



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.

MM:EJ:ts
Attachment

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**Monthly Report to SACOG
October 2, 2015**

CURRENT NEWS

Path clears on a short-term deal to avoid government shutdown

With all federal funding set to expire on Wednesday, September 30, 2015, Congress avoided a government shutdown by extending current funding levels through December 11, 2015.

Short-term outlook

Senate Appropriations Chairman Thad Cochran (R-MS) introduced a continuing resolution (CR) spending proposal to provide funding through December 11, while also providing \$700 million for wildfires, extending Federal Aviation Administration (FAA) Authorization through next March, and restricting funds to Planned Parenthood. The Senate failed to pass Senator Cochran's proposal on a 47-52 vote on September 24, 2015 with 7 Republicans opposing the bill (vote [here](#)).

In response to the defeat, the Senate majority party removed language pertaining to Planned Parenthood and, due to technical issues, the FAA authorization from Senator Cochran's proposal. The Senate tied the CR proposal to a House-passed bill (H.R. 719, the TSA Office of Inspection Accountability Act of 2015) to speed passage out of Congress.

The Senate passed the short-term CR proposal passed on September 30, 2015 on a 78-20 vote with 32 Republicans, 44 Democrats and 3 Independents supporting (vote [here](#)). The House also moved the bill on Wednesday, September 30 with a 277-151 vote with 91 Republicans and 186 Democrats supporting (vote [here](#)). With President Obama's signature, Congress was able to keep the lights on all federal agencies through December 11.

The current Federal Aviation Administration (FAA) authorization was also set to expire at midnight on September 30. Due to technical issues highlighted above, the House was required to move a standalone bill separate from the CR proposal to extend authorization beyond Wednesday. Both the House and the Senate unanimously passed legislation to extend FAA's authorization through March 31, 2016.

Long-term outlook

The good news is that in this scenario, the federal government remained open on Thursday, October 1—a markedly different outcome than many expected last week. However, Congress has a full docket of pressing matters to deal with between now and the end of the year: including a modified FY2016 budget that many hope will ease federal sequestration spending limits and an omnibus spending package, tax extenders, a federal debt limit increase and extension of the positive train control implementation deadline.

The House Republican Caucus will also hold leadership elections to replace outgoing Speaker Boehner who surprisingly announced his retirement on Friday, September 25, effective on October 31. Most believe current House Majority Leader Kevin McCarthy (R-CA) will receive the necessary support to become Speaker, but he is expected to receive opposition from Congressman Daniel Weber (R-FL), among others. Many Capitol Hill observers are starting to look beyond the Speaker election to the

expected campaigns for majority leader, whip and conference chair, and whether or not members from the House Freedom Caucus will receive any of these posts. Elections are expected in early October.

Speaker Boehner has indicated a desire to achieve much prior to his retirement, stating “I don’t want to leave my successor a dirty barn.” This will likely be muddied by House Republicans expected use of the budget reconciliation process to try and amend the Affordable Care Act and restrict funding for women’s health providers that provide specific health services. The reconciliation process is an optional, special procedure that allows for expedited consideration of mandatory spending and tax legislation.

Budget reconciliation requires a simple majority to make cuts to mandatory spending programs or increase taxes or both. The budget resolution that the House and Senate agreed to in May would require the House Committees on Education and the Workforce, Energy and Commerce, and Ways and Means and the Senate Committees on Finance and on Health, Education, Labor, and Pensions are instructed to report proposals that achieve a total of at least \$1 billion each in savings.

The House committees marked up their separate provisions this week on party line votes and the full House is expected to consider this legislation next week. Should the Senate pass the House’s budget reconciliation proposal, most expect President Obama to veto it. If that happens, Congress will have spent several precious weeks on this process only to find themselves back where they were at the end of September – with no budget that the Republicans and Democrats can agree on and no direction for the appropriators to finalize their work on a multi-bill omnibus spending package.

Outlook for Surface Transportation Authorization

One item not yet addressed is House action on a multi-year transportation authorization. Majority Leader McCarthy has indicated a desire to complete a long-term surface transportation authorization proposal if elected Speaker. In response to a question about how he’d differ from outgoing Speaker Boehner, McCarthy responded by saying, “Well, fundamental, I’m going to change as Speaker. We’re going to make sure we get the highway bill done.” He went on ““If we pass a highway bill with tax reform at the same time, that’s policy,” he continued. “That changes the inversion process; that means more money comes back to America. That puts a six-year highway bill on to the floor and starts moving and building roads that we need in American infrastructure.”

While McCarthy’s statement provides optimism, the underlying issue that stalled introduction and action on the House Transportation & Infrastructure (T&I) Committee surface transportation authorization in September remain – funding. The T&I Committee is awaiting transportation funding levels from the Ways & Means Committee. With eyes set on the budget reconciliation process within the Ways & Means Committee, coupled with leadership elections, House action on a multi-year transportation authorization in the House may very well be sidelined through the month of October. This will make it challenging to take on a major reauthorization proposal before the current program expires, meaning Congress will have to provide a short-term authorization extension at the end of October. This extension is expected to go to December 18 and is not expected to require any additional transfer of funds to the Highway Trust Fund.

Awareness growing that PTC implementation extension is needed

As part of the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), Congress required installation by December 31, 2015 of positive train control (PTC) systems on all Class I railroad main lines (i.e. lines with over 5 million gross tons annually) over which any poisonous- or toxic-by-inhalation hazardous materials are transported and on any railroad’s main lines over which regularly scheduled passenger service is operated. The PTC equipment must be installed on both locomotives and rail tracks.

Senate Commerce Committee Chairman John Thune (R-SD) recently released letters from freight and passenger railroads affected by the PTC requirement and their success or lack thereof to implement PTC equipment (found [here](#)). His team found that as of September 25, 2015, no railroad had met PTC implementation requirements, and nearly all won't meet the December 31 deadline at which time the railroad will have to decide between halting service on lines that do not have PTC equipment installed or operate in violation of the law. Many of the railroads indicated they would halt service on any line without PTC equipment on January 1 should there be no extension to the deadline. They also laid out the need to act early this fall to avoid disruptions to freight and passenger movement.

Included in the Senate DRIVE Act (H.R. 22) – the Senate's multi-year surface transportation authorization – was an extension of the PTC implementation deadline to December 31, 2018. On September 30, 2015, House T&I Chairman Bill Shuster (R-PA), along with Ranking Member Peter DeFazio (D-OR), introduced the Positive Train Control Enforcement and Implementation Act of 2015 ([H.R. 3651](#)). This bill would extend the PTC implementation deadline to December 31, 2018, but allow USDOT to extend the deadline for one year beyond 2018 if a carrier or entity, or a group thereof, has faced conditions outside their control and shown good faith efforts to commence

Acting FRA Administrator Feinberg receives nomination hearing

On September 17, 2015, the Senate Commerce Committee held a nomination hearing for President Obama's nominee to head the Federal Railroad Administration, Acting Administrator Sarah Feinberg. Aside from PTC implementation, the Acting Administrator has received positive reviews for her work to address oil tank car concerns, passenger train derailments and highway-grade rail crossing accidents.

The hearing focused heavily on FRA's strategy to proactively plan for and disseminate information to freight and passenger railroads on the PTC deadline and the expected action FRA will take. Feinberg stood firm throughout in wanting to help where she could, but also highlighted that the law that was passed in 2008 is clear that, without congressional action to amend or extend this requirement, her agency's hands are tied and they will have to enforce the law. She indicated that this is not her wish and she wants to work with Congress to see this crisis averted.

FTA announces TOD planning awards

On September 14, 2015, the Federal Transit Administration (FTA) announced the first recipients of transit-oriented development (TOD) planning grants as a result of an annual \$10 million TOD planning pilot program included in MAP-21. FTA had reserved two year's of funding for one award, which allowed the agency to make 21 awards totaling \$19.5 million to communities throughout the country currently planning transit capital construction projects.

One of the grant winners was the Sacramento Area Council of Governments (SACOG), which received \$1.1 million to implement policy and regulatory changes surrounding the planned Downtown Riverfront Streetcar project. The other projects give awards under this program can be found [here](#).

The Senate's DRIVE Act (H.R. 22) extends the TOD planning grant pilot at \$10 million annually for the life of the bill.

