



**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 May 26, 2016

### CURRENT NEWS

#### Transportation Appropriations Bill Moves Forward with Controversy

On May 19 the Senate passed its Transportation, Housing and Urban Development, and Related Agencies (T-HUD) appropriations bill by an 89-8 vote (full bill [here](#) and report [here](#)). Included in the bill was a controversial trucking measure, addressing the U.S. Department of Transportation's (USDOT) hours-of-service rule. The Senate language suspends a provision in USDOT's 2013 strict hours-of-service rule, called the 34-hour restart rule. Under this rule, truck drivers may restart their workweek and, therefore, their hours-of-service clock by resting for 34 hours only if it includes two off-duty periods from 1:00 a.m. to 5:00 a.m. To reinstate this version of the 34-hour rule, the Senate language requires both the Secretary and the Inspector General to review a USDOT study and determine that the rule demonstrates statistically significant safety improvements.

The Senate's bill is facing a shaky path forward after President Obama issued a veto threat due to the potential for "problematic ideological provisions" included in the bill (White House statement [here](#)).

The House Appropriations Subcommittee for T-HUD released its draft FY2017 appropriations bill on May 17, 2016 (full draft bill [here](#) and report [here](#)). The bill was reported favorably out of the full House Appropriations Committee by voice vote on May 24. The manager's amendment was also adopted by voice vote. Only a few amendments were discussed, including an amendment to remove controversial trucking language, which failed to pass with a 19-28 vote.

As it stands, the House T-HUD bill would restrict any funding to implement the USDOT's trucking hours-of-service rule and would reestablish the 34-hour restart hours-of-service rule from 2011 (allowing truckers to restart their hours-of-service clock after taking resting for any 34-hour period), among other politically charged trucking provisions, which will likely prompt a White House response similar to what the Senate bill received.

Congressional staff and stakeholders do not expect the FY2017 T-HUD bill to be passed by Congress prior to the starts of the fiscal year on October 1, 2016. Instead, most expect a Continuing Resolution (CR) to be agreed to in early September that would fund the federal government through the general election and into December at a minimum.

Beyond the trucking provisions, there is a lot of bipartisan agreement to fund important programs. The House T-HUD bill would provide \$76.9 billion for transportation programs in FY2017, with \$19.2 billion going to discretionary programs (i.e. TIGER, New Starts, etc.) The latter would represent an increase of \$540 million compared to FY2016.

## Rescissions

To help pay for the Senate's THUD bill, the Appropriators proposed rescinding \$2.2 billion in unspent highway obligation authority. This does not include a scheduled \$7.6 rescission in FY2020 included in the FAST Act. The Senate's bill would exempt the following programs from the proposed cut: Highway Safety Improvement Program, including highway-rail grade crossings; sub-allocated funding through the Surface Transportation Block Grant Program; and safety incentives to diminish occurrences of drivers operating while intoxicated. Similar funding cuts are not found in the House bill.

Governors and State DOTs are opposed to this rescission. The trade organizations for these groups recently wrote to Congress requesting that they not include the rescission in the final appropriation (letter [here](#)). They also recently released a state-by-state rescission estimate that you can access [here](#).

## TIGER

The House bill would provide \$450 million for the TIGER program in FY2017, way above previous year's funding levels in the House but below the \$500 million provided in FY2016 and below the \$525 million proposed in the Senate's T-HUD bill. The Senate bill includes \$25 million for planning grants.

## New Starts

The New Starts program would receive a significant boost in the House bill to \$2.5 billion, which exceeds FAST Act authorization by more than \$160 million, exceeds the proposed Senate funding level of \$2.3 billion, and represents a \$320 million increase compared to last year. Of these funds, \$332 million is reserved for Core Capacity projects and \$408 million for Small Starts projects.

The House bill directs \$50 million each for the Tempe Streetcar (AZ), Sacramento Riverfront Streetcar (CA), Indianapolis Red Rapid Transit Line (IN), Albuquerque Rapid Transit (NM), and Seattle City Center Connector (WA) projects. It also directs \$11 million to the Ft. Lauderdale Wave Streetcar (FL), \$16.9 million to the Jacksonville East Corridor (FL), \$56.8 million to the Grand Rapids Laker Line BRT (MI), \$29.8 million to the Kansas City Prospect MAX BRT (MO), and \$43.1 million to the Everett Swift II BRT (WA). Core capacity grants are directed to fund the Caltrain Electrification San Carlos (CA) project at \$100 million, the Red and Purple Line Chicago (IL) at \$100 million, the Carnarsie New York (NY) project at \$83.6 million, and the DART Red and Blue Dallas (TX) project at \$49.1 million.

The Senate's THUD bill provides the New Starts program \$2.3 billion, of which \$333 million is reserved for Core Capacity projects, \$241 million for Small Starts projects, and \$20 million for Expedited Delivery pilot projects. The Senate bill directs \$250 million each for the Westside Purple Line extension in Los Angeles, the Mid-Coast Corridor transit project in San Diego, and Santa Ana/Garden Grove streetcar project, \$36.3 million for the Lynwood Link Extension in Washington, \$125 million for the Purple Line in Maryland, and \$100 million for the Tex Rail project in Fort Worth, Texas.

## Accessibility Performance Measure

In addition, the House bill encourages the Secretary of Transportation, in coordination with the Federal Highway Administration and the Federal Transit Administration, to establish an accessibility performance measure to be available to states, metropolitan planning organizations, and transit agencies. The measure would "assess the degree to which the transportation system, including public transportation, provides multimodal connections to economic opportunities, including job

concentration areas, health care services, child care services, and education and workforce training services, particularly for disadvantaged populations.” The Senate bill is silent on this issue.

## Passenger Rail

The Federal Railroad Administration (FRA) would receive \$1.7 billion in the House bill, just \$34 million less than the approximately \$1.7 billion proposed in the Senate bill and representing an increase of \$42 million from FY2016. The bill would fund Amtrak with \$1.42 billion in FY16, which is a \$30 million increase over last year. Of this amount, \$420 million is directed to the Northeast Corridor (NEC) and \$1 billion is directed to the National System (all service not on the NEC).

