



Land Use & Natural Resources Committee

Item #17-4-6
Information

March 30, 2017

Federal Policy Update

Issue: Federal Policy Update

Recommendation: For information only.

Discussion: With a new Administration in Washington and discussion of federal infrastructure spending, staff will make a presentation to the committee on the existing federal funding structure. At the April Board meeting, staff will go into greater depth about the current issues in Washington in advance of the Metro Chamber's Cap-to-Cap program April 30-May 3.

Also attached is Transportation for America's monthly report to SACOG.

Approved by:

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Interim Chief Executive Officer

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Attachment

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Monthly Report to SACOG March 29, 2017

CURRENT NEWS

Budget & Appropriations

ADMINISTRATION BUDGET PROPOSAL FOR FY 2018

On March 16, the Trump administration released their 'skinny' budget, proposing how to fund the government in fiscal year (FY) 2018. (See T4America's full summary of the budget [here](#).) The budget itself is not a funding action – in order for money to flow, Congress needs to pass several appropriations bills. However, the budget signals to Congress the Administration's funding priorities.

President Trump's budget proposal includes cuts of 13 percent to the U.S. Department of Transportation's discretionary budget. This includes ending the TIGER competitive grant program, phasing out New Starts & Small Starts funding, and terminating funding for long-distance Amtrak service. Combined with the elimination of the Community Block Development Grant program, these cuts would put more pressure on already overstretched local governments.

Members of Congress on both sides of the aisle expressed concerns with the Administration's proposed budget. Senator Susan Collins (R-ME) noted that she does not agree with some of the cuts, highlighting that popularity and success of the TIGER program. Representative Peter Defazio (D-OR) and Representative John Delaney (D-MD) criticized the Administration's proposed cuts to transportation as inconsistent with the Administration's promises to invest in infrastructure. Former House Appropriations Chairman, Representative Hal Rodgers (R-KY) called the proposed cuts "draconian, careless, and counterproductive."

There are also indications that the programs proposed for cuts will be excluded from any future infrastructure package. Director of the Office of Management and Budget, Mick Mulvaney noted that the White House budget strips infrastructure funding from federal agencies to divert funds to a forthcoming executive branch infrastructure plan. "We believe those programs to be less effective than the package we're currently working on," Mulvaney said, calling such cuts, "line-item reductions."

While the White House has indicated that an infrastructure bill could move as early as this fall, Senator Jim Inhofe (R-OK) expressed doubt that Congress will move an infrastructure bill in 2017. House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) indicated that an infrastructure bill may be possible next spring.

ADMINISTRATION CALLS FOR CHANGES TO FY 2017 BUDGET

On Friday, March 24 the White House Office of Management and Budget (OMB) sent a list of recommended funding cuts for FY 2017 to Congress. Specifically, the TIGER grant program would be immediately zeroed out. The Capital Investment Grants program (i.e. New Starts, Small Starts) would also be reduced to \$1.7 billion – a 27 percent cut from the Senate’s FY2017 bill and a 31 percent cut from the House’s FY2017 bill.

With regard to the Capital Investment Grants program, the OMB document proposes “to suspend additional projects from entering the program” and notes that the Administration “believes localities should fund these localized projects.” It goes on to state that the Administration “does not intend” to sign full funding grant agreements (FFGAs) for the Maryland Purple Line or the Caltrain electrification project in 2017.

While OMB’s document is a list of suggested funding cuts, attempts by Congress to appropriate money for New Starts and Small Starts projects in spite of the Administration’s opposition to advancing new transit projects could be thwarted by the earmark ban. Without the Administration’s support, a path forward for these projects is unclear.

The continuing resolution that the government is current operating under expires on April 28. Congress still must pass appropriations legislation to fund the government for the remainder of FY2017.

Leadership Changes

NTSB

On March 15, Christopher A. Hart’s term as Chairman of the National Transportation Safety Board (NTSB) concluded. Going forward, Vice Chairwoman Bella Dihn-Zarr will serve as NTSB’s Acting Chairwoman and Hart will remain at NTSB as a board member. The NTSB has five board members, each of whom serve five-year terms.

Dihn-Zarr began her term on the board in March 2015 and has prior experience working for the US Office of the FIA Foundation, AAA, NHTSA, the US Centers for Disease Control and Prevention, and the Texas Transportation Institute.

On March 23, President Trump announced his intent to re-nominate Robert Sumwalt III to be a NTSB member for another five years. Sumwalt has been a NTSB member since 2006 and his new term would expire in December 2021. (See press release [here](#).)