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 127	Transportation for Heroes Act of 2015	Rep. Green [D-TX-9]	2 cosponsors; 2 D	Revises urbanized area formula grant recipient requirements to require a recipient to certify that it will ensure a fare of no more than 50% of the peak hour fare will be charged to a U.S. veteran during non-peak hours for transportation using or involving a facility or equipment of a project financed by the grant.	Referred to House T&I
H.R. 198	MOVE Freight Act of 2015	Rep. Sires, Albio [D-NJ-8]	4 cosponsors; 4 D	Directs USDOT to require (currently, encourage) states to develop state freight plans for immediate and long-range planning activities and investments with respect to freight. Requires states to coordinate with neighboring states to ensure multistate network continuity and connectivity. Directs the Secretary to establish a competitive grant program for capital investment projects that improve the efficiency of the national transportation system to move freight. Limits the federal share of project net capital costs to 80%. Requires a grant recipient to submit to the Secretary: (1) a project management plan and an annual financial plan for a project with a total cost of \$500 million or more, or (2) an annual financial plan for a project with a total cost of \$100 million or more.	Referred to House T&I
H.R. 199	Bicycle and Pedestrian Infrastructure Improvement Act of 2015	Rep. Sires, Albio [D-NJ-8]	17 cosponsors; 17 D	Authorizes the Secretary of Transportation to establish a pilot program to make loans and loan guarantees to eligible entities to carry out bicycle and pedestrian infrastructure projects. Prescribes project eligibility requirements. Requires the Secretary to ensure that at least 25% of funds provided under this Act are used to support projects in low-income communities.	Referred to House T&I
H.R. 200	Commute Less Act of 2015	Rep. Sires, Albio [D-NJ-8]	2 cosponsors; 2D	Requires metropolitan planning organization (MPO) transportation plans to include, among other things, employer and transportation management organization outreach activities and strategies to help create and expand employer-based commuter programs.	Referred to House T&I
H.R. 278	TIGER CUBS	Rep. Larsen, Rick [D-WA-2]	1 cosponsor; 1D	This bill provides \$500 million in supplemental FY2015 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000.	Referred to House Appropriations and House Budget
H.R. 301	44 to 69 Act of 2015	Rep. Farenthold, Blake [R-TX-27]	4 cosponsors; 0 R and 4 D	Amends the Intermodal Surface Transportation Efficiency Act of 1991 to include Texas State Highway 44 from United States	Referred to House T&I

				Route 59 at Freer, Texas, to Texas State Highway 358 as part of the high priority Lower Rio Grande Valley Corridor of the National Highway System in Texas.	
H.R. 309	Gas Tax Replacement Act of 2015	Rep. Huffman, Jared [D-CA-2]	0 cosponsors	Amends the Internal Revenue Code to: (1) repeal the excise taxes on gasoline and diesel fuels; (2) add a carbon dioxide equivalent rate to the tax on crude oil and petroleum products; and (3) impose a new excise tax on the carbon content of methanol, ethanol, and biodiesel produced in the United States and entered into the United States for consumption, use, or warehousing.	Referred to House Energy & Commerce and House Ways & Means
H.R. 354	To impose a civil penalty against a railroad carrier when a shift change of train employees causes a blockage of vehicular traffic at a grade crossing.	Rep. Duffy, Sean P. [R-WI-7]	2 cosponsors; 2R	This bill directs the Secretary of Transportation to assess a civil penalty of \$10,000 against a railroad carrier for each complete hour in which a shift change of rail carrier employees causes a blockage of vehicular traffic at a grade crossing.	Referred to House T&I
H.R. 365	To direct the Secretary of Transportation to conduct a notice and comment rulemaking before implementing certain policies relating to obstruction evaluation aeronautical studies, and for other purposes.	Rep. Cohen, Steve [D-TN-9]	4 cosponsors; 3R, 1D	Authorizes the Secretary of Transportation (DOT) to implement the policy set forth in the notice of proposed policy entitled "Proposal To Consider the Impact of One Engine Inoperative Procedures in Obstruction Evaluation Aeronautical Studies" published by the Department of Transportation (DOT) on April 28, 2014, only if the policy is adopted pursuant to notice and comment rulemaking.	Referred to House T&I
H.R. 390	Moving Obstructed Trains In-between Openings Now (MOTION) Act	Rep. F. James Sensenbrenner, Jr. (R-WI-5)	5 cosponsors; 5R	Allows a railroad employee to remain or go on duty for a period in excess of the limitations established under hours-of-service requirements to the extent necessary to clear a blockage of vehicular traffic at a grade crossing.	Referred to House T&I
H.R. 413	Partnership to Build America Act of 2015	Rep. Delaney (D-MD-6)	41 cosponsors; 22 D, 19 R	To establish the American Infrastructure Fund, to provide bond guarantees and make loans to States, local governments, and infrastructure providers for investments in certain infrastructure projects, and to provide equity investments in such projects, and for other purposes.	Referred to House T&I, Ways & Means
H.R. 625	Infrastructure 2.0 Act	Rep. Delaney (D-MD-6)	23 cosponsors; 9R, 14D	Amends the Internal Revenue Code, with respect to the taxation of earnings and profits of a deferred foreign income corporation, to: (1) make such earnings and profit subject to taxation in the last taxable year that ends before the enactment of this Act; (2) reduce the rate of tax on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow such corporations to elect to pay such tax in eight installments. Establishes the American Infrastructure Fund to provide assistance to states, local governments, and other public and private entities for investment in public infrastructure projects. Appropriates tax revenues from this Act to the Highway Trust Fund. Establishes the Highway Trust Fund	Referred to House T&I, Ways & Means, House Rules

				Solvency Commission to submit recommendations and proposed legislation for achieving long-term solvency of the Highway Trust Fund. Sets forth congressional procedures for the expedited consideration of a bill containing such legislation. Directs the Secretary of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects.	
H.R. 652	State Transportation and Infrastructure Financing Innovation Act (STIFIA)	Rep. Hanna (R-NY-22)	3 cosponsors; 2D, 1R	Revises and reauthorizes the state infrastructure bank program for FY2016-FY2020.	Referred to House T&I
H.R. 679	Road Usage Charge Pilot Program Act of 2015	Rep. Blumenauer (D-OR-3)	0 cosponsors	Directs the Secretary of the Treasury to establish the Road Usage Charge Pilot Program to make competitive grants to state or local governments, or metropolitan planning, regional transportation planning, or tribal organizations to conduct pilot studies on implementing mileage-based fee systems as a method for funding transportation highway projects.	Referred to House Ways & Means; House T&I; House Commerce
H.R. 680	UPDATE Act	Rep. Blumenauer (D-OR-3)	38 cosponsors; 38D	Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on: (1) gasoline other than aviation gasoline to 26.3 cents per gallon in 2016, 30.3 cents per gallon in 2017, and 33.3 cents per gallon after 2017 and before 2028; (2) diesel fuel or kerosene to 32.3 cents per gallon in 2016, 36.3 cents per gallon in 2017, and 39.3 cents per gallon after 2017 and before 2027; and (3) diesel-water fuel emulsion.	Referred to House Ways & Means
H.R. 705	Rail Crossings Safety Improvement Act	Rep. Maloney (D-NY-18)	1 cosponsor; 1D	This bill reauthorizes appropriations to the Secretary of Transportation for FY2016-FY2019, at levels reduced from those for FY2006-FY2009, for capital grants to states for rail line relocation and improvement projects.	Referred to House T&I
H.R. 749	Passenger Rail Reform and Investment Act of 2015 (PRRIA)	Rep. Shuster (R-PA-9)	12 cosponsors; 6D, 6R	See T4 Summary for details	Passed House 316 YEA -101 NAY, Referred to Senate Commerce
H.R. 844	To require a plan approved by the Surface Transportation Board for the long-term storage of rail cars on certain railroad tracks.	Rep. Kline, John (R-MN-2)	0 cosponsors	Requires a rail carrier to have a storage plan, meeting specified requirements and approved by the Surface Transportation Board, for any of its rail cars that it stores for three or more years, and continues to store, on tracks (except rail yard or storage yard tracks) that pass through a commercial- or residential-zoned area that were designed or previously used for through transportation of trains.	Referred to House T&I
H.R. 910	Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act of 2015	Rep. Miller, Candice S. (R-MI-10)	4 cosponsor; 3D, 1R	Defines Vehicle to Vehicle communications and makes the installation of V2V communication equipment an eligible funding project under the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program	Referred to House T&I + Subcommittee on Highways and Transit
H.R. 935	National Freight Trust Fund Act of 2015	Rep. Hahn (D-CA-44)	18 cosponsors; 16 D, 2 R	Amends the Internal Revenue Code to establish the National Freight Network Trust Fund, from which expenditures shall be made to fund awards under the National FreightNetwork Grant	Referred to House T&I, Ways & Means