This House spending bill would also fund the Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants program at \$25 million (\$25 million less than the Senate proposal). The FY2017 T-HUD bill would also provide \$25 million for the Federal-State Partnership for State of Good Repair Grants, which is only eligible for Northeast Corridor projects at this time.

Furthermore, the House bill would appropriate \$43.1 million in funding for railroad research and development. This is \$4 million above FY2016 funding.

The Senate’s THUD bill would also provide Amtrak \$1.42 billion, but increase the amount provided to the National System to \$1.075 while decreasing the amount provided to the NEC to \$345 million. The Senate’s bill would also provide the Consolidated Rail Infrastructure and Safety Improvement Grants program at \$50 million, but limit the funding’s project eligibility to: \$25 million for positive train control installation; \$25 million for short-line capital improvements, highway-rail grade crossings, rail line relocation, and development and implementation of safety programs. The FY2017 T-HUD bill would also provide \$20 million for the Federal-State Partnership for State of Good Repair Grants, which is only eligible for Northeast Corridor projects at this time. Finally, it would provide \$15 million for the Restoration and Enhancement Grant program, of which \$10 million is reserved for capital construction to restore or initiate intercity passenger rail service. The capital dollars would be limited to no more than 50 percent of the project’s costs.

The Senate THUD bill’s accompanying report also directs the Surface Transportation Board to vacate or amend the current proposals to measure on time performance and preference. Specifically, the report includes the following:

**On-Time Performance and Preference.**—The Committee is concerned by the STB’s notice of proposed rulemaking regarding passenger rail on-time performance (OTP) and policy statement regarding passenger rail preference over freight transportation. Both of these proposals break from legislative intent, as most passengers do not ride intercity trains from endpoint to endpoint and Federal law and industry practice have for decades given intercity passenger trains preference over freight transportation in using a rail line, junction, or crossing. The Committee urges the STB to measure OTP at all intermediate stations along a route, and not solely endpoint stations recognizing that some schedules may need adjustment to reflect the all station performance metric.

See more in T4America’s briefing materials on this issue (T4America summary of Notice of Proposed Statement of Board Policy [here](#) and T4America summary of On-time Performance NPRM [here](#)).

## FHWA Rule Allowing Greater Roadway Design Flexibility

On May 5, FHWA finalized a rule that allows states, metro areas, and local communities to use federal dollars to design safer, more complete streets. Of the existing 13 design criteria for certain roads under 50 mph, 11 criteria have been removed, because FHWA noted that they have “minimal influence on the safety or operation on our urban streets.” This guidance acknowledges the wide latitude to design streets to best suit local needs and removes old regulations that treat all roads like highways.

FHWA received comment from 2,327 individuals and organizations on the proposed changes, of which 2,167 were individual form-letter comments delivered to the docket by Transportation for America. More about the rule can be found [here](#).

## FAA Reauthorization Passes Senate

On April 19, the Senate passed an 18-month FAA reauthorization 95-3, which would maintain the current air traffic control structure, rather than privatize it. The House has done little to advance its six-year FAA reauthorization bill and it is unclear whether the July 15, 2016 authorization deadline will be met.

In a weekly press conference on May 24, Senate Commerce Chairman John Thune indicated that House leadership still plans to avoid passing a short-term extension. Senator Thune encouraged colleagues in the House to pass the Senate reauthorization bill and allow for more time to explore air traffic control reform later.

## Every Place Counts Design Challenge

On May 4, USDOT announced the *Every Place Counts* Design Challenge, which will provide on-site technical assistance to help communities address existing transportation infrastructure barriers that limit access to social or economic centers and other essential services.

Applicants were required to register their interest in participating by May 20 and final applications must be submitted to USDOT by June 3, 2016 at 5:00pm eastern time.

To qualify, applicants must assemble a “community team” of elected officials, transportation professionals, and a cross-section of community residents, as well as provide Letters of Support from entities and jurisdictions that are currently impacted by the infrastructure challenge. More information about the challenge, including presentation slides from US DOT’s webinar on May 18, can be found [here](#).

## 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 and 0 R	Authorizes the Secretary of Transportation to establish a pilot program to make loans and loan guarantees to eligible entities to carry out bicycle and pedestrian infrastructure projects. Prescribes project eligibility requirements. Requires the Secretary to ensure that at least 25% of funds provided under this Act are used to support projects in low-income communities.	Referred to House T&I
H.R. 200	Commute Less Act of 2015	Rep. Sires, Albio [D-NJ-8]	2 cosponsors; 2 D	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.	This language was added as an amendment to STRR Act in T&I committee with one change in language from "shall" to "may". House passed STRR Act on November 5th. This language was kept in and passed as part of the FAST Act.
H.R. 278	TIGER CUBS	Rep. Larsen, Rick [D-WA-2]	1 cosponsor: Rep. DelBene, Suzan K. [D-WA-1]*	This bill provides \$500 million in supplemental FY2015 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000.	Referred to House Appropriations and House Budget
H.R. 301	44 to 69 Act of 2015	Rep. Farenthold, Blake [R-TX-27]	4 cosponsors; 0 R, 4 D	Amends the Intermodal Surface Transportation Efficiency Act of 1991 to include Texas State Highway 44 from United States Route 59 at Freer, Texas, to Texas State Highway 358 as part of the high priority Lower Rio Grande Valley Corridor of the National Highway System in Texas.	Referred to House T&I; Same language included in and passed as part of the FAST Act.
H.R. 309	Gas Tax Replacement Act of 2015	Rep. Huffman, Jared [D-CA-2]	1 cosponsor: [D-CA-13]	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; 2 R	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; 3 R, 1 D	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)	6 cosponsors; 5 R, 1 D	Allows railroad employees to remain or go on duty for a period in excess of the limitations established under hours-of-service requirements to the extent necessary to clear a blockage of vehicular traffic at a grade crossing.	Referred to House T&I