USDOT

President Trump nominated Jeffrey A. Rosen to serve as Deputy Secretary of Transportation. Rosen served as General Counsel and Senior Policy Advisor for OMB from 2006 through 2009 and as General Counsel at USDOT from 2003 through 2006. (See press release [here](#).) Rosen also served as the government’s representative on Amtrak’s Board of Directors during the period in which Amtrak’s then-president David Gunn was let go and support for long-distance rail faltered. The Senate Commerce committee has scheduled his confirmation hearing for Wednesday, March 29.

In addition, Derek Kan is rumored as being considered for the position of Undersecretary for Policy, USDOT's third high-ranking slot. Kan currently serves on the Amtrak board of directors and is general manager for the ride-hailing company Lyft. He also previously worked as an aide to Sen. Mitch McConnell from 2008 to 2010.

While several positions are yet to be filled at USDOT, a number of individuals have been brought on with open-ended titles and unclear responsibilities. (See list below). Since the Administration is statutorily limited to the number of political appointments that can be made at USDOT, all of these appointees are unlikely to remain in their current positions. In many cases individuals brought in early in an administration as a "special advisor" are later appointed to specific jobs, like Assistant Secretary. This allows the Administration to get individuals into the building immediately before going through the confirmation process.

Name	Title	Code	Date
Erika Baum	Executive Assistant to the Secretary	GS-15	1/26/17
Kirk Bell	White House Liaison	SES	1/20/17
Michael Britt	Chief of Staff	SES	1/23/17
Monica Chinn	Special Assistant to the Executive Secretariat	GS-14	1/25/17
Finch Fulton	Special Assistant for Transportation Policy	GS-15	1/20/17
Melissa Fwu	Special Assistant to the Secretary	GS-12	1/23/17
Wendy Gehring	Special Advisor	SES	1/27/17
Laura Genero	Senior Advisor for Strategic Communications	SES	1/23/17
Douglas Graham	Speechwriter	GS-14	1/25/17
Tina Henry	Special Assistant for Scheduling	GS-15	1/30/17
Christopher Hess	Special Advisor	GS-14	1/24/17
George Hittner	Special Assistant for External Affairs	GS-15	1/23/17
Todd Inman	Director of Operations	SES	1/20/17
Ruth Knouse	Director of Executive Secretariat	SES	1/23/17
Matthew Kopko	Special Advisor	GS-15	1/23/17
Holly Lewis	Special Assistant for Scheduling	GS-13	1/20/17
Marianne McInerney	Assistant to the Secretary and Director of Public Affairs	SES	1/20/17
Allison Moore	Press Secretary	GS-13	1/23/17
Owen Morgan	Special Assistant (Briefing Book)	GS-9	1/23/17
Willis Morris	Special Advisor to the Chief of Staff	GS-15	1/23/17
Keith Nelson	Senior Advisor for Budget and Programs	SES	1/23/17
James Owens	Legal Advisor to the General Counsel	GS-15	1/23/17
Barry Plans	Special Assistant for Digital Strategy	GS-14	1/30/17
Michael Powers	Senior Advisor for Management and Budget	SES	1/20/17
Anthony Pugliese	Senior White House Advisor	SES	1/20/17
Mark Sanborn	Special Assistant for Governmental Affairs	GS-15	1/23/17
Loren Smith	Special Assistant for Governmental Affairs	GS-15	1/20/17
Tamara Somerville	Senior Advisor to the Secretary	SES	1/23/17
Jeb Wilkinson	Special Assistant of Advance	SES	1/23/17
David Nicholas Yonkovich	Special Assistant	GS-11	1/20/07

CSX

Former Canadian Pacific Railway CEO, E. Hunter Harrison was named the new CEO for CSX. According to reports, Harrison plans to improve profits by cutting jobs, closing several rail yards, and shifting operations away from Michigan and Pennsylvania to Southern states. Harrison brings with him Mantle Ridge founder, Paul Hilal, who join the CSX board as its vice chairman. Three other directors were also appointed as part of the deal – Dennis Reilley, the retired CEO of Praxiar, Linda Riefler, who brings experience from investment bank Morgan Stanley, and John Zillmer, the former CEO of Univar.

At the annual shareholder meeting in May, CSX will vote on two elements of Harrison’s compensation package. Under the deal, Harrison can resign after the shareholder meeting if the terms are rejected. Harrison is replacing Michael Ward. In February, CSX announced Ward would retire effective May 31, but he will stay on as a consultant.

