



**Item #14-10-4
Information**

Government Relations & Public Affairs Committee

September 26, 2014

Federal Advocacy Update

Issue: Update on federal advocacy.

Recommendation: None, this is for information only.

Discussion: Attached is a monthly update from SACOG's Federal Policy Services consultant, Transportation for America.

Approved by:

Mike McKeever
Chief Executive Officer

MM:EJ:ts
Attachment

Key Staff: Erik Johnson, Acting Manager of Policy and Administration, (916) 340-6247

TO: Sacramento Area Council of Governments
FROM: Transportation for America
RE: September Report

WHAT TO WATCH

U.S. DOT Launches Initiative to Enhance Pedestrian and Bicycle Safety

After being confirmed as the Secretary of Transportation, Secretary Foxx indicated improving pedestrian and bicycle safety was a priority he wanted to advance. On September 10th the Secretary took another step to advance pedestrian and bicycle safety by announcing an 18-month campaign to make roadways safer for bicyclists and pedestrians. The campaign will begin with road safety assessments conducted by U.S. DOT field offices in every state, and will produce multiple resources to help communities build streets that are safer for people walking, bicycling and taking public transportation.

MAP-21 Implementation

U.S. DOT Releases Notice of Proposed Rulemaking (NPRM) Surrounding Implementing MAP-21 Provision to Strengthen the Link Between State Planning and Environmental Reviews

MAP-21 included a provision allowing the Federal Highway Administration and the Federal Transit Administration to use planning products developed by States, MPOs and other agencies during the transportation planning process in the environmental review process required under National Environmental Policy Act (NEPA). On September 10th, U.S. DOT released a NPRM surrounding implementation of this provision.

Under the NPRM, a Federal lead agency would be able to use planning products in determining if a project qualifies for a categorical exclusion, in the preparation of an environmental assessment or environmental impact statement, or other documents prepared under NEPA. The NPRM sets out specific criteria the planning products must meet to be able to be used for this purpose. Specifically, the planning product must be a detailed decision, analysis or study that is the result of an evaluation carried out during the transportation planning process, intended to be carried into the project development phase and has been approved by the State, relevant MPOs, local and tribal governments where the project is located.

Planning decisions that may be adopted as part of the NPRM include whether tolling or other special financial assistance are necessary to implement the project, modal choice, description of environmental setting, methodologies for analysis and an identification of programmatic level mitigation for potential impacts the agency leading the NEPA review believes are most effectively addressed at a regional or national program level. Planning analysis that may be adopted as part of the NPRM include studies related to travel demands, regional development and growth, local land use, population and employment, natural and built environmental conditions, environmental resources and environmentally sensitive areas, potential environmental effects, and mitigation needs for proposed action.

Comments are due by November 10, 2014. The NPRM said that depending on the timing of completion of a final Statewide and Nonmetropolitan Transportation Planning, Metropolitan Transportation Planning and this NPRM these three could be combined into one final rule.

DOT Releases Final Regulation to Implement MAP-21 Provision Allowing States to Take Charge of NEPA

On September 16th U.S. DOT released the final rule implementing a section of MAP-21 giving State governments the chance to take charge of federally required environmental reviews for highway, rail and transit projects. This expands a pilot program, included in SAFETEA-LU that allowed up to five states, to assume the responsibilities of review of highway projects under NEPA. Only CalTrans participated in the pilot program created by SAFETEA-LU.

Under the regulation, any state will be able to seek to assume the role generally reserved for the Federal Highway Administration and other branches of DOT in preparation of environmental assessments, environmental impact statements and consultations with other federal agencies. Under the new regulations, states would be required to show they have the money and manpower to do the reviews on their own, waive sovereign immunity and open themselves up to lawsuits challenging the resulting decisions. To qualify states also must prove to federal transportation officials that they can handle the job and accept federal court jurisdiction. They must also demonstrate that their states have public records laws comparable to the Freedom of Information Act. U.S. DOT expects less than 10 states to apply.

Congressional Update

Congress Passes Continuing Resolution

Congress passed a continuing resolution the week of September 15th to fund the government through December 11, 2014. Congress will have to return after the election to pass either another continuing resolution to fund the government into the next Congress or an omnibus appropriations bill to fund the government for through the end of fiscal year 2015. The Chairs of the House and Senate Appropriations Committee have indicated they will seek to wrap up work on the fiscal year 2015 spending in the lame-duck session. During the Congressional recess, they will work on consolidating the 12 unfinished spending bills into one package they can present to Congressional leaders in November.