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)	24 cosponsors; 9 R, 15 D	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 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.	Referred to House T&I, Ways & Means, House Rules
H.R. 652	State Transportation and Infrastructure Financing Innovation Act (STIFIA)	Rep. Hanna (R-NY-22)	3 cosponsors; 2 D, 1 R	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; 38 D	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; 1 D	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; 6 D, 6 R	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; 3 D, 1 R	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 Program. Appropriates to the Fund amounts equivalent to 5% of the import duties imposed under the Harmonized Tariff Schedule of the United States.	Referred to House T&I, Ways & Means
H.R. 946	Commuter Rail Passenger Safety Act	Rep. Sean Patrick Maloney (D-NY-18)	1 cosponsor; 1 D	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)	44 cosponsors; 34 D, 10 R	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; Language was included in the end of year tax extender package, the Protecting Americans from Tax Act, that was included in the FY2016 omnibus apportionments act. This bill establishes parity using the baseline of \$175 in 2001. When Cost of Living Adjustments are taken into account, this establishes parity retroactively for 2015 at \$250 and sets it at \$255 for 2016.
H.R. 1046	Transit Parity Act of 2015	Rep. Norton, Eleanor Holmes (D-DC-At Large)	4 cosponsors; 4 D	Makes transit benefits equal to parking benefits on a permanent basis	Referred to House Ways & Means; Language was included in the end of year tax extender package, the Protecting Americans from Tax Act, that was included in the FY2016 omnibus apportionments act. This bill establishes parity using the baseline of \$175 in 2001. When Cost of Living Adjustments are taken into account, this establishes parity retroactively for 2015 at \$250 and sets it at \$255 for 2016.
H.R. 1274	Vision Zero Act of 2015	Rep. Earl Blumenauer (D-OR-3)	31 cosponsors; 30 D, 1 R	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; 13 D, 2 R	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 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.	Referred to House Ways & Means; House T&I;
H.R. 1330	American-Made Energy and Infrastructure Jobs Act	Rep. Stivers, Steve (R-OH-15)	1 cosponsor; 1 D	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, 0 D	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; 9 D, 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; 7 R	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; 1 R	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; 10 R	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)	11 cosponsors; 11 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; 10 D	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; 25 D, 8 R	Amends the Internal Revenue Code to require an inflation adjustment in calendar years after 2015 to the rates of the excise taxes on petroleum and petroleum products, diesel fuel, alcohol-based fuel, and fuels used in certain buses. There is established in the legislative branch the Bipartisan Task Force for Sustainable Highway Funding. The Task Force shall identify and make recommendations addressing factors that affect the long-term fiscal imbalance of the HTF. The rates of excise taxes on petroleum and diesel fuels are increased to cover an identified three- and five-year shortfall in funding of the HTF in 2017 and each subsequent calendar year through 2024.	Referred to House T&I, Ways & Means
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)	22 cosponsors; 11 R, 11 D	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)	2 cosponsors; 1 R, 1 D	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; 1 R	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; 5 D	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)	62 cosponsors; 62 D	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)	69 cosponsors; 69 D	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; 12 R	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)	6 cosponsors; 6 D	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. The Senate used this bill as the vehicle to pass the FY2017 THUD appropriations bill. The content from the FY16 bill passed by the house has been replaced with the Senate's bill	Passed House 216-210; Passed Senate 89-8
H.R. 2609	Right-of-Way for American Drivers Act of 2015	Rep. Johnson, Sam (R-TX-3)	7 cosponsor; 7 R	Repeals the Transportation Alternatives Program	Referred to House T&I

H.R. 2716	Transportation Empowerment Act	Rep. DeSantis, Ron (R-FL-6)	49 cosponsors; 49 R	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)	12 cosponsors; 10 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)	1 cosponsor; [R-VA-10]	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)	7 cosponsors; 6 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; Same language included in and passed as part of the FAST Act.
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 maximum income tax credit of \$133 to individuals with an earned income up to \$75,000 and \$266 for joint filers with a combined earned income up to \$150,000	Referred to the House Committee on Ways and Means
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)	3 Cosponsor; 3 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)	12 Cosponsors: 12 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, 2 R	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)	4 Cosponsors; 3 R, 1 D	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)	90 Cosponsors; 90 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 Hosue T&I; Energy and Commerce; Financial Services; Ways and Means
H.R. 3344	Metropolitan Planning Enhancement Act	Rep. Frankel, Lois (D-FL-22)	2 Cosponsors; 2 D	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)	12 Cosponsors; 12 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, consistency on unsolicited bids, non-compete clauses, and other major elements.	Referred to House T&I
H.R. 3473	Local Farm Vehicle Flexibility Act	Rep. Bartletta, Lou (R-PA-11)	15 Cosponsors, 15 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 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)	27 Cosponsors; 2 D, 25 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; 2 D	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)	7 Cosponsors; 6 R, 1 D	Authorize research and development activities within USDOT for both Highway Transportation 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 departments and increase the use of ride-sharing services.	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 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.	Referred to House Oversight on Government Reform
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.	Became public law 114-55
H.R. 3651	Positive Train Control Enforcement and Implementation Act of 2015	Rep. Shuster, Bill (R-PA-9)	156 Cosponsors; 100 R, 56 D	Provides PTC extension through December 2018, with the possibility of an additional 2 years extension made on annual basis to individual entities that have made good faith efforts towards PTC implementation.	Referred to House T&I; Text included in H.R. 3819, which passed House and Senate
H.R.3665	To authorize appropriations for the university transportation centers program for fiscal years 2016 through 2021, and for other purposes	Rep. Curbelo, Carlos (R-FL-26)	22 Cosponsors; 4 R, 18 D	Would authorize appropriation of \$75.5million per year for each FY 2016-2021. Funds would come out of the Highway Trust Fund, but not the Mass Transit Account, and would be used for grants to support the university transportation centers program	Referred to House T&I; Science, Space and Technology
H.R. 3670	21st Century Buy America Act	Rep. Cicilline, David N. (D-RI-1)	0 Cosponsors	Would define the requirement that "substantially all" parts are from the US, to mean that the US manufactured or supplied parts must add up to at least 60% of the cost of the final product. It restricts Buy America exceptions to goods that are either urgently needed for national security or would be at least 50% more expensive if bought in the US. Agencies would be required to notify OMB of granted exceptions and OMB would be required to post this information online. It also authorizes the Department of Defense to establish and carry out a program to make or guarantee loans to certain business entities, up to \$500,000 per entity, under the Defense Production Act.	Referred to Oversight and Government Reform; Transportation and Infrastructure; Financial Services; An identical bill was also introduced in the Senate (S. 2167)
H.R. 3739	Veteran's Expanded Trucking Opportunities Act	Rep. Woodall, Rob (R-GA-7)	15 Cosponsors; 9 R, 6 D	Would allow qualified physicians to certify that a veteran is able to operate a commercial motor vehicle	Referred to House T&I; similar provision included in House STRR Act (surface transportation authorization) and passed as part of FAST Act

