch noted the intermodal global supply chains on which the company's U.S. manufacturing depends and also that well-maintained infrastructure would help automated vehicle development. Vermeer Chair Mary Andringa thanked the committee for new projects funded by the FASTLANE grant program.

AFL-CIO president Richard Trumka urged the committee to include existing worker protections and seek the lowest cost of capital in any transportation financing arrangement, including public-private partnerships. He also noted that private financing would be unlikely to cover needs in rural areas. He argued a big investment –

on the order of \$1 trillion – would be needed to repair the existing infrastructure and build new infrastructure to replace what is becoming technologically obsolete.

SENATE EPW HEARING

On February 8, the Senate Environment and Public Works (EPW) committee held a hearing on “Modernizing our Nation’s Infrastructure.”

Sen. Tammy Duckworth (D-IL), Sen. Cory Booker (D-NJ) both asked questions relating to the importance of direct federal investment. In response, as well as throughout the hearing, all panelists highlighted the importance of increasing infrastructure funding. Shailen Bhatt, Executive Director of the Colorado DOT, noted that Colorado has worked to leverage state, local and private funds, but that additional federal funding is required to address the backlog of transportation projects. William Panos, Director of Wyoming DOT, Commissioner Cindy Bobbit of Grant County in Oklahoma, and Michael McNulty the General Manager of Putnam Public Service District in West Virginia, also voiced the need for increased direct federal spending in infrastructure.

Many panelists, including Mr. Bhatt and Commissioner Bobbit, expressed concerns that financing alone will not solve funding challenges and will not benefit rural communities. Mr. Panos stated that, even if supplemented by tax credits, public-private partnerships (P3s) are unlikely to result in meaningful transportation investments in rural states. Commissioner Bobbit noted that while P3s may not work, municipal bonds are crucial for moving rural projects forward.

Panelists voiced support for changes made in the FAST Act and urged Congress to adhere to these changes. Mr. Panos noted that the FAST Act balances urban and rural interests well. However, he expressed concerns that federal appropriations are not lining up with the FAST Act authorized levels. Mr. Bhatt went on to note that funding consistency is key and that providing certainty around funding results in lower costs to states and lower costs to taxpayers.

Sen. Mike Rounds (R-SD) asked panelists what their capabilities and opportunities would be if Congress could agree to a funding package. In response, panelists highlighted that they have shovel-ready projects to address safety that are ready to go but currently lack funding.

Anthony Pratt, Administrator of the Delaware Department of Natural Resources and Environmental Control and President of American Shore & Beach Preservation Association, noted that there is a stronger appetite for new construction than there is for maintaining our existing infrastructure and that this problem should be addressed.

SENATE COMMERCE HEARING

On February 15, the Senate Commerce, Science, and Transportation subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security held the hearing “Moving America: Stakeholder Perspectives on our Multimodal Transportation System.” Witnesses included Matthew Rose, Executive Chairman, BNSF Railway; Christopher Lofgren, CEO, Schneider National; Tom Gurd, Vice President of Integrated Supply Chain, Dow Chemical Company; and Wick Moorman, President and CEO, Amtrak. Numerous questions were directed to Matthew Rose, while very few questions were directed at Wick Moorman.

During his opening statement, Mr. Moorman specifically mentioned the importance of the Northeast Corridor and state-supported trains but did not reference the national system long distance service or small town America. He was thanked for Amtrak's efforts to save the Southwest Chief, but he did not speak to it. In an interview after the hearing, he noted that he has not spoken directly with Secretary Chao but believes that the administration "understands Amtrak, particularly the corridors."

During the hearing, Mr. Rose encouraged Congress to embrace some sort of vehicle-miles-traveled fee to bolster the Highway Trust Fund with a sustainable user-fee. He also asked legislators to provide funding support to positive train control on the commuter system, which is lagging behind in getting the safety technology. While the FAST Act authorized \$199 million in grants to these railroads, appropriations have not kept up.

Other issues that arose during the hearing included quiet zones in cities and Amtrak's efforts to quell human trafficking.

HOUSE ENERGY AND COMMERCE HEARING

On February 14, the House Energy and Commerce committee held a hearing on "Self-Driving Cars: Road to Deployment." In contrast to earlier hearings on self-driving vehicles, legislators and panelists began to delve into specific details and timelines regarding implementation of the technology. Witnesses included: Mike Ableson, Vice President of Global Strategy, General Motors; Dr. Nidhi Kaira, Co-Director and Senior Information Scientist, RAND Center for Decision making Under Uncertainty; Anders Karrberg, Vice President of Government Affairs, Volvo Car Group; Joseph Okpaku, Vice President of Public Policy, Lyft; Gill Pratt, Executive Technical Advisor and CEO, Toyota Research Institute.