Debate surrounding the continuing resolution was complicated by the President's request for funding to train and arm Syrian rebels that oppose the Islamic State. As the legislation was structured, the President has this authority through December 11th. It is expected that Congress will continue its debate on this issue during the lame duck session of Congress.

House Transportation and Infrastructure Committee Releases the Passenger Rail Reform and Investment Act

On September 11th, the Chair and Ranking Member of the House Transportation and Infrastructure Committee along with the Subcommittee Chair and Ranking Member of the Railroads, Pipelines and Hazardous Materials Subcommittee Chair and Ranking Member introduced H.R. 5449, the Passenger Rail Reform and Investment Act. The legislation would run from fiscal year 2015 to fiscal year 2018. The legislation reflects a compromise between members of the Committee who would like to see significant privatization and reform at Amtrak, and those who prefer greater investment in a national passenger rail system. Also, the legislation reflects a compromise between those members who would like to prioritize investment on the Northeast Corridor and those that support continued investment in long distance routes.

Congress currently funds Amtrak under two programs: operating, and capital/debt service. In FY14, Congress funded these two programs at \$1.39 billion. H.R. 5449 restructures these programs into a Northeast Corridor Improvement Fund and a National Network Account, with authorized funding level of \$1.495 billion. While this authorization level is consistent with Amtrak's recent appropriations, they represent a 40 percent reduction in the authorized funding levels in PRIIA 2008.

The bill also authorizes two competitive grant programs, one for the Northeast Corridor and one for the National Network. These programs are authorized at \$150 million each over the next four years.

The bill requires Amtrak to prepare a report on options to enhance development around Amtrak stations through such means as better multimodal connections and value capture. The provision does not address the many stations along the network that are owned by entities other than Amtrak.

The bill makes several changes to the Railroad Rehabilitation and Improvement Financing Program intended to make the program easier to use. It allows railroads to use future state or local funding or other dedicated revenue as collateral for the loan, and adds deadlines for approval or disapproval by the federal agencies involved. It makes positive train control – which will be required to be in use by most railroads by next year – explicitly eligible for RRIF financing. Finally, it sets aside 40% of available RRIF loan authority for projects on the NEC.

The bill also establishes a “State-Supported Route Advisory Committee,” composed of Amtrak, USDOT and seven states that sponsor Amtrak routes, to better coordinate planning and operations of those routes. Amtrak would be required to provide quarterly updates on costs and ridership.

Finally, for any grant above \$1 billion, the legislation requires the applicant to show that the local or state match is committed and available within the proposed project schedule, that the sources of state or local match for any later phases of the project have been identified, and that the project will produce intercity passenger rail benefits. Due to the large grant size (far above any grant that could be funded from the authorization levels in this bill), this provision appears intended for projects that have outstanding funding from the high-speed rail program in the 2009 Recovery Act.

House Transportation and Infrastructure Committee Marks Up the Passenger Rail Reform and Investment Act

On September 17th, the House Transportation and Infrastructure Committee marked up H.R. 5449, the Passenger Rail Reform and Investment Act, with unanimous support from members of the Committee. Chairman Shuster and Ranking Member Rahall both highlighted the importance of a bipartisan bill and indicated the legislation would be a starting point to continue consideration of reauthorizing PRIIA next Congress.

No amendments were considered during the mark up. Congressman Petri (R-WI) talked about his intention to introduce legislation surrounding duty time for rail crews and he is going to introduce it as a marker bill as well. Under FRA safety rules surrounding rail crews their on duty time is regulated. Apparently, a rail crew hit the max time while crossing a highway in Petri's district and had to stop the train causing a major back up in traffic. His amendment and legislation would provide flexibility for federal hours-of-service regulations for rail crews. He only talked about the amendment, not calling for a roll call vote.