H.R. 3740	Integrated Transportation and Economic Development Act	Rep. Waters, Maxine (D-CA-43)	16 Cosponsors; 16 D	Would add as a national goal the improvement of road conditions in economically distressed urban communities and increased access to jobs, markets, and economic opportunities for people who live in those communities. Accordingly, it would also require the Secretary to establish performance measures for State to assess the conditions, accessibility, and reliability of roads in economically distressed urban communities.	Referred to House T&I; similar provisi
H.R. 3759	Drunk Driving Repeat Offender Act of 2015	Rep. Engel, Eliot L. (D-NY-16)	0 Cosponsors	Withholds 1% of federal funding starting in 2018 to states that do not have laws requiring people convicted of drunk driving to use ignition interlock devices for at least 180 days. Withheld funds would grow to 5% of a states apportionment by 2020. Any money withheld from a state would remain available to the state for 3 fiscal years, after which the state would forgoe access to the withheld funds.	Referred to House T&I
H.R. 3763	Surface Transportation Reauthorization and Reform Act	Rep. Shuster, Bill [R-PA-9]	3 Cosponsors; 2 D, 1 R	See T4America's summary for details.	Marked up in House T&I, reported as amended on Oct 29th, and the House moved to conference in a wide bi-partisan vote of 363-64 on Nov 5th.
H.R. 3773	Protect Riders of Metrorail Public Transportation Act of 2015	Rep. Norton, Eleanor Holmes (D-DC-At Large)	2 Cosponsors; 1 D, 1 R	Authorizes the USDOT to administer state safety oversight activities for WMATA Metrorail until the District of Columbia, Virginia, and Maryland develop a state safety oversight agency certified by the Secretary.	Referred to House T&I; similar povision included in STRR Act (House surface transportation authorization) and passed as part of FAST Act
H.R. 3778	TIMBER Act of 2015	Rep. Duffy, Sean P. (R-WI-7)	1 Cosponsor; 1 R	Exempts a 12-mile stretch of Interstate in Marathon County from the 80,000 pound weight limit for logging trucks. Instead, logging trucks would be allowed to weigh up to 98,000 on that Interstate which is consistent with Wisconsin state law.	Referred to House T&I; Brought up as ammendment to STRR Act, but not included; Included and passed in FAST Act
H.R. 3787	The Metropolitan Planning Enhancement Act	Rep. DeSaulnier, Mark (D-CA-11)	2 Cosponsors; 1 D, 1 R	Would require that projects listed in long range transportation plans and TIPs are ranked or scored by criteria and these scores are made publicly available; would require an explanation if a lower scoring project supercedes a higher scoring project.	Referred to House T&I; Brought up as ammendment to STRR Act, but not included
H.R. 3788	MOVE Act	Rep. Ellison, Keith (D-MN-5)	4 Cosponsors; 4	Requires that within 6 years of enactment, the Secretary establishes performance measures for States and MPOs on connectivity and accessibility of roadways, public transit infrastructure, pedestrian and bikeway infrastructure.	Referred to House T&I
H.R. 3805	Broadband Conduit Deployment Act of 2015	Rep. Eshoo, Anna G. (D-CA-18)	54 Cosponsors; 19 R, 35 D	Would mandate the inclusion of broadband conduit—plastic pipes which house fiber-optic communications cable—during the construction of any road receiving federal funding if there is a demonstrated need for broadband in the area within the next 15 years.	Referred to House T&I; Brought up as ammendment to STRR Act, but not included
H.R. 3810	Design-Build Incentive Act of 2015	Rep. Maloney, Sean Patrick (D-NY-18)	0 Cosponsors	Requires the Secretary to give preference to surface transportation projects that achieve cost efficiencies through the use of innovative project development, finance, operations, or delivery methods, such as design-build	Referred to House T&I
H.R. 3819	Surface Transportation Extension Act of 2015	Rep. Shuster, Bill (R-PA-9)	2 Cosponsors; 1 R, 1 D	Extends authorization for federal highway and transportation programs through November 20th. Extends PTC deadline for three years, through December 2018, with possible additional 2 years of extension beyond that.	Passed House and Senate by voice vote and signed by the President. Became public law 114-73
H.R. 3825	Intelligent Technologies Initiative Act of 2015	Rep. Takano, Mark (D-CA-41)	0 Cosponsors	Requires the Secretary to develop an Intelligent Technology Initiative grant program to support large scale installation and deployment of ITS	Referred to House T&I
H.R.3863	Disaster Assistance Equity Act of 2015	Rep. Israel, Steve (D-NY-3)	20 Cosponsors; 2 R, 18 D	Expands eligibility under the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include common interest communities, including condominiums and housing cooperatives. This would allow disaster relief funds to be used for improvement of damaged roads, bridges, walkways and other facilities in these communities.	Referred to House T&I
H.R. 3876	Autonomous Vehicle Privacy Protection Act of 2015	Rep. Meng, Grace (D-NY-6)	0 Cosponsors	Would require the Comptroller General to assess and report to the public on DOT's readiness to address autonomous vehicles and associated consumer privacy protections.	Referred to House T&I