Update on Recent Hearings on the Hill

SENATE COMMERCE HEARING

On March 1, the Senate Commerce Committee held a hearing on “Connecting America: Improving Access to Infrastructure for Communities Across the Country.” In keeping with testimonies provided at previous hearings, witnesses including Governor Daugaard of South Dakota noted that public-private partnerships (P3s) are not effective for addressing the needs of rural states. Mayor of Miami Beach Phillip Levine also highlighted the importance of making federal funds accessible to locals and not locked in state capitals.

When asked by Sen. Shelley Moore Capito (R-WV) what the solution for improving infrastructure in rural communities, Gov. Daugaard stated it “boils down to direct formula funding,” that rural states usually do not fare well in other structures and that rural states often find it hard to compete for discretionary funding. (Additional information including a video of the hearing is available [here](#).)

SENATE APPROPRIATIONS HEARING

On March 8, the Senate Appropriations Subcommittee held a hearing on “Investing in America: Funding our Nation’s Transportation Infrastructure Needs.” Senior Policy Advisor for T4America, Beth Osborne, served as a witness and urged the subcommittee to protect investments in programs that promote innovation, encourage collaboration and maximize benefits for local communities.

“As everyone testifying today will say,” Beth noted in her opening remarks, “we have great need to invest in our transportation system, including our roads, bridges, and transit systems. However, Transportation for America also believes that our problems run far deeper than just an overall lack of funding.” Beth highlighted the importance of addressing where and how transportation funds are spent and noted the benefits of competitive programs like TIGER. See T4America’s blog post [here](#). A copy of her testimony is available [here](#).)

Performance Measures Rules Delayed

On March 21, the Trump administration announced in the Federal Register further delays – until May 20, 2017 – to the effective dates of the following rules:

- Assessing Pavement Condition for the NHP program and Bridge Condition for the NHP program
- Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and AirQuality Improvement program.

The original effective date for both of these rules was February 17, 2017.

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 21	Midnight Rules Relief Act of 2017	Rep. Issa, Darrell (R-CA-49)	14 Cosponsors; 1 D, 13 R	Amends the Congressional Review Act to allow Congress to consider a joint resolution to disapprove multiple regulations that federal agencies have submitted for congressional review within the last 60 legislative days of a session of Congress during the final year of a President's term. Congress may disapprove a group of such regulations together (i.e., "en bloc") instead of the current procedure of considering only one regulation at a time.	Passed House 238-184, Referred to Senate Homeland Security & Government Affairs
H.R. 26	Regulations from the Executive in Need of Scrutiny (REINS) Act of 2017	Rep. Collins, Doug (R-GA-9)	160 Cosponsors; 160 R	Requires a joint resolution of approval to be enacted by Congress within 70 session days or legislative days after an agency proposing a major rule submits its report on such rule to Congress in order for the rule to take effect. Defines a "major rule" as any rule that the Office of Information and Regulatory Affairs of the Office of Management and Budget finds results in: (1) an annual effect on the economy of \$100 million or more; (2) a major increase in costs or prices for consumers, individual industries, government agencies, or geographic regions; or (3) significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises.	Passed House 237-187, Referred to Senate Homeland Security & Government Affairs
H.R. 52	Jobs, On-the-Job 'Earn While You Learn' Training, and Apprenticeships for African-American Young Men Act	Rep. Scott, David (D-GA-13)	9 Cosponsors; 7 D, 2 R	Requires the Department of Labor to request labor unions, general contractors, and businesses that will rebuild infrastructure, transportation systems, technology and computer networks, and energy distribution systems to actively recruit, hire, and provide on-the-job training to African American men ages 18 to 39 through existing jobs, apprenticeships, and "earn while you learn" programs. Labor must help coordinate such recruitment.	Referred to House Education and Workforce
H.R. 66	Route 66 Centennial Commission Act	Rep. Davis, Rodney (R-IL-13)	14 Cosponsors; 6 D, 8 R	Establishes Route 66 Centennial Commission to honor the 100th year anniversary of the establishment of Route 66 and requires the commission to determine the best way to honor Route 66 and issue a report on what needs to be done to preserve Route 66.	Referred to the House T&I Committee
H.R. 89	To amend subtitle IV of title 40, United States Code, regarding county additions to the Appalachian region	Rep. Blackburn, Marsha (R-TN-7)	0 Cosponsors	Adds the Tennessee counties of Hickman, Perry, and Wayne to the definition of "Appalachian region" for purposes of Appalachian regional development efforts	Referred to the House T&I Committee
H.R. 100	Support Local Transportation Act	Rep. Brownley, Julia (D-CA-26)	1 Cosponsor; Rep. Moore, Gwen (D-WI-4)	Modifies the percentages of funds allocated to certain urbanized areas under the surface transportation block grant program for the next three fiscal years.	Referred to the House T&I Committee
H.R. 127	Transportation for Heroes Act of 2017	Rep. Green, Al (D-TX-9)	0 Cosponsors	Revises urbanized area formula grant recipient requirements to require a recipient to certify that it will ensure that a fare of no more than 50% of the peak hour fare will be charged to a U.S. veteran during non-peak hours for transportation using or involving a facility or equipment of a project financed by the grant	Referred to the House T&I Committee
H.R. 233	Safe Freight Act of 2017	Rep. Young, Don (R-AK)	25 Cosponsors; 17 D, 8 R	Directs the Federal Railroad Administration (FRA) to issue regulations requiring two members on all freight trains	Referred to the House T&I Committee
H.R. 268	Neighborhood Noise Barriers Act of 2017	Rep. Lewis, John (D-GA-5)	0 Cosponsors	Allows Highway Trust fund dollars to be used to construct noise barriers next to predominately residential neighborhoods that are next to a recently widened highway or where the neighborhood is older than 10 years and located next to a highway (doesn't have to have been widened).	Referred to the House T&I Committee