Senate Commerce, Science and Transportation Committee Introduce S. 2777, the Surface Transportation Board (STB) Reauthorization Act

Chairman Rockefeller and Ranking Member Thune introduced legislation on September 8th to reauthorize the STB. The legislation would increase the STB's investigation authority so it can launch its own investigations before a complaint is filed. Also, sponsors of the legislation argue it will increase the efficiency of the STB by improving rate review timelines, making it easier for Board members to communicate and improve alternative dispute resolution practices. Finally, the legislation would advance important STB proceedings including reviewing revenue adequacy determinations, examining mandatory competitive switching and determining whether contract bundling has had a adverse impact on the ability of shippers to bring rate cases.

House Transportation and Infrastructure Committee Release Report “Public Private Partnerships: Balancing the Needs of the Public and Private Sectors to Finance the Nation’s Infrastructure”

The House Transportation and Infrastructure Committee’s special panel on public-private partnerships released a report culminating the work of the panel over the past nine months and making recommendations on spurring greater use of public-private partnerships. Their recommendations focused on improving public sector capacity, breaking down barrier to consideration, and ensuring transparency and accountability.

Senate Commerce, Science and Transportation Committee Marks Up Legislation to Reauthorize the Surface Transportation Board

On September 17th, the Senate Commerce, Science and Transportation Committee marked up S. 2777, the Surface Transportation Board Reauthorization Act. The legislation received broad bipartisan support and members of the Committee talked about the legislation as a great starting point for further discussion surrounding reauthorization of the Surface Transportation Board next Congress.

Hearings

House Transportation and Infrastructure Committee – “Surface Transportation Infrastructure Projects Case Studies of the Federal Environmental Review and Permitting Process”

On September 9th, the House Transportation and Infrastructure Committee held a hearing to review the federal environmental review and permitting process for transportation projects. Witnesses included:

- The Honorable Carlos Craceras, Executive Director, Utah Department of Transportation
- The Honorable Lynn Peterson, Secretary, Washington State Department of Transportation
- Mr. Carlos Swonke, Director, Environmental Affairs Division, Texas Department of Transportation
- Mr. Michael Kraman, Acting Chief Executive Officer, The Transportation Corridor Agencies

The focus of the hearing was on states’ experience with the permitting requirements under NEPA. Congressman Petri (R-WI), the Chair of the Highways and Transit Subcommittee, focused his opening statement and line of questioning on looking at ways to encourage agencies to collaborate across bureaucratic lines in reviewing and permitting major road projects. The witnesses from the state DOTs generally agreed with this line of thinking but two state DOT witnesses also highlighted the importance of the NEPA process to giving state DOTs and impacted communities the opportunity to develop a solution that works for everyone. Michael Kraman, with the Transportation Corridor Agencies, recommended several reforms to NEPA, including allowing projects in state with stringent environmental review procedures to count toward meeting federal environmental reviews, environmental review should be integrated and have a parallel work flow, Federal agencies should be prohibited from changing an opinion without new information and NEPA reviews should be sped up and strict deadlines for NEPA environmental review process should be enforced. Democrats on the committee pushed back against a number of these recommendations.

Senate Commerce, Science and Transportation Committee Hearing – “Freight Rail Service: Improving the Performance of America’s Rail System”

On September 10th, the Senate Commerce, Science and Transportation Committee held a hearing focused on rail service throughout the country, including congestion and locomotive and railcar shortages. Witnesses included:

- Mr. Arthur Neal, Deputy Administrator of the Transportation and Marketing Program at the Agricultural Marketing Service on the U.S. Department of Agriculture
- Mr. Jerry Cope, Vice President of Marketing, Dakota Mill & Grain, Inc. on behalf of the National Grain and Feed Association
- Mr. Calvin Dooley, President and CEO, American Chemistry Council
- Mr. Shane Karr, Vice President of Federal Government Affairs, Alliance of Automobile Manufacturers
- Mr. Ed Hamberger, President and CEO, Association of American Railroads

The hearing focused on rail service issues throughout the country, including congestion and locomotive and railcar shortages. Members of the Commerce Committee used the hearing to promote their legislation to reauthorize the STB and highlight the shipping challenges facing farmers in the Dakotas as a result of competing with crude oil to move their goods to market.