H.R. 3887	Driver Accountability and Accident Prevention (DAAP) Act of 2015	Rep. Chabot, Steve (R-OH-1)	0 Cosponsors	Increases maximum civil and criminal penalties regarding commercial motor vehicle safety from \$2,500 to \$5,000. Removes language that disqualifies individuals from operating a commercial motor vehicle for one year, when those individuals commit their first violation with a commercial motor vehicle that results in their driver's license being revoked, canceled, or suspended. Adds language to disqualify individuals from operating a commercial motor vehicle for one year, when those individuals operate a commercial motor vehicle that the driver knew or should have known had a defect that resulted in a fatality.	Referred to House T&I
H.R. 3917	CARS Act of 2015	Rep. Young, Todd C. (R-IN-9)	100 Cosponsors; 44 R, 56 D	Allows individuals donating a vehicle to charity, to claim a deduction amount between \$500 and \$2,500 provided 1) they obtain a valuation from an authorized online valuation service (such as Kelley Blue Book), and 2) the receiving charity verifies the physical condition of the vehicle	Referred to House Ways & Means
H.R. 3932	ECONOMICS Act	Rep. Newhouse, Dan (R-WA-4)	14 Cosponsors; 13 R; 1 D	Would designate port facilities in four regions; Would require President to appoint a board of inquiry within 10 days if a slow-down, threat to strike, or actual strike at four or more facilities in a region; if a slow-down, threat to strike or actual strike occurs in which the number of employees actively involved is 6,000 or greater or if the Export Import Vessel value decreases by 20% or more in any one month compared to the previous month for that region. Would require the Bureau of Transportation Statistics to collect additional data regarding port facilities.	Referred to House T&I; Education and Workforce
H.R. 3994	SPY Car Study Act of 2015	Rep. Wilson, Joe (R-SC-2)	1 Cosponsor; 1 D	Requires National Highway Safety Administration to conduct a study to determine appropriate standards for the regulation of the cybersecurity of motor vehicles manufactured or imported for sale in the United States that should be adopted by the Administration and any other appropriate Federal agencies.	Referred to House Energy and Commerce
H.R. 3996	Surface Transportation Extension Act of 2015, Part II	Rep. Shuster, Bill (R-PA-9)	3 Cosponsors; 1 R, 2 D	Extends current surface transportation authorization to December 4th 2015.	Became public law on Nov 20, 2015
H.R. 3997	To amend MAP-21 to establish a veterans business enterprises program, and for other purposes	Rep. Cummings, Elijah E. (D-MD-7)	40 Cosponsors; 40 D	Requires that at least 10% of the funds made available under MAP-21 for federal-aid highways and highway safety construction programs, including highway safety research and development, and for the Federal Public Transportation Act of 2012 be expended through small business concerns owned and controlled by veterans	Referred to House T&I and Small Business
H.R. 4005	Local Hire Act	Rep. Bass, Karen (D-CA-37)	7 Cosponsors; 7 D	Authorizes a state to establish local hiring bid specifications or consider the hiring of local workers in the evaluation of bids and proposals for federal-aid highway projects. Authorizes recipients of federal assistance to also establish local hiring bid specifications or consider local hiring in the evaluation of bids and proposals for public transportation projects.	Referred to House T&I
H.R. 4014	Distracted Driving Education Act of 2015	Rep. Steve Israel (D-NY-3)	2 Cosponsors; 2 D	Directs USDOT to establish a distracted driving education competitive grant program and authorizes to the program \$5million for FY 2017 and \$5 million for FY 2018. Eligible applicant entities for the program would include non-profit organizations.	Referred to House T&I
H.R. 4047	Open Fuel Act of 2015	Rep. Eliot L. Engel (D-NY-16)	3 Cosponsors; 2 R, 1 D	Requires that a vehicle manufacturer's fleet must be comprised of at least 30% qualified vehicles that do not run on a petroleum or petroleum-based fuel by 2018 and at least 50% of qualified vehicles by 2019. Qualifying vehicles include EVs, biodiesel, natural gas, etc.	Referred to House Energy and Commerce
H.R. 4050	Passenger Train Derailment Prevention Act	Rep. Sean Patrick Maloney (D-NY-18)	0 Cosponsors	Within 90 days of enactment, each railroad carrier providing commuter rail transportation shall submit to USDOT a list of each location on commuter rail tracks where the maximum authorized operating speed is at least 20 miles/hr less than the maximum approach speed. The Secretary would submit list to House T&I and Senate Commerce, Science, and Transportation Committees and would require additional safety precautions at those locations. Segments of track where operations are governed by PTC would be exempt.	Referred to House T&I
H.R. 4081	TIFIA 2.0 Act	Rep. Daniel Webster (R-FL-10)	0 Cosponsors	Would establish a revolving fund and require that not more than 10% of deposited funds in any FY be used for rural infrastructure projects. Would require USDOT to give priority to projects with sponsors who have previously sponsored a project and have repaid the loan in full.	Referred to House T&I