Mr. Karberg noted that Volvo is targeting 2021 for a larger introduction of more advanced technology. Representative Debbie Dingell (D-MI) noted that even if legislators and the administration got started today, it would take years before a federal regulation was final, making it unlikely that the regulation would align with the speed of the evolving technology. Panelists encouraged Congress to provide any additional guidance through revisions to NHTSA guidelines or a similar format, rather than traditional rulemaking or regulation.

Panelists also noted that the NHTSA policy does not sufficiently deter states from implementing a patchwork of policies. Mr. Pratt voiced the concern that state requirements may create perverse incentives, which Congress should be aware of and work to prevent. For example, reporting requirements in California that make information publicly available creates a perverse incentive in which companies want their score to look good to the public, so they chose to not test the technology in difficult situations, which could bring their score down but improve the safety of the technology overall. Mr. Ableson noted the Congress could provide guidance without stifling development by specifying expectations that the technology should meet, rather than specifying the technology itself.

In a joint statement released the day before the House hearing, Sen. John Thune (R-SD) and Sen. Gary Peters (D-MI) indicated their intention to propose legislation later this year to improve regulatory flexibility for testing and development of self-driving vehicle technology.

Shake-up at CSX

The top two CSX executives, Chairman and CEO Michael Ward and President Clarence Gooden, announced plans to retire at the end of May. Previously, Ward had planned to work through 2019. Fredrik Eliasson, who has 22 years of experience at the railroad, was appointed as President on February 15 and will also continue his duties as chief sales and marketing officer.

In addition, CSX announced plans to lay off roughly 1,000 management employees by late March, with most of the eliminated jobs occurring in Jacksonville, Florida. These cuts amount to approximately 22 percent of management jobs.

CSX is facing pressure from a hedge fund to install Hunter Harrison into an executive leadership position. Harrison has a reputation as a cost cutter who boosts profit and share prices, which is what he did during his time at Canadian Pacific, Canadian National and Illinois Central Gulf Railroad.

CSX said February 14 that it would hold a special meeting to allow shareholders to decide on whether to accept terms to make Harrison CEO. If shareholders do not agree on his compensation package then Eliasson will become CEO.

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 21	Midnight Rules Relief Act of 2017	Rep. Issa, Darrell (R-CA-49)	14 Cosponsors; 1 D, 13 R	Amends the Congressional Review Act to allow Congress to consider a joint resolution to disapprove multiple regulations that federal agencies have submitted for congressional review within the last 60 legislative days of a session of Congress during the final year of a President's term. Congress may disapprove a group of such regulations together (i.e., "en bloc") instead of the current procedure of considering only one regulation at a time.	Passed House 238-184, Referred to Senate Homeland Security & Government Affairs
H.R. 26	Regulations from the Executive in Need of Scrutiny (REINS) Act of 2017	Rep. Collins, Doug (R-GA-9)	160 Cosponsors; 160 R	Requires a joint resolution of approval to be enacted by Congress within 70 session days or legislative days after an agency proposing a major rule submits its report on such rule to Congress in order for the rule to take effect. Defines a "major rule" as any rule that the Office of Information and Regulatory Affairs of the Office of Management and Budget finds results in: (1) an annual effect on the economy of \$100 million or more; (2) a major increase in costs or prices for consumers, individual industries, government agencies, or geographic regions; or (3) significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises.	Passed House 237-187, Referred to Senate Homeland Security & Government Affairs
H.R. 52	Jobs, On-the-Job 'Earn While You Learn' Training, and Apprenticeships for African-American Young Men Act	Rep. Scott, David (D-GA-13)	9 Cosponsors; 7 D, 2 R	Requires the Department of Labor to request labor unions, general contractors, and businesses that will rebuild infrastructure, transportation systems, technology and computer networks, and energy distribution systems to actively recruit, hire, and provide on-the-job training to African American men ages 18 to 39 through existing jobs, apprenticeships, and "earn while you learn" programs. Labor must help coordinate such recruitment.	Referred to House Education and Workforce
H.R. 66	Route 66 Centennial Commission Act	Rep. Davis, Rodney (R-IL-13)	13 Cosponsors; 5 D, 8 R	Establishes Route 66 Centennial Commission to honor the 100th year anniversary of the establishment of Route 66 and requires the commission to determine the best way to honor Route 66 and issue a report on what needs to be done to preserve Route 66.	Referred to the House T&I Committee
H.R. 89	To amend subtitle IV of title 40, United States Code, regarding county additions to the Appalachian region	Rep. Blackburn, Marsha (R-TN-7)	0 Cosponsors	Adds the Tennessee counties of Hickman, Perry, and Wayne to the definition of "Appalachian region" for purposes of Appalachian regional development efforts	Referred to the House T&I Committee
H.R. 100	Support Local Transportation Act	Rep. Brownley, Julia (D-CA-26)	1 Cosponsor; Rep. Moore, Gwen (D-WI-4)	Modifies the percentages of funds allocated to certain urbanized areas under the surface transportation block grant program for the next three fiscal years.	Referred to the House T&I Committee
H.R. 127	Transportation for Heroes Act of 2017	Rep. Green, Al (D-TX-9)	0 Cosponsors	Revises urbanized area formula grant recipient requirements to require a recipient to certify that it will ensure that a fare of no more than 50% of the peak hour fare will be charged to a U.S. veteran during non-peak hours for transportation using or involving a facility or equipment of a project financed by the grant	Referred to the House T&I Committee
H.R. 233	Safe Freight Act of 2017	Rep. Young, Don (R-AK)	15 Cosponsors; 9 D, 6 R	Directs the Federal Railroad Administration (FRA) to issue regulations requiring two members on all freight trains	Referred to the House T&I Committee