Recently Introduced Legislation

S. 2858, the Toxics by Rail Accountability Act

Senator Menendez (D-NJ) introduced S. 2858, the Toxics by Rail Accountability and Community Knowledge (TRACK) Act on September 18th. This legislation would implement a number of recommendations made by the National Transportation Safety Board earlier this year. Specifically, the legislation would require U.S. DOT to issue rulemakings regarding commodity flow data, movable train crossing procedures and emergency response hazmat disclosure. The bill would also require U.S. DOT, in collaboration with others, to develop a route risk assessment tool and require the railroad carrier to monitor public health assessments and to renegotiate legal settlements with individuals affected by hazardous materials leaks. Finally, the legislation would require U.S. DOT to issue a rule stating that railroads carrying hazardous materials must create, implement and update public education programs for communities along their routes.

S. 2891, the Innovation in Surface Transportation Act

Senators Booker (D-NJ) and Wicker (R-MS) introduced S. 2891, the Innovation in Surface Transportation Act, on September 18th. This legislation would set-aside a portion of a state’s allocation under the core highway programs for merit-based grants to local communities with the goal of helping these communities realize homegrown visions to solve their unique transportation challenges. A panel of representatives from local and state jurisdictions would award the grants, ensuring that funds go to well-conceived projects with strong local support and potential for high return on investment.

The legislation takes into account states like California that sub-allocate a larger portion of federal funding than is required under MAP-21. Specifically, the legislation includes a provision that would exempt funding that is either sub-allocated, competed or directed to recipients of FTA’s Urbanized Area Formula Program from being included in the state’s program. In California, this mean CMAQ, which CalTrans sub-allocates 100% of currently, would not provide any funding for the new competitive grant program so long as the funding distribution stays the same.

H.R. 5638

Congressman Petri (R-WI) introduced legislation on September 18th to allow exceptions to federal hours of service regulations when they contribute to a train blocking an intersection. The legislation would allow train

operators to move a train off a road intersection even if they have reached their federal hours-of-service limits.

BILL TRACKER

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Summary	Status
HR 787	Infrastructure Jobs and Energy Independence Act	Murphy	Generates revenue through sale of oil/gas leases; 60% goes to fund highways, transit, and water projects	7 cosponsors; referred to House Committees (Natural Resources; Judiciary; Energy & Commerce; Rules; Budget; T&I)
HR 949	Invest in American Jobs Act of 2013	Rahall	Enhancements to Buy America provisions for highways, transit, rail, Amtrak, wastewater, FEMA, other infrastructure	62 cosponsors; referred to House Committees (T&I; Financial Services)
HR 974	MOVE Freight Act of 2013	Sires	Establishes competitive grant program to fund freight improvements; makes MAP-21's National Freight Network multimodal; makes voluntary state freight plans mandatory	18 cosponsors; referred to House T&I Committee
HR 1544	National High Performance Rail Transportation-Oriented Development Act	Petri/Lipinski	Requires DOT to provide incentives to rail projects that capture value from transportation-oriented development	1 cosponsor; referred to House T&I Committee
HR 1906	Safe Highways and Infrastructure Preservation Act	McGovern	Prohibits a state prescribing or enforcing any regulation that allows a property-carrying unit longer than 53 feet, except for a fire-fighting unit, to operate on the National Highway system	11 cosponsors. Referred to T&I Committee.
HR 2428	SAFE Bridges Act	Rahall	Authorizes \$2.75 billion for bridge repair annually	28 cosponsors; referred to House T&I Committee
HR 2468	Safe Streets Act	Matsui	Requires states and MPOs to adopt "complete streets" policies	47 cosponsors; referred to House T&I Committee
HR 2553	National Infrastructure Bank Act	DeLauro	Establishes an infrastructure bank	103 cosponsors; referred to House Committees (Energy & Commerce, T&I, Financial Services, Ways & Means)