H.R. 4082	Coordinating Transportation Services for Transportation-Disadvantaged Individuals.	Rep. Daniel Webster (R-FL-10)	0 Cosponsors	Establishes a Federal Interagency Transportation Coordinating Council on access and mobility to coordinate transportation services for individuals who require the use of public transportation but have difficulty accessing public transportation due to disability, income level, age or veteran status. Also establishes State Transport Coordinating Commissions to coordinate transportation services for transportation-disadvantaged individuals in the State.	Referred to House T&I
H.R. 4104	Bike to Work Act of 2015	Rep. Joseph Crowley (D-NY-14)	1 Cosponsor; 1 R	Adds bicycle sharing systems as eligible mass transit systems under the qualified transportation fringe benefit	Referred to House Ways and Means
H.R. 4106	Vehicle Innovation Act of 2015	Rep. Debbie Dingell (D-MI-12)	2 Cosponsors; 2 D	Creates a program at Department of Energy focused on research and development of vehicle technologies that reduce or eliminate petroleum use and the emissions of the Nation's passenger and commercial vehicles. Bill would authorize such sums as may be necessary for fiscal years 2016 through 2020.	Referred to House Science, Space and Technology
H.R. 4162	Clean Energy Victory Bond Act of 2015	Rep. Zoe Lofgren (D-CA-19)	18 Cosponsors; 18 D	Extends various tax credits and includes a provision to allow for plug-in electric vehicle grants in lieu of tax credits. Establishes a \$7.5 billion bond program to offset tax extension costs.	Referred to House Ways & Means, Energy and Commerce
H.R. 4228	Transportation Megaprojects Accountability and Oversight Act of 2015	Rep. Mark DeSaulnier (D-CA-11)	1 Cosponsor; 1 D	For transportation projects costing \$2.5 billion or more establishes additional requirements, including the development of a comprehensive risk management plan, establishment of a peer review group that would meet annually and submit annual reports, and online publication of information about the project to increase transparency.	Referred to House T&I
H.R. 4259	To prohibit the Administrator of the Environmental Protection Agency from establishing, implementing, or enforcing any limit on the aggregate emissions of carbon dioxide from a State or any category or subcategory of sources within a State.	Rep. Sensenbrenner, F. James, Jr. (R-WI-5)	2 Cosponsors; 2 R	Prohibits the EPA Administrator from establishing, implementing, or enforcing any aggregate emissions limit of CO2 from a State or any subcategory of emissions sources within a state.	Referred to House Energy and Commerce
H.R. 4283	Consumers REBATE Act	Rep. Jerry McNerney (D-CA-9)	1 Cosponsor; 1 D	Establishes a tax on coal, oil, and natural gas of \$15 per ton of carbon dioxide content of the life cycle emissions of the substance, and a carbon equivalency fee for imports. Revenue raised would be distributed to Americans on a quarterly basis	Referred to House Ways and Means
H.R. 4343	Bikeshare Transit Act of 2016	Rep. Blumenauer, Earl (D-OR-3)	1 Cosponsor; 1 R	Expands associated transit improvement eligible projects to include bikeshare projects. Expands capital project eligibility to include the acquisition or replacement of bicycles, related equipment, technology or vehicles, and the construction of bicycle-related facilities to facilitate bikeshare.	Referred to House T&I
H.R. 4371	Article I Consolidated Appropriations Amendments, 2016	Rep. Buck, Ken (R-CO-4)	25 Cosponsors; 25 R	Amends the Consolidated Appropriations Act of 2016. With regard to Title VII it: Would increase permissible length of semitrailers from 28 feet to 33 feet; Prevents the use of any funds from the Act for carrying out Affirmatively Furthering Fair Housing; Removes language listing the practices of air transportation ticket agents that the DOT regards as unfair and deceptive.	Referred to House - Financial Services; Energy and Commerce; Ways and Means; Foreign Affairs; Oversight and Government Reform; Natural Resources; Judiciary; Homeland Security; Transportation and Infrastructure; Education and the Workforce; Agriculture; Budget; Rules
H.R. 4373	End Drunk Driving Act of 2016	Rep. Rice, Kathleen M. (D-NY-4)	0 Cosponsors	Requires the USDOT to issue a final rule within 10 years of enactment, that utilizes technology to prevent the operation of motor vehicles if the driver has a blood alcohol content above the legal limit. Authorizes a total of \$176 million in funds for FY 2017-2026 to carry out this section and expedite research and development of such technology. Requires the use of ignition interlock devices to prevent repeat intoxicated driving.	Referred to House T&I, Energy and Commerce
H.R. 4397	Rail Safety Act	Rep. Kind, Ron (D-WI-3)	1 Cosponsor; Rep. Walz, Timothy J. (D-MN-1)	Requires the Administrator of the Federal Emergency Management Agency within 6 months to establish stores of emergency response equipment in strategic locations along rail lines transporting high volumes of hazardous materials, including crude oil or flammable liquids.	Referred to House T&I
H.R. 4512	Relief from Sequestration Act of 2016	Rep. Smith, Adam (D-WA-9)	0 Cosponsors	Would repeal sequestration under the Balanced Budget and Emergency Deficit Control Act of 1985	Referred to House Budget