				Program. Appropriates to the Fund amounts equivalent to 5% of the import duties imposed under the Harmonized Tariff Schedule of the United States.	
H.R. 946	Commuter Rail Passenger Safety Act	Rep. Sean Patrick Maloney (D-NY-18)	1 cosponsor; 1D	Amends the Railroad Revitalization and Regulatory Reform Act of 1976 to make the installing of positive train control systems eligible for railroad rehabilitation and improvement direct loans and loan guarantees. Extends the railroad safety technology grants program for FY2016-FY2020.	Referred to House T&I
H.R. 990	Commuter Parity Act of 2015	Rep. Peter King (R-NY-2)	36 cosponsors; 27D, 9R	Amends the Internal Revenue Code to modify the exclusion from gross income, for income tax purposes, of certain transportation benefits provided by an employer to an employee, including cash reimbursements for such benefits, to allow a monthly exclusion amount of: (1) \$235 for transportation in a commuter highway vehicle from home to work and any transit pass, (2) \$235 for qualified parking, and (3) \$35 for qualified bicycle commuting reimbursement. Allows an annual cost-of-living adjustment to such exclusion amounts after 2016.	Referred to House Ways & Means
H.R. 1046	Transit Parity Act of 2015	Rep. Norton, Eleanor Holmes (D-DC-At Large)	4 cosponsors; 4D	Makes transit benefits equal to parking benefits on a permanent basis	Referred to House Ways & Means
H.R. 1274	Vision Zero Act of 2015	Rep. Earl Blumenauer (D-OR-3)	25 cosponsors; 24D, 1R	Authorizes the Secretary of Transportation to award grants to a city, town, township, borough, county, parish, district, village, or other political subdivision of a state to develop a Vision Zero plan to eliminate transportation-related fatalities and serious injuries in its jurisdiction within 10 years. The total number of grants awarded is limited to 5. At least 25% of funds made available for this Act shall be used to make grants to eligible entities serving a jurisdiction with a population of under 200,000. The federal share of projects costs shall not exceed 80%.	Referred to House T&I
H.R. 1290	Impact of diverting freight in urban areas	Rep. Ellison, Keith (D-MN-5)	0 cosponsors	Directs the Secretary of Transportation to make appropriate arrangements with the Transportation Research Board of the National Academy of Sciences, the National Academy of Engineering, the Institute of Medicine, and the National Research Council to study the cost and impact of rerouting freight rail traffic of hazardous material to avoid its transportation through urban areas.	Referred to House T&I
H.R. 1308	Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act	Rep. Lowenthal, Alan S. (D-CA-47)	15 cosponsors; 13D 2R	Establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; establish a multimodal national freight network to accomplish the goals of the national freight policy; develop and improve tools to support an	Referred to House Ways & Means; House T&I;

				outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects. Amends the Internal Revenue Code to: impose a 1% excise tax upon taxable ground transportation of property (i.e., transportation by freight rail or truck trailer and semitrailer chassis and bodies, suitable for use with a trailer or semitrailer with a gross vehicle weight of 26,000 pounds or more), and deposit such tax revenues into a Freight Trust Fund to finance the Multimodal Freight Funding Formula Program and the National Freight Infrastructure Competitive Grant Program.	
H.R. 1330	American-Made Energy and Infrastructure Jobs Act	Rep. Stivers, Steve (R-OH-15)	1 cosponsor; 1D	Authorizes the Secretary of the Treasury, with the President's approval, to: (1) borrow for highway and transportation project expenditures and for water infrastructure expenditures, and (2) issue interest-bearing infrastructure revenue bonds for the amounts borrowed. Uses funds from increased oil and gas leasing under the Outer Continental Shelf Lands Act to provide source of revenue for bonds. Amends the Internal Revenue Code to appropriate to the Highway Trust Fund 95% of any proceeds from the issuance of such infrastructure revenue bonds.	Referred to Energy and Commerce; Natural Resources; Transportation and Infrastructure; Ways and Means
H.R. 1371	Safer Trucks and Buses Act	Rep. Lou Barletta (R-PA-11)	7 cosponsors; 7 R 0D	The Department of Transportation (DOT) shall enter into an agreement with the National Academy of Public Administration to study how to improve the Compliance, Safety, Accountability initiative of the Federal Motor Carrier Safety Administration. DOT must ensure that motor carrier safety data predictive of crashes which is generated under this initiative is not made available to the public (except law enforcement personnel) until the study findings and recommendations are reported to Congress. Such data may not be used in a civil action for damages resulting from an incident involving a motor carrier.	Referred to the House Committee on Transportation and Infrastructure
H.R. 1393	Innovation in Surface Transportation Act	Rep. Davis, Rodney (R-IL-13)	11 cosponsors; 9D, 2 R	Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, and local rail authorities.	Referred to House T&I
H.R. 1461	DRIVE Act	Rep. Massie, Thomas (R-KY-4)	7 cosponsors; 7R	Removes the Mass Transit Account from the HTF effective October 2015; Removes the Transportation Alternatives Program (TAP), programs related to complying with the ADA and safe routes to school from the HTF; Removes bike path and pedestrian walkway programs from the HTF; Removes non-federal aid highway bridges (so-called off-system bridges), currently eligible for funding per 23 USC 133g, from the Trust Fund.	Referred to House T&I, Ways & Means

H.R. 1483	Highway Trust Fund Reform Act of 2015	Rep. Foxx, Virginia (R-NC-5)	1 cosponsor; 1R	Repeals Davis Bacon (Davis Bacon requires the federal government to pay local prevailing wages on any federal public works project)	Referred to House T&I, Education & Workforce
H.R. 1551	Highway Restoration Act of 2015	Rep. Sanford, Mark (R-SC)	10 cosponsors; 10R	Phases out Mass Transit Account by 20% increments. Eliminates it by 2020	Referred to House Ways & Means
H.R. 1606	National Intersection and Interchange Safety Construction Program Act of 2015	Rep. Emmer, Tom (R-MN-6)	0 cosponsors	This bill directs the Secretary of Transportation to establish a \$250 million national intersection and interchange safety construction grant program.	Referred to House T&I
H.R. 1679	Bakken Crude Stabilization Act of 2015	Rep. Garamendi, John (D-CA-3)	0 cosponsors	This bill authorizes Bakken crude oil to be transported by rail only if it has a Reid vapor pressure of not more than 9.5 pounds per square inch (the maximum volatility set by the New York Mercantile Exchange for crude oil futures contracts).	Referred to House T&I
H.R. 1692	Safety, Efficiency, and Accountability in Transportation Projects Through Public Inspection Act of 2015	Rep. Edwards, Donna (D-MD-4)	9 cosponsor; 9 D	Requires public employees to perform construction inspections on all surface transportation projects receiving federal funding.	Referred to House T&I
H.R. 1724	Transportation Funds Exemption Act of 2015	Rep. Westerman, Bruce (R-AR-4)	0 cosponsors	This bill prohibits the Department of Transportation from approving a federal-aid highway project in a state for a fiscal year if in the previous fiscal year state or local sales taxes were collected on covered purchases of construction materials made, in whole or in part, with federal funds.	Referred to House T&I
H.R. 1804	Crude-By-Rail Safety Act	Rep. McDermott, Jim (D-WA-7)	10 cosponsors; 10D	Require PHMSA standards for volatility of gases in crude oil hauled by rail. Immediately ban the use of tank cars shown to be unsafe for shipping crude oil. Those models include DOT-111s and unjacketed CPC-1232s. Require new tank car design standards that include 9/16th inch shells, thermal protection, pressure relief valves and electronically-controlled pneumatic (ECP) brakes. Increase fines on railroads that violate hazardous materials laws and establish new fines for railroads and energy companies that don't comply with safety laws. Authorize funding for first responder training, equipment and emergency preparedness. Also would authorize funding for increased rail inspections and energy product testing. Require comprehensive oil spill response plans for trains carrying oil, petroleum and other hazardous products. Mandate railroads establish a confidential "close-call" reporting system for employees to anonymously report problems. Require railroads to disclose crude-by-rail movements to State Emergency Response Commissions and Local Emergency Planning Committees along hazmat rail routes.	Referred to House T&I
H.R. 1846	The Bridge to Sustainable Infrastructure Act	Rep. Renacci, James (R-OH-16)	33 cosponsors; 25D, 8R	Amends the Internal Revenue Code to require an inflation adjustment in calendar years after 2015 to the rates of the excise taxes on petroleum and petroleum products, diesel fuel,	Referred to House T&I, Ways & Means