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
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
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.	Passed House by voice vote. Referred to Senate Homeland Security and Government Affairs
H.R. 336	Transit Benefits Modernization Act	Rep. Meadows, Mark (R-NC-11)	5 Cosponsors; 3 D, 2 R	Allows services provided by transportation network companies (TNCs) to qualify as a transportation fringe benefit for Federal employees within the national capital region. Employees would have to forgoe receiving transit benefits if they chose to receive TNC benefits.	Referred to House Oversight and Government Reform
H.R. 481	REBUILD Act	Rep. Calvert, Ken (R-CA-42)	0 Cosponsors	Amends the National Environmental Policy Act of 1969 (NEPA) to authorize: (1) the assignment to states of federal environmental review responsibilities under NEPA and other relevant federal environmental laws for covered federal projects, and (2) states to assume all or part of those responsibilities.	Referred to House Committee on Natural Resources
H.R. 547	National Infrastructure Development Bank Act of 2017	Rep. DeLauro, Rosa (D-CT-3)	76 Cosponsors; 76 D	Would create and fund a public bank to leverage public and private dollars for meritorious infrastructure projects of national or regional significance. Would supplement other federal infrastructure programs by providing loans, loan guarantees and proceeds from bond issuances for projects, and make payments to help states and localities cover their bond interest payments.	Referred to House T&I; Energy and Commerce; Financial Services; Ways and Means
H.R. 549	Transit Security Grant Program Flexibility Act	Rep. Donovan, Daniel M., Jr. (R-NY-11)	5 Cosponsors; 2 D, 3 R	Adds a period of performance for public transportation security assistance grants. Awarded funds would be available for a grant recipient for not fewer than 36 months, and not fewer than 55 months for projects that (a) provide security improvements for public transportation systems in final design or under construction or (b) provide security improvements for stations and other public transportation infrastructure, including that owned by State or local governments.	Passed House by voice vote. Referred to Senate Homeland Security and Government Affairs
H.R. 554	Make State Governments More Open, Honest, and Transparent Act of 2017	Rep. Kildee, Dan (D-MI-5)	0 Cosponsors	Requires state lawmakers to disclose their sources of income and possible conflicts of interest or face loss in federal funding for certain programs, including transportation funds	Referred to House T&I; Energy and Commerce; Education and the Workforce; Financial Services; Homeland Security; Judiciary; Ways and Means
H.R. 556	BLUE Act of 2017	Rep. Lance, Leonard (R-NJ-7)	3 Cosponsors; 1 D, 2 R	Requires the Administrator of the Federal Highway Administration to make an exception to the Manual on Uniform Traffic Control Devices to allow for certain colored markings between longitudinal parallel lines for celebratory or ceremonial purposes	Referred House T&I
H.R. 721	BRACE Act	Rep. Jenkins, Lynn (R-KS-2)	16 Cosponsors; 8 D, 8 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