H.R. 4552	Gas Pump Access Act of 2016	Rep. Jolly, David (R-FL-13)	4 Cosponsors; 1 R, 3 D	Requires all self-service gas stations to improve accessibility for individuals with disabilities by (1) including decals at each gas pump that display the telephone number for a gas station at which a pump meeting requirements is located (2) ensuring that the phone number listed is operational and (3) providing assistance to the individual if two or more attendants are on duty.	Referred to House Judiciary
H.R. 4626	BRACE Act	Rep. Jenkins, Lynn (R-KS-2)	96 Cosponsors; 51 R, 45 D	Permanently extends the railroad track maintenance credit, which would apply to expenditures paid or incurred in taxable years beginning after December 31, 2016. Also introduced in Senate as S. 2595	Referred to House Ways and Means
H.R. 4630	CLEANUP Act	Rep. Rush, Bobby L. (D-IL-1)	1 Cosponsor; Rep. Pallone, Frank, Jr (D-NJ-6)	Strengthens penalties for corporate average fuel economy credits obtained through a violation of law by requiring a civil penalty in the case of a violation that is equal to \$5 multiplied by the number of such credits. Establishes an Air Quality Restoration Trust Fund within the Department of Treasury to utilize funds recieved from violations to (a) increase EV infrastructure, (b) retrofit school buses or heavy-duty fleets to reduce air emissions significantly, (c) purchase hybrid or zero emissions school buses or heavy-duty vehicles, (d) purchase electric drive vehicles for municipal fleets, (e) provide public health grants to help track, treat, and reduce the number of air emissions-related illnesses, such as asthma, cardiovascular disease, and lung cancer, or (f) provide grants for projects to improve air quality in low-income communities. Also introduced in Senate as S. 2603	Referred House Energy and Commerce; Transportation and Infrastructure
H.R. 4636	POWERS Act of 2016	Rep. Mullin, Markwayne (R-OK-2)	23 Cosponsors; 23 R	Prohibits a rule from being published within 60 days of the NPRM being published. During those 60 days, if a House or Senate committee that has jurisdiction over the law authorizing the rule submits written data, views or arguments to the agency, the agency must publish a response in the Federal Register within 10 days. This 10 day response requirement will not apply to subsequent submissions by a House or Senate committee, if the subsequent submission addresses different content than the first submission.	Referred to House Judiciary
H.R. 4648	Green Stormwater Infrastructure Act	Rep. Kilmer, Derek (D-WA-6)	2 Cosponsors; 2 D	Incentivizes investment in green stormwater infrastructure by requiring at least 20% of the state's water pollution control revolving fund go to projects with a green stormwater infrastructure component. It also requires the Secretary to prioritize public transportation projects, including TIGER projects, that include green stormwater infrastructure.	Referred to House T&I
H.R. 4769	To repeal the Advanced Technology Vehicles Manufacturing Incentive Program	Rep. Russell, Steve (R-OK-5)	1 Cosponsor; Rep. Burgess, Michael C. (R-TX-26)	Repeals the Advanced Technology Inentive Program, under which the DOE provides awards or loans for ultra efficient vehicles or light duty vehicles that achieve low emission standards and high fuel economy.	Referred to House Energy and Commerce
H.R. 4844	REST Act of 2016	Rep. Cartwright, Matt (D-PA-17)	10 Cosponsors; 10 D	Directs the Department of Transportation to revise federal regulations regarding trucking hours of service of drivers to require that: (1) in the case of specially trained drivers of commercial motor vehicles that are specially constructed to service oil wells, on-duty time shall include waiting time at a natural gas or oil well site; and (2) the requirements relating to rest breaks and maximum driving time for commercial motor vehicles are applied, without exception, to such drivers and to drivers of commercial motor vehicles used exclusively in the transportation of oil field equipment.	Referred to House T&I
H.R. 5105	WMATA Governance Reform Act	Rep. Delaney, John K. (D-MD-6)	2 cosponsors; 2 R	Requires WMATA board members to have certified expertise in at least one of the following: transit, management, finances, or safety in order to be approved to serve on the board. Requires signatories that appoint an individual to the board who does not meet the expertise requirement to provide an explanation of the individual's qualifications. Requires the Secretary of Transportation to ensure that the next 3 Federal WMATA board appointments and an absolute majority thereafter meet the expertise qualifications and to the extent practicable, include appointees who reflect the diversity if the communities in the region served by WMATA.	Referred to House Judiciary; and Oversight and Government Reform
H.R. 5126	Early Warning Reporting System Improvement Act of 2016	Rep. Cartwright, Matt (D-PA-17)	0 Cosponsors	Tasks DOT with requiring manufacturers to report additional information, to be publicly disclosed, in cases where possible defects of a motor vehicle or motor vehicle equipment caused a fatality. This information would be entered into NHTSA early warning reporting database. Tasks DOT with improving public accessibility to information on NHTSA's public vehicle safety databases; and with giving public notice via the internet of all inspections or investigations conducted by DOT to enforce a motor vehicle safety requirement or order, or that are related to a motor vehicle accident due to a possible defect.	Referred to House Energy and Commerce

## 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 higher matches from larger communities within a state. Allows nonprofit organizations and small metropolitan planning organizations to compete for funds.	Referred to Environment & Public Works Committee
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.	Became public law.

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 shipping public. Provides shippers ability to obtain rates to or from any interchange points of two or more rail carriers.	Referred to Commerce Committee
S 859	Crude-By-Rail Safety Act	Cantwell (D-WI)	7 cosponsors; 6D, 1Independent	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)	10 cosponsors; 10D	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 (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.	Referred to Finance Committee
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)	5 cosponsors; 4D, 1Independent	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 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.	Reported favorably from Senate Commerce Committee; Included in surface transportation authorization (FAST Act).
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 helps prioritize federal investment. Establishes new office of freight planning, permitting, and development.	Referred to Committee on Commerce, Science, and Transportation
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.; Placed on Senate Legislative Calendar under General Orders. No. 478
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 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.	Referred to Commerce Committee
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)	2 Cosponsors; 2 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; Placed on Senate Legislative Calendar under General Orders. Calendar No. 378
S. 1792	Commuter Benefits Equity Act of 2015	Schumer (D-NY)	11 Cosponsors; 11 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 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	Referred to Banking Committee
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)	3 Cosponsors; 2 D, 1 R	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
S. 2103	A bill to modify a provision relating to adjustments of certain State apportionments for Federal highway programs, and for other purposes.	Donnelly (D-IN)	4 Cosponsors; 2 R, 2 D	Starting in 2016 and for each FY thereafter, apportionments from the Highway Trust Fund to States would be based off of the apportionments received by states in 2012 and adjust the state apportionment share	Referred to Environment & Public Works Committee
S. 2129	An Act Making Appropriations to Improve the Nation's Infrastructure and for Other Purposes, 2016	Cochran (R-MS)	3 Cosponsors; 3 R	Provides FY 2016 appropriations for HUD, DOE, DOT, USDA, and FDA.	Placed on Senate Legislative Calendar under General Orders. Calendar No. 248.; Appropriations for HUD, DOT, USDA, and FDA were included in the omnibus appropriations bill H.R.2029 signed into law on December 18
S. 2163	Streamlining and Investing in Broadband Infrastructure Act	Klobuchar (D-MN)	5 Cosponsors; 3 R, 2 D	Would mandate the inclusion of broadband conduit—plastic pipes which house fiber-optic communications cable—during the construction of any road receiving federal funding if there is a demonstrated need for broadband in the area.	Referred to Environment & Public Works Committee
S. 2167	21st Century Buy America Act	Murphy (D-CT)	0 Cosponsors	Would define the requirement that "substantially all" parts are from the US, to mean that the US manufactured or supplied parts must add up to at least 60% of the cost of the final product. It restricts Buy America exceptions to goods that are either urgently needed for national security or would be at least 50% more expensive if bought in the US. Agencies would be required to notify OMB of granted exceptions and OMB would be required to post this information online. It also authorizes the Department of Defense to establish and carry out a program to make or guarantee loans to certain business entities, up to \$500,000 per entity, under the Defense Production Act.	Referred to Homeland Security and Government Affairs
S. 2247	SAFE Bridges Act of 2015	Shaheen (D-NH)	0 Cosponsors	Directs DOT to establish a program to assist states with rehabilitating or replacing bridges found to be structurally deficient, functionally obsolete, or fracture critical. Federal share for project costs would be 100%	Referred to Environment & Public Works Committee