				alcohol-based fuel, and fuels used in certain buses. There is established in the legislative branch the Bipartisan Task Force for Sustainable Highway Funding. The Task Force shall identify and make recommendations addressing factors that affect the long-term fiscal imbalance of the HTF. The rates of excise taxes on petroleum and diesel fuels are increased to cover an identified three- and five-year shortfall in funding of the HTF in 2017 and each subsequent calendar year through 2024.	
H.R. 1914	No More Tolls for Roads Act of 2015	Rep. Johnson, Sam (R-TX-3)	0 cosponsors	Bans future toll and toll pilot projects on any roads with federal participation	Referred to House T&I
H.R. 2021	To prohibit the expenditure of Federal funds to Amtrak	Rep. Salmon, Matt (R-AZ-5)	0 cosponsors	Prohibits the expenditure of Federal funds to Amtrak	Referred to House T&I
H.R. 2071	Safe Streets Act	Rep. Matsui, Doris (D-CA-6)	20 cosponsors; 10R, 10D	Ensures the safety of all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities, as they travel on and across federally funded streets and highways.	Referred to House T&I
H.R. 2172	To establish a pilot toll credit market place program, and for other purposes	Rep. Lipinski, Daniel (D-IL-3)	1 cosponsor; 1R	Establishes a pilot toll credit market place program, and for other purposes	Referred to House T&I
H.R. 2332	Nation Building Here at Home Act of 2015	Rep. Higgins, Brian (D-NY-26)	0 cosponsors	Directs the Secretary of Transportation to establish a transformational infrastructure competitive grant program, and for other purposes. Provides \$985 billion for highway, bridge, port, public transit, rail, aviation, and water infrastructure projects for FY16-20, with 85% reserved for highway, bridge, transit, and rail, 2% for ports, 4% for aviation, and 9% for water infrastructure	Referred to House T&I
H.R. 2353	Highway and Transportation Funding Act	Rep. Shuster, Bill (R-PA-9)	1 cosponsor; 1R	Provides an extension of Federal-aid highway, highway safety, motor carrier safety, and transit programs funded out of the Highway Trust Fund until July 31, 2015.	Became public law 114-21
H.R. 2379	To prohibit the transportation of certain volatile crude oil by rail	Rep. Lowey, Nita (D-NY-17)	5 cosponsor; 5D	Prohibits the transportation of certain volatile crude oil by rail of 8.5 psi or higher until a rule can be finalized	Referred to House T&I
H.R. 2410	Grow America Act	Rep. DeFazio, Peter (D-OR-4)	60 cosponsors; 60D	Provides a total of \$478 billion over six years, a 45 percent increase for highways, bridges, public transportation, highway safety, and rail programs.	Referred to House Budget; Energy and Commerce; Natural Resources; Oversight and Government Reform; Rules; Science, Space, and Technology; Transportation and Infrastructure; Ways and Means
H.R. 2495	TIGER Grants for Job Creation Act	Rep. Waters, Maxine (D-CA-43)	68 cosponsors; 68D	This bill will provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the TIGER program. The funding will be exempt from sequestration and will not reduce funds available for other federal programs.	Referred to House Appropriations; Budget

H.R. 2497	NEPA Reciprocity Act	Rep. Denham, Jeff (R-CA-10)	12 cosponsors; 12R	Directs the Secretary of Transportation to establish a program to eliminate duplicative environmental reviews and approvals under state and federal law for rail and highway transportation projects. Authorizes a state to use state environmental review and approval laws and procedures, consistent with certain requirements, in lieu of federal environmental laws and regulations.	Referred to House Natural Resources; T&I
H.R. 2563	State and Local Predatory Towing Enforcement Act	Rep. Van Hollen, Chris (D-MD-8)	5 cosponsor; 5D	Waives federal preemption to allow states to regulate tow truck operations performed without the prior consent or authorization of the owner or operator of the towed motor vehicle.	Referred to House T&I
H.R. 2577	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016	Rep. Diaz-Balart, Mario (R-FL-25)	0 cosponsors	Making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2016,	Passed House 216-210; Referred to Senate Appropriations, placed on Senate Calendar under General Orders
H.R. 2609	Right-of-Way for American Drivers Act of 2015	Rep. Johnson, Sam (R-TX-3)	7 cosponsor; 7R	Repeals the Transportation Alternatives Program	Referred to House T&I
H.R. 2716	Transportation Empowerment Act	Rep. DeSantis, Ron (R-FL-6)	36 cosponsors; 36R	Substantially reduce the federal gas tax over time, and shift the burden to the states for making up lost revenues. Would focus any revenues collected to the maintenance of core federal highways, and would require transfer of money in mass transit account to highways.	Referred to House T&I; Ways & Means; Budget; Rules
H.R. 2738	Highways Bettering the Economy and Environment Pollinator Protection Act	Rep. Hastings, Alcee (D-FL-20)	11 cosponsors; 8 D, 2 R	Authorizes as an eligible project cost for the construction of a federal-aid highway the cost of improving habitat and forage for pollinators on rights of way adjacent to highways	Referred to House T&I
H.R. 2859	Sonoran Corridor Interstate Development Act of 2015	Rep. McSally, Martha (R-AZ-2)	8 cosponsors; 4 D, 4 R	Amends the Intermodal Surface Transportation Efficiency Act of 1991 to designate the Sonoran Corridor connecting Interstate 19 to Interstate 10 south of the Tucson International Airport as a future part of the Interstate System	Referred to House T&I
H.R. 2886	Future Transportation Research and Innovation for Prosperity Act	Rep. Lipinski, Daniel (D-IL-3)	0 cosponsors	Directs the Secretary of Transportation to establish an Automated and Connected Vehicle Research Initiative. Includes requirements to collect multi-model data	Referred to House Science, Space and Technology, and T&I ; forwarded from subcommittee to full committee in Science, Space, and Technology
H.R. 2904	To amend title 49, United States Code, to clarify the use of a towaway trailer transportation combination, and for other purposes	Rep. Jenkins, Lynn (R-KS-2)	6 cosponsors; 5 R, 1 D	Allows two light or medium duty trailers to be towed at the same time when empty and being delivered to a retailer for sale. Subjects trailers to existing size and weight limit	Referred to House T&I
H.R. 2933	At-Grade Crossing Enhancement Act of 2015	Rep. Larsen, Rick (D-WA-2)	3 cosponsors; 3 D	Establishes a local rail facilities and safety program to award grants for freight capacity projects. Authorizes \$300M per year for FY16-21	Referred to House T&I
H.R. 2971	Highway Trust Fund Certainty Act	Rep. Tom Rice (R-SC-7)	0 cosponsors	Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on by 10.3 cents per gallon, index the gas tax to inflation using CPI, provides a	Referred to the House Committee on Ways and Means