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
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
H.R. 765	Increase Transportation Alternatives Investment Act of 2017	Rep. Velazquez, Nydia M. (D-NY-7)	3 Cosponsors; 3 D, 0 R	Creates a surface transportation block grant program to support transportation alternatives in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities. Requires the Secretary of Transportation within 1 year of enactment of this act to award grants under the program. Eligible entities include state and local governments, MPOs, and RPOs. Eligible activities include TDM programs including support for TMAs, carpool or telecommuting projects, and planning, design, acquisition of rights-of-way, construction, improvement and management of streets, pathways, and public transportation facilities to facilitate expanded bicycle and pedestrian mobility and access	Referred to House T&I
H.R. 824	No Transportation Funds for Sanctuary Cities Act	Rep. Smith, Jason (R-MO-8)	2 Cosponsors; 0 D, 2 R	Prohibits any grant funding made available under Chapter 1 of Title 23 or provided through the TIGER program, or any subsequent appropriation act from being obligated to any project located in whole or in part in a sanctuary jurisdiction. Defines sanctuary jurisdiction as an state or political subdivision of a state that has a statute, ordinance, policy, or practice that prohibits or restricts any government entity or official from (1) sending, receiving, maintaining or exchanging with any Federal, state, or local government entity citizenship or immigration status of any individual, or (2) complying with any DHS detainer ordering that the government entity or official temporarily hold an alien in custody, transport the alien for transfer to federal custody, or notify DHS about the release of an alien.	Referred to House T&I

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 891	Federal Transit Modernization Act of 2017	Rep. Meadows, Mark (R-NC-11)	1 Cosponsor; Rep. Farenthold, Blake (R-TX-27)	Repeals labor standard requirements that condition financial assistance for public transportation projects upon employee protective arrangements approved by the Secretary of Labor. Repeals the prevailing wage requirement, which requires the Secretary of Transportation to ensure that laborers and mechanics employed by contractors and subcontractors in construction work are paid wages not less than those prevailing on similar construction in the locality. Repeals employee protective arrangements, including provisions for the preservation of rights under existing collective bargaining agreements, the continuation of collective bargaining rights, paid training or retraining programs, and more.	Referred to House T&I
H.R. 904	Buy American Improvement Act of 2017	Rep. Lipinski, Daniel (D-IL-3)	11 Cosponsors; 9 D, 2 R	Increases requirements for american-made content. For surface transportation projects required to use steel, iron and manufactured goods produced in the US, provides an exception that applies when procuring rolling stock and the cost of components and subcomponents produced in the US is more than 60% of the cost of all components of rolling stock and final assembly of the rolling stock has occurred in the US. Requires the Secretary of Transportation within 1 year of enactment of the act to review regulations to determine whether manufactured products other than those containing steel and iron should be considered for domestic content preferences. Modifies Buy America provisions for Amtrak. Before Amtrak can apply an exception to Buy America provisions, it must enter into an arrangement with the National Institute of Standards and Technology to conduct a supplier scouting process for domestic suppliers that can provide the materials or supplies for which an exemption is being sought. Amtrak must submit this report and the exemption application to the Secretary, who will consider the results of the supplier scouting process before making a decision on the application. If the Secretary decides to grant the exemption, the Secretary shall publish a summary of the scouting report and reasons for the decision in the Federal Register. Additional Buy America provisions are also applied to projects financed with passenger facility charges and to existing rail loan and loan guarantee requirements.	Referred to House Oversight & Government Reform; Financial Services; T&I; Energy and Commerce; Agriculture; Natural Resources; Homeland Security
H.R. 932	MOVE Act	Rep. Ellison, Keith (D-MN-5)	7 Cosponsors; 7 D; 0 R	Directs DOT to issue regulations necessary to establish performance measures relating to multimodal connectivity and accessibility for states and MPOs to use to assess roadways, public transportation infrastructure, pedestrian and bikeway infrastructure, and other transportation infrastructure. Performance measures must include ones to assess specified transportation accessibility factors with respect to the general population as well as disadvantaged populations (low-income or minority populations and people with disabilities). MPOs must coordinate selection of multimodal transportation accessibility targets with relevant state and public transportation providers to ensure consistency with the performance measures established by DOT.	Referred to House T&I

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 966	TIGER CUBS Act	Rep. Larsen, Rick (D-WA-2)	5 Cosponsors; 5 D, 0 R	Provides supplemental appropriations for FY2017 for the TIGER grant program. Provides \$500 million available until September 2019. Requires that at least \$100 million of this amount go to projects in cities with populations between 10,000 and 50,000. The minimum grant for these small cities will be \$2 million and the federal share of costs may be over 80%.	Referred to House Budget; Appropriations
H.R. 988	To provide for a study by the Transportation Research Board of the National Academies on the impact of diverting certain freight rail traffic to avoid urban areas, and for other purposes	Rep. Ellison, Keith (D-MN-5)	0 Cosponsors	Requires that within 3 months of the enactment of this act the Secretary of Transportation make arrangements with TRB for a study on the cost and impact of rerouting freight rail traffic containing hazardous materials to avoid transportation of such materials through urban areas. The Board shall share a report on the results of the study with Congress no later than 21 months after the date of enactment of the act. Authorizes \$850,000 to carry this out.	Referred to House T&I
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