Bill No.	Title	Lead Sponsor(s)	Summary	Status
HR 2958	Clean Ports Act	Nadler	Declares that federal preemption of state and local law shall not apply to the authority of state, local government, or multistate authorities from adopting requirements for motor carriers providing services at port facilities related to environmental pollution, traffic congestion, and highway safety	22 cosponsors. Referred to T&I Committee
HR 3040	Safe Freight Act	Michaud	Prohibits the operation of a freight train or light locomotive engine used in the movement of freight unless it has a crew of at least two individuals, one of whom is certified by the FRA as a locomotive operator and the other as train conductor	82 cosponsors. Referred to House T&I Committee
HR 3182	Safe and Secure Border Infrastructure Act	Peters (CA)	Creates a safe and secure border infrastructure grant program available to MPOs located along the international border with Canada and Mexico to construct transportation infrastructure improvements at existing and new international crossings	2 cosponsors. Referred to House T&I Committee
HR 3486	Transportation Empowerment Act	Graves (GA)	Decreases federal gas tax over 5 years to 3.7 cents and converts federal program into block grant to states	Companion to S. 1702; 54 cosponsors; referred to House Committees (T&I, Budget, Ways and Means)
HR 3494	Bicycle and Pedestrian Safety Act	Blumenauer/ Coble	Requires USDOT to establish motorized and non-motorized safety performance measures for planning and programming	Companion to S. 1708; 98 cosponsors; referred to House T&I Committee
HR 3551	Railway Inspection and Transparency Act	Andrews	Directs the FRA to require each railroad to arrange for an independent inspection by a professional engineer of all railroad bridges biennially, and all railroad signals and switches at semiannually	Referred to House T&I Committee
HR 3597	Safety, Efficiency, Accountability in Transportation Projects Through Public Inspection Act	Edwards	Requires public employees to perform construction inspections on all surface transportation projects receiving federal funding	Referred to House T&I Committee
HR 3620	Local HIRE Act	Bass	Allows States to establish local hiring bid	12 cosponsors. Referred

Bill No.	Title	Lead Sponsor(s)	Summary	Status
			specifications or consider the hiring of local workers in the evaluation of bids and proposals for transportation projects	to House T&I Committee
HR 3634	Commuter Rail Passenger Safety Act	Maloney	Allows installation of positive control systems to be eligible for railroad rehabilitation and improvement direct loans and loan guarantees, and extends the railroad safety technology grants program for FY2014-2018	15 cosponsors. Referred to House T&I Committee
HR 3636	Update, Promote, and Develop America's Transportation Essentials Act	Blumenauer	Phases in a 15 cent gas and diesel tax increase starting in 2014, and indexes the gas tax to inflation	Referred to the House Ways & Means Committee
HR 3638	Road Usage Fee Pilot Program Act	Blumenauer	Directs the Secretary of Treasury to establish a competitive grant program to study mileage-based fee systems	Referred to House Committees (Ways & Means, T&I, Energy & Commerce)
HR 3893	Responsible Rail and Deferring Deficiency Act	Denham	Would prevent any federal funding from being used for California High Speed Rail	14 cosponsors, Referred to House Committee on T&I
HR 3978	New Opportunities for Bicycle and Pedestrian Funding Act	Sires	Creates a low-interest long-term loan program for communities to build biking and walking network. Requires 25% of the funding to be spent in low-income communities. The funding is an \$11 million set aside from the TIFIA.	58 cosponsors, Referred to House T&I Committee
HR 3872	State Transportation and Infrastructure Financing Act	Hanna	Revises and reauthorizes the state infrastructure bank program for FY2013 and FY2014	5 cosponsors, Referred to House T&I Committee. House companion to S 1553
HR 4507	Pedestrian Fatalities Reduction Act	Crowley	Requires SHSP to include statistics on pedestrian injuries and fatalities as well as require states to demonstrate how they will address any increase in these incidents at both the state and county levels	7 cosponsor, Referred to House T&I Committee.
HR 4848	Repeal and Rebuild Act	DeFazio	Repeals the gas tax and replaces it with a per barrel tax on oil processed into gasoline and indexes it for inflation.	Referred to the House Ways and Means Committee.
HR 5638		Petri	Would allow exceptions to federal hours of service regulations when they contribute to a train blocking an	2 cosponsors. Referred to the House

Bill No.	Title	Lead Sponsor(s)	Summary	Status
			intersection. Would allow train operators to move a train off a road intersection even if they have reached their federal hours-of-service limits.	Transportation and Infrastructure Committee.