				maximum income tax credit of \$133 to individuals with an earned income up to \$75,000 and \$266 for joint filers with a combined earned income up to \$150,000	
H.R. 3038	Highway and Transportation Funding Act of 2015, Part II	Rep. Ryan, Paul (R-WI-1)	1 cosponsor; 1 R	Extends the Federal-aid highway, highway safety, motor carrier safety, transit, programs funded out of the Highway Trust Fund, until December 18th, 2015.	Passed House 312-119; Placed on Senate legislative calendar
H.R. 3044	ROADS SAFE Act of 2015	Rep. Lowey, Nita M. (D-NY-17)	1 Cosponsor; 1 D	Establishes a research program to accelerate the development of new technology that would prevent drunk drivers from running their car by disabling the ignition. Authorizes \$48 million dollars in appropriations over 6 years for the program	Referred to House T&I Committee
H.R. 3064	Grow America Act	Rep. Van Hollen, Chris (D-MD-8)	11 Cosponsors; 11 D	President's six year \$478 billion transportation bill	Referred to T&I; Energy and Commerce; Ways and Means; Science, Space, and Technology; Natural Resources; Oversight and Government Reform; Budget; Rules
H.R. 3093	Correct the Safety Analysis Act	Rep. Gibbs, Bob (R-OH-7)	3 Cosponsors; 3 R	Prohibits the public disclosure of safety ratings for trucks used by the Federal Motor Carrier Safety Administration under the compliance, safety, and accountability program.	Referred to House T&I
H.R. 3168	Safe Bridges Investment Act of 2015	Rep. Maloney, Sean Patrick (D-NY-18)	1 Cosponsor; 1 R	Allows Federal-aid highway bridges to be eligible for funding from the National Highway Performance Program	Referred to House T&I
H.R. 3181	To amend title 23, United States Code, to permit border States to designate certain funds for border infrastructure projects, and for other purposes	Rep. Hurd, Will (R-TX-23)	3 Cosponsors; 2 D, 1 R	Creates a Coordinated Border Infrastructure (CBI) Reserve Fund creating an explicit avenue through which border States can reserve up to 5% of statewide Surface Transportation Funds for qualified border infrastructure purposes	Referred to House T&I
H.R. 3236	Surface Transportation and Veterans Health Care Choice Improvement Act of 2015	Rep. Shuster, Bill (R-PA-9)	2 Cosponsors; 2 R	Extends the Federal-aid highway, highway safety, motor carrier safety, transit, programs funded out of the Highway Trust Fund, until October 29th, 2015. Also includes unrelated veterans' provisions	Became public law 114-41
H.R. 3247	FAIR TOW act	Rep. Fleischmann, Chuck (R-TN-3)	3 Cosponsor; 1 D, 2R	Exempts covered heavy-duty tow and recovery vehicles from certain interstate highway weight limitations	Referred to House T&I
H.R. 3283	Securing America's Next Generation of Safe Loggers and Truckers Act	Rep. Poliquin, Bruce (R-ME-2)	0 Cosponsors	Requires the Administrator of the Federal Motor Carrier Safety Administration to establish a test program that allows States and the District of Columbia to enter into interstate compacts with contiguous States to standardize the requirements for operators of commercial motor vehicles in interstate commerce	Referred to House T&I and Education Committee
H.R. 3337	National Infrastructure Development Bank Act of 2015	Rep. DeLauro, Rosa (D-CT-3)	78 Cosponsors; 78D	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	Referred to House T&I; Energy and Commerce; Financial Services; Ways and Means

				make payments to help states and localities cover their bond interest payments.	
H.R. 3344	Metropolitan Planning Enhancement Act	Rep. Frankel, Lois (D-FL-22)	2 Cosponsors; 2D	Bill requires consolidation of multiple MPO's in the same area, directs more STP funds to high performing MPOs. High performing MPOs are defined as ones that have established performance target metrics for projects	Referred to House T&I
H.R. 3376	To authorize States to carry out bridge construction, maintenance, repair, and replacement projects using previously allocated surface transportation funds that are identified as being excess or inactive, and for other purposes.	Rep. Lowey, Nita (D-NY-17)	0 Cosponsors	Allows States to request that excess or inactive transportation funds from previous transportation reauthorizations (not including MAP-21) be reallocated to eligible bridge construction, replacement, or repair projects	Referred to House T&I
H.R. 3398	National Multimodal Freight Policy and Investment Act	Rep, Reichert, Dave (R-WA-8)	2 Cosponsors; 1 R, 1 D	Creates multi-modal freight strategy based off of National Freight advisory committee recommendations. Establishes a program to invest in multimodal freight projects with authorization for general appropriations at at \$2 billion for each of fiscal years 2016 through 2021. Authorizes investments in grade separations. Creates a strong national multimodal freight policy that strategically identifies freight bottlenecks, major trade corridors, and helps prioritize federal investment. Establishes freight planning, permitting, and development.	Referred to House T&I
H.R. 3454	Gas Accessibility and Stabilization Act of 2015	Rep. Walorski, Jackie (R-IN-2)	1 Cosponsor; 1 R	Expands the EPA's waiver authority to allow retailers to buy and sell any fuel blends on the market during a supply disruption. Currently, the EPA requires different blends of gasoline to be sold in different parts of the country, which can complicate the supply chain and drive up prices when fuel is in short supply.	Referred to House Energy & Commerce
H.R. 3458	Connected Transportation Research and Innovation Act of 2015	Rep. Johnson, Eddie Bernice (D-TX-30)	11 Cosponsors; 11 D	Authorize research and development activities within USDOT for both Highway Transportation Research and Multimodal Transportation Research. The bill authorizes funds to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account). The title reflects the national effort to increase implementation of intelligent transportation systems, particularly connected vehicle technology, as well as to reflect the need to move towards a more intermodal transportation system that seamlessly connects all modes of transportation, including highways, transit, rail, and ports.	Referred to House T&I; Science, Space and Technology
H.R. 3465	Public-Private Partnership Infrastructure Investment Act	Rep. Maloney, Sean Patrick (D-NY-18)	0 Cosponsors	Direct USDOT to establish a Transportation Procurement Office to work with the modal agencies, states, and other grant recipients on implementing design-bid-build, design-build, and P3 procurement best practices, including P3 model contracts. In addition, the Office should issue best practices on standardizing state P3 authorities and practices, including fair and balanced assumptions made in the calculations,	Referred to House T&I

				consistency on unsolicited bids, non-compete clauses, and other major elements.	
H.R. 3473	Local Farm Vehicle Flexibility Act	Rep. Barletta, Lou (R-PA-11)	5 Cosponsors, 5 R	Clarifies language from MAP-21, to allow states to adopt their own safety standards for agricultural vehicles operating near farms without jeopardizing federal transportation funding. The change is meant to allow states to permit farmers to operate vehicles that are technically “uncovered” as they travel from point to point on a farm or to a nearby processing facility, even if they traverse public roads in the process.	Referred to House T&I
H.R. 3488	Safe, Flexible, and Efficient Trucking Act of 2015	Rep. Ribble, Ried J. (R-WI-8)	9 Cosponsors; 2 D, 7 R	Permit individual states to authorize freight trucks to carry a maximum of 91,000 pounds, up from the current 80,000 thousand. Heavier trucks would be required to have a 6th axel, up frm the current 5.	Referred to House T&I
H.R. 3501	Alisa's Law of 2015	Rep. Lowey, Nita M. (D-NY-17)	0 Cosponsors	Directs USDOT to withhold specified graduated percentages of a state's apportionment of certain federal-aid highway funds for FY2017-FY2019 if state has not enacted and is not enforcing a law requiring the installation of an ignition interlock device for a minimum of 180 days on each motor vehicle operated by an individual convicted of driving while intoxicated or driving under the influence.	Referred to House T&I
H.R. 3506	State and Local Fleet Efficiency Act	Rep. Engel, Eliot L. (D-NY-16)	0 Cosponsors	Recognizes state or local government authority to require fleet owners or operators to acquire only new fleet vehicles that: utilize natural gas a fuel; are flexible fuel vehicles that operate on gasoline E85 and M85; or meet technology or performance-based characteristics that is commercially available.	Referred to House Energy and Commerce
H.R. 3509	EV-COMUTE Act	Rep. Lofgren, Zoe (D-CA-19)	3 Cosponsors; 1 D, 2 R	Authorizes the head of any federal agency that owns or operates a parking area for use by agency employees to: (1) install, construct, operate, and maintain on a reimbursable basis a battery recharging station in such parking area for the use of privately-owned employee vehicles; and (2) charge a user fee to cover the costs of such station.	Referred to House Oversight on Government Reform
H.R. 3536	Safe Roads Act of 2015	Rep. Johnson, Henry C. "Hank," Jr. (D-GA-4)	2 Cosponsors; 2D	Directs USDOT to prescribe minimum motor vehicle safety standards requiring commercial motor vehicles to be equipped with a forward collision avoidance and mitigation braking system.	Referred to House T&I; Energy and Commerce
H.R. 3571	Fuel Cell Tax Extenders Act of 2015	Rep. Larson, John B. (D-CT-1)	2 Cosponsors; 1 R, 1 D	Extends federal incentives through 2021 for residential, commercial and vehicular fuel cell use as well as extend and expand credits for hydrogen infrastructure.	Referred to House Ways and Means
H.R. 3585	To authorize surface transportation research and development programs, and for other purposes.	Rep. Comstock, Barbara (R-VA-10)	6 Cosponsors; 6 R	Authorize research and development activities within USDOT for both Highway Transpotation Research and Multimodal Transportation Research, with heavy focus on congestion mitigation research	Referred to House T&I; Science, Space and Technology
H.R. 3592	To establish a pilot program to reduce the number of vehicles owned by certain Federal	Rep. Schweikert, David (R-AZ-6)	0 Cosponsors	Directs the Departments of Agriculture, Interior and Energy to reduce the size of their light vehicle fleets by 10%, either by selling the vehicles or through “appropriate disposal of such vehicles.” The bill further directs these agencies to encourage	Referred to House Oversight on Government Reform