S. 2258	Surface Transportation Project Delivery Program Improvement Act	Hatch (R-UT)	0 Cosponsors	Strengthens authority of the State in cases of a written agreement between USDOT and a State, in which the State assumes responsibilities of the Secretary with respect to one or more highway projects. Would expand the timing of audits from the first 2 years of State participation to the first 4 years of State participation and clarifies timeline around the start and end of audits. Requires that the audit team include at least one person designated by the State, who is not an employee of the Secretary or State.	Referred to Environment & Public Works Committee
S. 2322	Driver Fatigue Prevention Act	Schumer (D-NY)	5 Cosponsors; 5 D	Amends the Fair Labor Standards Act of 1938 to provide that over-the-road bus drivers are covered under the maximum hours requirements.	Referred to Health, Education, Labor, and Pensions
S. 2391	American Clean Energy Investment Act of 2015	Sanders (I-VT)	2 Cosponsors; 2 D	Permanently extends certain energy tax credits, including credits for: qualified new plug-in electric motor vehicles, hybrid medium- and heavy-duty trucks, and biodiesel and renewable diesel. Extends a credit for alternative fuel vehicle refueling property, including electric charging stations. Provides permanent parity between transit and parking benefits at \$250 (this was already included in the end of year tax extender package; see H.R. 1046).	Referred to Senate Finance
S. 2399	Climate Protection and Justice Act of 2015	Sanders (I-VT)	0 Cosponsors	Establishes a fee on coal, petroleum, any petroleum product, and natural gas. The fee will be charged by per ton of carbon dioxide content (including CO <sub>2</sub> e of methane) and will be charged at \$15/metric ton in 2017 increasing to \$73/metric ton by 2035. Revenue from this act would be disbursed through block grants with eligible project uses for public transportation and resiliency planning and infrastructure improvements.	Referred to Senate Finance
S. 2433	UTRIP Act	Schumer (D-NY)	0 Cosponsors	Provides Federal support to encourage public transportation ridership by college students. Funds could be used to provide discounted fares to students, up to 75% of the far for both monthly and single-ride fares, or for operating or capital costs associated with providing public transportation services and routes that serve higher education. Authorizes \$250,000,000 for each fiscal year 2016-2020 to carry the program out.	Referred to Banking, Housing, and Urban Affairs
S. 2595	Building Rail Access for Customers and the Economy Act	Crapo (R-ID)	22 Cosponsors; 11 R, 11 D	Permanently extends the railroad track maintenance credit, which would apply to expenditures paid or incurred in taxable years beginning after December 31, 2016. Also introduced in House as H.R. 4626	Referred to Senate Finance
S. 2603	CLEANUP Act	Markey (D-MA)	2 Cosponsors; 2 D	Strengthens penalties for corporate average fuel economy credits obtained through a violation of law by requiring a civil penalty in the case of a violation that is equal to \$5 multiplied by the number of such credits. Establishes an Air Quality Restoration Trust Fund within the Department of Treasury to utilize funds recieved from violations to (a) increase EV infrastructure, (b) retrofit school buses or heavy-duty fleets to reduce air emissions significantly, (c) purchase hybrid or zero emissions school buses or heavy-duty vehicles, (d) purchase electric drive vehicles for municipal fleets, (e) provide public health grants to help track, treat, and reduce the number of air emissions-related illnesses, such as asthma, cardiovascular disease, and lung cancer, or (f) provide grants for projects to improve air quality in low-income communities. Also introduced in House as H.R. 4630	Referred to Senate Environment and Public Works
S. 2659	RPM Act of 2016	Burr (R-NC)	14 Cosponsors; 11 R, 3 D	Exempts motor vehicles used solely for competition from Clean Air Act requirements	Referred to Senate Environment and Public Works
S. 2844	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act 2017	Collins (R-ME)	0 Cosponsors	See T4A Summary of FY2017 Appropriations	Reported favorably from Senate Appropriations Committee; Placed on Senate Legislative Calendar under General Orders No. 433
S. 2963	Consortia-Led Energy and Advanced Manufacturing Networks Act	Markey (D-MA)	0 Cosponsors	Provides grants to at least 6 clean technology consortia within 10 years to promote domestic development, manufacture, and deployment of clean technologies, including technologies that improve energy efficiency for transportation, such as electric vehicles, among other technologies. Grants would be at least \$30,000 per year and the grant period would be no more than 5 years, with no more than an additional 5 year extension. Clean technology consotria would include one or more institutions of higher education and 3 or more entities with expertise in translational research, clean technology, and cluster development. \$100 million would be authorized for this program.	Referred to Senate Commerce, Science, and Transportation