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Summary	Status
S 163	A bill to prohibit GHG Emission Reduction regulations	Vitter	Prohibits any regulation of carbon dioxide or other GHG emission reduction in the US until China, India, and Russia implement similar reductions	1 cosponsor. Referred to EPW Committee
S 332	Climate Protection Act	Sanders	Requires EPA Administrator to impose a carbon pollution fee on any manufacturer, producer, or importer of a carbon polluting substance	1 cosponsor. Referred to EPW Committee
S 387	American Infrastructure Investment Fund	Rockefeller/ Lautenberg	Authorizes \$10 billion infrastructure bank and \$600 million TIGER grant program	1 cosponsor. Referred to Commerce, Science, and Transportation Committee
S 823	Project of National and Regional Significance	Whitehouse	Authorizes \$500 million annually for Projects of National and Regional Significance	Referred to Senate EPW Committee
S 880	Safe Highways and Infrastructure Preservation Act	Lautenberg	Prohibits a state prescribing or enforcing any regulation that allows a property-carrying unit longer than 53 feet, except for a fire-fighting unit, to operate on the National Highway system	3 cosponsors. Referred to EPW Committee.
S 1264	Clean Vehicle Corridors Act	Casey	Requires DOT to designate at least 5 Clean Vehicle Corridors to encourage the addition of cleaner alternative fuel options and supporting infrastructure throughout the corridor	Referred to EPW Committee
S 1435	Clean Ports Act	Gillibrand	Declares that federal preemption of state and local law shall not apply to the authority of state, local government, or multistate authorities from adopting requirements for motor carriers providing services at port facilities related to environmental pollution,	1 cosponsor. Referred to Commerce, Science, and Transportation Committee

Bill No.	Title	Lead Sponsor(s)	Summary	Status
			traffic congestion, and highway safety	
S 1462	Railroad Safety and Positive Control Extension Act	Thune	Extends deadline until December 31, 2020 for Class I railroads and entities providing regularly scheduled public rail transportation from submitting positive train control (PTC) implementation plans, and directs USDOT to revise and extend PTC regulations for Class II & III railroads	15 cosponsors. Referred to Commerce, Science, and Transportation Committee
S 1504	Off-system bridges	Casey/Blunt	Increases the amount of STP funds that need to be used for off-system bridges from 15% of the former bridge program apportionment to 25% of the former bridge apportionment program	2 cosponsors; referred to Senate EPW Committee
S 1553	State Infrastructure Bank Reauthorization Act	Ayotte	Revises and reauthorizes the state infrastructure bank program for FY2013 and FY2014	Referred to Commerce, Science, and Transportation Committee
S 1702	Transportation Empowerment Act	Lee	Decreases federal gas tax to 3.7 cents and converts federal program into block grant to states	Companion to H.R. 3486; 6 cosponsors; referred to Senate Finance Committee
S 1708	Bicycle and Pedestrian Safety Act	Merkley/Ayotte	Requires USDOT to establish motorized and non-motorized safety performance measures for planning and programming	Companion to H.R. 3494; 18 cosponsors; referred to Senate Commerce Committee
S 1716	The Building and Renewing Infrastructure for Development and Growth in Employment (BRIDGE) Act	Warner/Blunt	Establishes an Infrastructure Financing Authority with \$10 billion for loans, loan guarantees and other credit instruments for surface transportation and water projects	12 cosponsors; referred to Senate Commerce Committee
S 1957	Partnership to Build America Act	Bennet	Creates infrastructure fund to finance projects funded by repatriated profits	Companion to H.R. 2084; 14 cosponsors; referred to the Senate Finance Committee
S 2004	Safe Streets Act	Begich	Requires states and MPOs to adopt "complete streets" policies	17 cosponsors; referred to Senate EPW Committee
S 2275	Transit Oriented Development Infrastructure Financing	Schatz	Provide lost-cost financing in the form of loans or loan guarantees under the TIFIA program for the public infrastructure	3 cosponsors; referred to Senate EPW

Bill No.	Title	Lead Sponsor(s)	Summary	Status
	Act		associated with transit-oriented development, including sidewalks, lighting and other utilities, parking facilities and streets	Committee
S 2284	Pedestrian Safety Act	Gillibrand	Require Strategic Highway Safety Plans to include statistics on pedestrian injuries and fatalities as well as require states to demonstrate how they will address any increase in these incidents at both the state and county levels	3 cosponsors; referred to Senate Commerce Committee
S 2891	Innovation in Surface Transportation Act	Booker	Sets aside a portion of a state's allocation under the core highway programs for merit-based grants to local communities with the goal of helping these communities realize homegrown visions to solve their unique transportation challenges.	4 cosponsors; referred to Senate Environment and Public Works Committee