	departments and increase the use of ride-sharing services.			their employees to “increase the use by the department of commercial ride-sharing companies” for their transportation needs. Requires annual reports to Congress on the results of the pilot program for each agency.	
H.R. 3614	Airport and Airway Extension Act of 2015	Rep. Shuster, Bill (R-PA-9)	1 cosponsor; 1 R	Extends FAA authorization through March 31, 2016. Current authorization expires on September 30.	Passed House by voice vote on 9/28/15. Referred to the Senate.

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S 188	A bill to ensure that oil transported through the Keystone XL pipeline into the U.S. is used to reduce U.S. dependence on Middle Eastern oil	Markey (D-MA)	0 cosponsor	A bill to ensure that oil transported through the Keystone XL pipeline into the U.S. is used to reduce U.S. dependence on Middle Eastern oil	Referred to Energy & Natural Resources Committee
S 206	Local Transportation Infrastructure Act	Ayotte (R-NH)	0 cosponsor	Revises and reauthorizes the state infrastructure bank program for FY2015 and FY2016.	Referred to Commerce Committee
S 268	Rebuild America Act of 2015	Sanders (I-VT)	1 cosponsor; 1 D	Reduces the non-federal share of the cost of any activity funded by this Act by 50% of what it was before enactment of this Act. Appropriates funds for FY2015-FY2022 to the Highway Trust Fund to improve roads, bridges, and other U.S. transportation infrastructure. Establishes the National Infrastructure Development Bank as a wholly owned government corporation.	Referred to Banking Committee
S 443	A bill to prohibit the long-term storage of rail cars on certain railroad tracks unless STB approved rail carrier's rail car storage plan	Klobuchar (D-MN)	0 cosponsor	Requires a rail carrier to have a storage plan, meeting specified requirements and approved by the Surface Transportation Board, for any of its rail cars that it stores for three or more years, and continues to store, on tracks (except rail yard or storage yard tracks) that pass through a commercial- or residential-zoned area that were designed or previously used for through transportation of trains.	Referred to Commerce Committee
S 650	Railroad Safety and Positive Train Control Extension Act	Blunt (R-MO)	12 cosponsors; 11R, 1D	Extends from December 31, 2015, to December 31, 2020, the deadline for submission to the Secretary of Transportation by each Class I railroad carrier and each entity providing regularly scheduled intercity or commuter rail passenger transportation of a plan for implementing a positive train control (PTC) system on certain of its tracks.	Referred to Commerce Committee
S 705	Transportation Alternatives Program Improvement Act	Cochran (R-MS)	3 cosponsors; 3D	Increases funding for the Transportation Alternatives Program (TAP); increases amount suballocated to regional governments to 66% of the entire program; provides states flexibility to meet federal cost-sharing requirements across the entire program, which results in lower matching requirements for lower-resourced communities offset by	Referred to Environment & Public Works Committee

				higher matches from larger communities within a state. Allows nonprofit organizations and small metropolitan planning organizations to compete for funds.	
S 762	Innovation in Surface Transportation Act	Wicker (R-MS)	3 cosponsors; 2 D, 1 R	Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, and local rail authorities.	Referred to Environment & Public Works Committee
S 769	Trains Act	Blunt (R-MO)	3 cosponsors; 2 R, 1D	This bill exempts improvements to, maintenance, rehabilitation, or operation of railroad or rail transit lines (but not stations) that are in use or were historically used for the transportation of goods or passengers from federal policies and requirements for the preservation of public park and recreation lands, wildlife and waterfowl refuges, and historic sites. This permits such activities without the necessity to: (1) demonstrate there is no feasible and prudent alternative to the use of such land, and (2) plan to minimize harm to a historic site.	Referred to Commerce Committee
S 808	The Surface Transportation Board (STB) Reauthorization Act of 2015	Thune (R-SD)	1 cosponsor; 1D	Removes the Surface Transportation Board from the Department of Transportation (DOT) to establish it as an independent U.S. agency. Increases Board membership from three to five members. Reauthorizes appropriations for FY2016-FY2020 for the Board.	Passed Senate by voice vote unanimously. Referred to the House.
S 853	Rail Shipper Fairness Act of 2015	Baldwin (D-WI)	1 cosponsor; 1 D	Reforms Surface Transportation Board (STB) and makes changes to the Staggers Act of 1980 to promote rail competition and reduce shipping rates. Specifically, under the bill the STB may: issue emergency service orders covering rail carrier shipments moving under contract only, if they are part of a regional service order; and require reports, service plans, or other documents that cover shipments moving under contract. Rail carriers shall be liable to any person in federal district court for damages or equitable relief as a result of inadequate or deficient service in violation of federal law. Civil monetary penalties for rail carriers increase from \$5,000 to \$25,000 per violation. Number of Board members on the STB increases from 3 to 5 and the board is required to meet regularly and be subject to open meeting laws. Declares it is U.S. transportation policy to provide for and promote the protection of the	Referred to Commerce Committee

				shipping public. Provides shippers ability to obtain rates to or from any interchange points of two or more rail carriers.	
S 859	Crude-By-Rail Safety Act	Cantwell (D-WI)	4 cosponsors; 4D	Requires Pipelines and Hazardous Materials Safety Administration (PHMSA) to develop standards for volatility of gases in crude oil hauled by rail. Immediately bans the use of tank cars shown to be unsafe for shipping crude oil. Those models include DOT-111s and unjacketed CPC-1232s. Requires new tank car design standards that include 9/16th inch shells, thermal protection, pressure relief valves and electronically-controlled pneumatic (ECP) brakes. Increases fines on railroads that violate hazardous materials laws and establish new fines for railroads and energy companies that don't comply with safety laws. Authorizes funding for first responder training, equipment and emergency preparedness. Also would authorize funding for increased rail inspections and energy product testing. Require comprehensive oil spill response plans for trains carrying oil, petroleum and other hazardous products. Mandate railroads establish a confidential "close-call" reporting system for employees to anonymously report problems. Requires railroads to disclose crude-by-rail movements to State Emergency Response Commissions and Local Emergency Planning Committees along hazmat rail routes.	Referred to Commerce Committee
S 981	Invest in Transportation Act	Paul (R-KY)	5 cosponsors; 4R, 1D	To allow a domestic corporation to elect to repatriate its overseas income earned prior to 2015 at an effective tax rate of 6.5%. The corporation must complete the repatriation of such income during a specified five-year period and establish a domestic reinvestment plan under which not less than 25% of such income is used for investment in the United States, including for increased hiring, wages, pension contributions, energy efficiency, environmental and capital improvements, and research and development. No funds may be spent on increases in executive compensation. The bill requires the Department of the Treasury to make an initial estimate of the amount of tax revenue from repatriated income to be received by Treasury prior to October 1, 2019, and another estimate not later than October 1, 2023, and transfer such estimated amounts to the Highway and Mass Transit Accounts of the Highway Trust Fund.	Referred to Finance Committee