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 21	Regulations from the Executive in Need of Scrutiny (REINS) Act of 2017	Sen. Paul, Rand (R-KY)	35 Cosponsors; 0 D, 35 R	Requires a joint resolution of approval to be enacted by Congress within 70 session days or legislative days after an agency proposing a major rule submits its report on such rule to Congress in order for the rule to take effect. Defines a "major rule" as any rule that the Office of Information and Regulatory Affairs of the Office of Management and Budget finds results in: (1) an annual effect on the economy of \$100 million or more; (2) a major increase in costs or prices for consumers, individual industries, government agencies, or geographic regions; or (3) significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises.	Referred to Senate Homeland Security and Government Affairs
S. 34	Midnight Rules Relief Act of 2017	Sen. Johnson, Ron (R-WI)	0 Cosponsors	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.	Referred to Senate Homeland Security and Government Affairs
S. 56	Red Tape Act of 2017	Sen. Sullivan, Dan (R-AK)	17 Cosponsors; 0 D, 17 R	Requires each agency to repeal or amend 2 or more rules before issuing or amending a rule	Referred to the Senate Homeland Security and Government Affairs
S. 78	Modernizing Government Travel Act	Sen. Lee, Mike (R-UT)	5 Cosponsors; 2 D, 3 R	Allows Federal employees to be reimbursed for using services provided by transportation network companies (TNCs) for official business. Sets forth definition of transportation network companies.	Referred to the Senate Homeland Security and Government Affairs
S. 88	A bill to ensure appropriate spectrum planning and interagency coordination to support the Internet of Things	Sen. Fischer, Deb (R-NE)	3 Cosponsors; 2 D, 1 R	Creates a public/private working group to study and advise Congress on IoT policy issues.	Referred to the Senate Commerce, Science, and Technology
S. 181	A bill to ensure that certain Federal public works and infrastructure projects use materials produced in the United States, and for other purposes	Sen. Brown, Sherrod (D-OH)	1 Cosponsor; Sen. Portman, Rob (R-OH)	Applies Buy America rules to all taxpayer-funded infrastructure and public works projects	Referred to the Senate Committee on Homeland Security and Government Affairs

S. 195	TIRE Act	Sen. Flake, Jeff (R-AZ)	0 Cosponsors	Repeals the prevailing rate of wage requirement for construction work on highway projects, including the requirement to consult with the Secretary of Labor to determine minimum wages to be paid to laborers. Applies to projects that start on or after the date of enactment of the act.	Referred to Senate EPW
S. 263	Ozone Standards Implementation Act of 2017	Sen. Capito, Shelley Moore (R-WV)	5 Cosponsors; 1 D, 4 R	Delays implementation of the ozone NAAQS that were published in 2015, extending (1) the deadline for states to submit designations to implement the 2015 ozone NAAQS to October 26, 2024, (2) the deadline for the EPA to designate state areas as attainment, nonattainment, or unclassifiable areas to October 26, 2025. States must submit a SIP by October 26, 2026. The bill also increases the review cycle for criteria pollutant NAAQS from a 5-year review to a 10-year review cycle. Requires EPA to consult with its scientific advisory committee before revising NAAQS.	Referred to Senate EPW
S. 271	Build USA Infrastructure Act	Sen. Fischer, Deb (R-NE)	0 Cosponsors	During the 5-year period beginning October 1, 2020 the first \$21.4 billion in revenues collected by US Customs and Border Protection during each fiscal year shall be deposited into the Highway Trust Fund. Allows a state to enter into a remittance agreement with FHWA for a period of 3 years or longer, under which the state agrees to use the funds received from FHWA to carry out a core infrastructure project. Authorizes the Administrator to issue regulations to carry this out.	Referred to Senate Homeland Security and Government Affairs
S. 407	A bill to amend the Internal Revenue Code of 1986 to permanently extend the railroad track maintenance credit.	Sen. Crapo, Mike (R-ID)	12 Cosponsors; 5 D, 7 R	Text not available.	Referred to Senate Finance