S 1175	Hazardous Materials Rail Transportation Safety Improvement Act of 2015	Wyden (D-OR)	8 cosponsors; 8D	Speed up the phase-out of older tank cars and encourages companies to replace them with newer, safer cars by charging \$175 per shipment fee on older tank cars with widely known safety risks that are used to ship crude oil and other hazardous materials and makes available a tax credit for companies that upgrade the newer cars to the highest required safety standard. Revenue raised from hazardous material car charges would establish a dedicated fund for clean-up costs of oil train accidents, advanced training for first responders, and grant money for states and cities to reroute rail tracks carrying large volumes of hazardous materials away from highly populated areas. The bill also would require USDOT to implement recommendations from the National Transportation Safety Board (NTSB) to give first responders real-time information on rail transportation, update track maintenance standards and study first responder preparedness for rail accidents involving large amounts of flammable liquids.	Referred to Finance Committee
S 1186	Move America Act	Wyden (D-OR)	1 cosponsor; 1 R	Establishes two investment tools: Move America Bonds, to expand tax-exempt financing for public-private partnerships, and Move America Credits, to leverage additional private equity investment at a lower cost for states.	Referred to Finance Committee
S 1273	Strengthening America's Bridges Act	Ayotte (R-NH)	0 cosponsors	To establish the Strengthening America's Bridges Fund, which is funded by the increase in revenue to the Treasury by restricting the refundable portion of the child tax credit through requiring a Social Security number to claim benefits. The purpose of the Strengthening America's Bridges Fund is to make grants to States for the repair or maintenance of any bridges classified as deficient in the National Bridge Inventory, as authorized under section 144(b) of title 23, United States Code.	Referred to Finance Committee
S 1296	Build USA Act	Fischer (R-NE)	0 cosponsors	This bill establishes the American Infrastructure Bank as a wholly owned government corporation. States would have the opportunity to enter into three-year agreements with the AIB. Through these voluntary agreements, states would have the option to remit federal transportation dollars, apply for a transportation project loan through the AIB, or both. Through a state-AIB remittance agreement, states would receive 90 percent of the remitted money for core infrastructure projects, and states would assume authority and oversight for compliance with certain federal regulations and requirements. Voluntary repatriated dollars	Referred to Finance Committee

				(over a three-year period) would be used to capitalize the bank and fund AIB infrastructure loans, along with interest revenues and receipts from remittance agreements. Only core infrastructure projects (i.e. highway projects) would be eligible for completion under state-AIB agreements and loans.	
S 1350	Surface Transportation Extension Act of 2015	Carper (D-DE)	1 cosponsor; 1D	To provide a short-term extension of surface transportation program from May 31, 2015 to July 31, 2015	Placed on Senate Legislative Calendar under General Orders. Calendar No. 85.
S 1360	A bill to amend the limitation on liability for passenger rail accidents or incidents	Nelson (D-FL)	4 cosponsors; 4D	Amends the limitation on liability for passenger rail accidents or incidents under section 28103 of title 49, from \$200M to \$500M and adjusts the liability cap annually to inflation (CPI)	Referred to Commerce Committee
S 1370	Support for Bridges Act	Blunt (R-MO)	1 cosponsor; 1D	Increases apportionment for the Surface Transportation Program (STP) by 14.7% by decreasing the amount apportioned to the National Highway Performance Program (NHPP) by an equal amount.	Referred to Environment & Public Works Committee
S 1404	State Transportation Flexibility Act	Portman (R-OH)	3 cosponsors; 3R	Allows a state to elect not to participate in the federal-aid highway program. Directs USDOT, beginning in FY2015, to carry out a direct federal-aid highway program to permit a state legislature, at least 90 days before the beginning of a fiscal year, to elect to waive the state's right to receive apportioned or allocated funds under the federal-aid highway program, and receive a prorated amount of taxes appropriated to the Highway Trust Fund (other than for the Mass Transit Account) which are attributable to highway users in the state. Directs the Secretary to carry out a similar alternative funding program for public transportation programs.	Referred to Environment & Public Works Committee
S 1433	Improving Driver Safety Act of 2015	Klobuchar (D-MN)	3 cosponsor; 2R, 1D	Amends federal distracted driving grant requirements to ensure more states that are taking steps to curb distracted driving can qualify to receive funds, such as including distracted driving issues as part of the State's driver's license examination, restricting a driver to text through a personal wireless communication device while stopped in traffic, and does not provide for an exception that specifically allows a driver younger than 18 years of age to use a personal wireless communication device while stopped in traffic.	Referred to Commerce Committee
S 1454	Transportation and Logistics Hiring Reform Act	Fischer (R-NE)	2 cosponsor; 2R	Establishes hiring standards for third-party logistics and shipping companies and requires FMCSA to release within 18 months its Safety Fitness Determination rule	Referred to Commerce Committee

S 1462	Eliminating Dangerous Oil Cars and Ensuring Community Safety Act	Schumer (D-NY)	4 cosponsors; 4D	Establishes restrictions that rail carriers may not ship any hazardous material in any non-retrofitted DOT-111 or non-jacketed CPC-1232 tank car, requires the formulation of a crude volatility standard within 1 year, restricts speeds for DOT-111 and non-jacketed CPC-1232 tank cars to 40 mph, and require each rail carrier that transports crude to develop oil spill response plans	Referred to Commerce Committee
S 1467	Pedestrian Safety Act of 2015	Gillibrand (D-NY)	3 cosponsors; 3D	Requiers the USDOT to establish new standards for automobile hoods and bumpers to reduce pedestrian injuries, and to make separated bikeways as eligible projects under HSIP	Referred to Commerce Committee
S. 1499	Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act of 2015	Peters (D-MI)	2 cosponsors; 1 D, 1 R	Defines Vehicle to Vehicle (V2V) communications and makes the installation of V2V communication equipment an eligible funding project under the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program	Referred to Environment & Public Works Committee
S. 1541	Transportation Empowerment Act	Lee (R-UT)	5 cosponsors; 5 R	Phases out highway trust fund and federal support for transportation projects and devolves responsibility to states	Referred to Finance Committee
S 1544	Jurassic Pork Act (A bill to rescind unused earmarks provided for the Department of Transportation)	Flake (R-AZ)	2 cosponsors; 1 D, 1 R	After 10 years of going unused, all unobligated DOT earmark funds are rescinded and shall be transferred to the Highway Trust Fund. The term "unused DOT earmark" means an earmark of funds provided for the Department of Transportation as to which more than 90 percent of the dollar amount of the earmark of funds remains available for obligation at the end of the 9th fiscal year following the fiscal year during which the earmark was made available.	Referred to Appropriations Committee
S 1589	BRIDGE Act	Warner (D-VA)	11 cosponsors; 5D, 6R	Establishes a new agency that would receive a \$10 billion to develop a national infrastructure bank. To qualify, projects in more populated areas would have to cost at least \$50 million dollars; projects in rural areas would qualify for funding at \$10 million in costs. The new agency could provide up to 49 percent of a project's funding to encourage private sector investment. The new agency would have a seven-member board of directors and a CEO – all required to demonstrate expertise in financial management and all would be subject to confirmation by the Senate.	Referred to Finance Committee
S. 1626	Railroad Reform, Enhancement, and Efficiency Act	Wicker (R-MS)	1 cosponsor; 1 D	Authorizes the federal passenger rail program for 4 FY. The bill would sustainably grow funding authorization levels to Amtrak. Creates a Rail Service Capital and Operating grant program, funded at \$350 million next year and rising to \$900 million in	Reported favorably from Senate Commerce Committee; Included in surface transportation authorization (DRIVE Act), as passed by Senate

				FY2019, to assist regions in planning and deploying new or expanded passenger rail service; Unlocks billions in private capital to develop transit oriented developments that support passenger rail stations, service, and increased ridership potential through the underutilized Railroad Rehabilitation and Improvement Financing (RRIF) program — a \$35 billion program that provides direct loans and loan guarantees to finance development of public and private railroad infrastructure. Ensures the Amtrak Board of Directors is representative of the entire nation’s interests by guaranteeing seats for voices representing State-Supported and Long-Distance corridors, as well as the Northeast Corridor.	
S. 1647	DRIVE Act	Inhofe (R-OK)	3 cosponsors; 2 D, 1 R	See T4A Summary of DRIVE Act	Version of DRIVE Act became basis for Senate transportation authorization (H.R. 22), which passed Senate 65-34 on 7.30.15.
S. 1649	Sonoran Corridor Interstate Development Act of 2015	McCain (R-AZ)	1 Cosponsor; 1 R	Amends the Intermodal Surface Transportation Efficiency Act of 1991 to designate the Sonoran Corridor connecting Interstate 19 to Interstate 10 south of the Tucson International Airport, as a future part of the Interstate System	Included in surface transportation authorization (DRIVE Act), as passed by Senate
S. 1669	TRUCK Safety Reform Act (Reforms the Federal Motor Carrier Safety Administration)	Fischer (R-NE)	0 Cosponsors	Requires FMCSA to review rules, regulations, guidance and enforcement policies as well as report on the results of such reviews, every five years. FMCSA would have 24 months following each five-year review to amend the current regulations and enforcement policies to ensure that they are consistent and uniform.	Referred to Commerce Committee
S. 1672	Commercial Driver Act	Fischer (R-NE)	1 Cosponsor; 1 D	Requires FMCSA to establish a pilot program standardizing commercial driver license requirements via interstate agreements. Encourages said pilot to include allowing persons between the ages of 18 and 21 to drive commercial vehicles across state lines pending interstate compacts between said states	Referred to Judiciary Committee
S. 1680	National Multimodal Freight Policy and Investment Act	Cantwell (D-WI)	4 Cosponsors; 4 D	Creates multi-modal freight strategy based off of National Freight advisory committee recommendations. Establishes a program to invest in multimodal freight projects, and authorizes \$2 billion annually for FY16-21. Creates a strong national multimodal freight policy that strategically identifies freight bottlenecks, major trade corridors, and	Referred to Committee on Commerce, Science, and Transportation

				helps prioritize federal investment. Establishes new office of freight planning, permitting, and development.	
S. 1689	A bill to amend title 23, United States Code, to reduce the funding available for a State if the State issues a license plate that contains an image of a flag of the Confederate States of America, including the Battle Flag of the Confederate States of America	Brown (D-OH)	0 Cosponsors	Reduces NHPP and STP funds overall by 5% for any State that issues license plates with the confederate flag image, including the confederate battle flag, on them	Referred to Environment & Public Works Committee
S. 1692	A bill to amend title 49, United States Code, to clarify the use of a towaway trailer transportation combination	Moran (R-KS)	3 Cosponsors; 2 R, 1 D	Permits drivers transporting light- and medium-duty trailers from manufacturers to retailers to tow two trailers at once as long as the trailers are empty, the combined weight of the towing vehicle and trailers is less than 26,000 pounds and the combined length of the vehicle and trailers is 82 feet or less (Current federal law prohibits the towing of more than one trailer at one time)	Referred to Commerce Committee
S. 1703	ROADS SAFE Act of 2015	Udall (D-NM)	1 Cosponsor; 1 D	Establishes a research program to accelerate the development of new technology that would prevent drunk drivers from running their car by disabling the ignition. Authorizes \$48 million dollars in appropriations over 6 years for the program	Referred to Environment & Public Works Committee
S. 1732	Comprehensive Transportation and Consumer Protection Act of 2015	Thune (R-SD)	2 Cosponsors; 2 R	Original Senate Commerce Committee title of Senate surface transportation authorization (DRIVE Act). See T4A member summary of bill for more information	Version of bill incorporated into Senate transportation authorization (H.R. 22), which passed Senate 65-34 on 7.30.15.
S. 1734	Expedite Transit Act of 2015	Kirk (R-IL)	0 Cosponsors	Allows the Secretary under the MAP 21 pilot program for expedited project delivery to waive the requirement that the asset be in a state of good repair as long as the Secretary determines the grant will allow the recipient to make progress to achieving a state of good repair	Referred to Banking Committee
S. 1739	Truck Safety Act	Booker (D-NJ)	0 Cosponsors	Increases the minimum level of insurance trucks must carry from \$750,000 to \$1.5 million. Insurance minimums have not been raised since the 1980's. The bill also increases insurance levels to keep pace with inflation, and gives the Secretary of Transportation discretion to raise minimum levels if deemed necessary. Requires a rulemaking for commercial motor vehicles to have crash avoidance systems, such as forward collision warning systems and lane	Referred to Commerce Committee

				departure warning systems. Requires the Secretary of Transportation to finalize regulations requiring commercial motor vehicles to have speed limiting devices to prevent speeding. Requires the Secretary of Transportation to mandate that employers compensate truck drivers for hours worked. Standard industry practice is for truck drivers to be paid based on miles driven and not hours worked and this bill would change that practice. Requires a study on the effects of excessive commuting.	
S. 1743	Motor Vehicle Safety Act of 2015	Nelson (D-FL)	2 Cosponsors; 2 D	Comprehensive auto safety reform bill. Among other provisions, the bill would require automakers to install warning lights on vehicle dashboards to notify owners of safety recalls, establish criminal penalties for people who knowingly conceal safety defects, lift the cap on delayed recall fines and would require the DOT Secretary to mandate crash-avoidance technologies on all new cars. The bill also increases triples defect investigation appropriations for NHTSA and requires new hood and bumper design standards to protect pedestrians and cyclists.	Referred to Commerce Committee
S. 1748	A bill to authorize TIGER discretionary grants	Murray (D-WA)	4 Cosponsors; 3 D, 1 R	Permenently authorize TIGER Program. Doesn't authorize set appropriations amount, so appropriators have complete discretion for annual TIGER spending.	Referred to Commerce Committee
S. 1776	TIRES Act	Barasso (R-WY)	1 Cosponsor; 1 R	Streamlines the environmental process to start and complete safety projects on Indian Reservations, increases available funding for tribal road programs, and reinstates the tribal facility bridge program	Referred to Committee on Indian Affairs
S. 1792	Commuter Benefits Equity Act of 2015	Schumer (D-NY)	10 Cosponsors; 10 D	Equalizes the exclusion from gross income of parking and transportation fringe benefits at \$250 monthly and provides for a common cost-of-living adjustment by basing future increases on 2015 prices.	Referred to Finance Committee
S. 1806	SPY Car Act of 2015	Markey (D-MA)	1 Cosponsor; 1 D	Direct the National Highway Traffic Safety Administration (NHTSA) and the Federal Trade Commission (FTC) to establish federal standards to secure cars and protect drivers' privacy. The bill also establishes a rating system — or “cyber dashboard”— that informs consumers about how well the vehicle protects drivers' security and privacy beyond those minimum standards	Referred to Commerce Committee
S. 1813	A bill to establish a bus state of good repair program	Moran (R-KS)	1 Cosponsor; 1 D	Establishes a competitive grant program to assist with the replacement and repair of buses, including the purchase of buses and related equipment to ensure transit buses are safe. In addition, the grant program would provide states	Referred to Banking Committee

				with greater flexibility in how to use the funding for buses. For example, the funding could be used toward the construction of bus-related facilities. The bill takes funding for the program from the Mass Transit Account and authorizes appropriations for fiscal years 2016-2021 ranging from \$462 million in 2016, to \$1.39 billion in 2021	
S. 1994	TRAFFIC Relief Act	Carper (D-DE)	1 Cosponsor; 1 D	Increase gas and diesel taxes by four cents a year for four years, and subsequently index them to inflation. The legislation would also extend and expand the earned income (EITC) and child (CTC) tax credits. It would make both credits permanent, as well as expand the EITC for childless workers, index the CTC to inflation, and make it easier for working Americans who qualify to claim the EITC	Referred to Finance Committee
S. 2008	Transportation, Access, and Opportunity Act of 2015	Merkley (D-OR)	0 Cosponsors	Establishes a national goal (Sec. 150 of Title 23) to achieve an interconnected transportation system that connects people to economic opportunities such as jobs, job training, education and other critical services such as health care and child care. To achieve this goal, it would set up a pilot project to allow ten Metropolitan Planning Organizations with populations over 200,000 to identify and implement approaches to improving their residents' ability to connect to opportunities through the transportation network. Provides \$70M per year for FY16-19. Makes changes to TAP program. Directs USDOT to develop a performance management data support program and provides 100% federal cost share for these services.	Referred to Banking Committee
S. 2072	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.	Hatch (R-UT)	1 Cosponsor; 1D	Permits states, local and tribal governments to develop voluntary Early Action Compact (EAC) plans to proactively work achieve and maintain the National Ambient Air Quality Standards (NAAQS) for ozone. In 2007, a court restricted EPA's ability was outside its authority under the Clean Air Act to implement such an EAC program.	Referred to Environment & Public Works Committee