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 274	Modernizing Government Travel Act	Rep. Moulton, Seth (D-MA-6)	10 Cosponsors; 6 D, 4 R	Allows Federal employees to be reimbursed for using services provided by transportation network companies (TNCs) for official business. Sets forth definition of transportation network companies.	Passed House by voice vote. Ordered reported favorably by Senate Homeland Security and Government Affairs on 3/15
H.R. 336	Transit Benefits Modernization Act	Rep. Meadows, Mark (R-NC-11)	5 Cosponsors; 3 D, 2 R	Allows services provided by transportation network companies (TNCs) to qualify as a transportation fringe benefit for Federal employees within the national capital region. Employees would have to forgoe receiving transit benefits if they chose to receive TNC benefits.	Referred to House Oversight and Government Reform
H.R. 481	REBUILD Act	Rep. Calvert, Ken (R-CA-42)	0 Cosponsors	Amends the National Environmental Policy Act of 1969 (NEPA) to authorize: (1) the assignment to states of federal environmental review responsibilities under NEPA and other relevant federal environmental laws for covered federal projects, and (2) states to assume all or part of those responsibilities.	Referred to House Committee on Natural Resources
H.R. 547	National Infrastructure Development Bank Act of 2017	Rep. DeLauro, Rosa (D-CT-3)	79 Cosponsors; 79 D	Would create and fund a public bank to leverage public and private dollars for meritorious infrastructure projects of national or regional significance. Would supplement other federal infrastructure programs by providing loans, loan guarantees and proceeds from bond issuances for projects, and make payments to help states and localities cover their bond interest payments.	Referred to House T&I; Energy and Commerce; Financial Services; Ways and Means
H.R. 549	Transit Security Grant Program Flexibility Act	Rep. Donovan, Daniel M., Jr. (R-NY-11)	5 Cosponsors; 2 D, 3 R	Adds a period of performance for public transportation security assistance grants. Awarded funds would be available for a grant recipient for not fewer than 36 months, and not fewer than 55 months for projects that (a) provide security improvements for public transportation systems in final design or under construction or (b) provide security improvements for stations and other public transportation infrastructure, including that owned by State or local governments.	Passed House by voice vote. Referred to Senate Homeland Security and Government Affairs
H.R. 554	Make State Governments More Open, Honest, and Transparent Act of 2017	Rep. Kildee, Dan (D-MI-5)	0 Cosponsors	Requires state lawmakers to disclose their sources of income and possible conflicts of interest or face loss in federal funding for certain programs, including transportation funds	Referred to House T&I; Energy and Commerce; Education and the Workforce; Financial Services; Homeland Security; Judiciary; Ways and Means
H.R. 556	BLUE Act of 2017	Rep. Lance, Leonard (R-NJ-7)	3 Cosponsors; 1 D, 2 R	Requires the Administrator of the Federal Highway Administration to make an exception to the Manual on Uniform Traffic Control Devices to allow for certain colored markings between longitudinal parallel lines for celebratory or ceremonial purposes	Referred House T&I
H.R. 721	BRACE Act	Rep. Jenkins, Lynn (R-KS-2)	147 Cosponsors; 64 D, 83 R	Makes permanent the tax credit for railroad truck maintenance and would apply to expenditures paid or incurred after December 31, 2016.	Referred to House Ways & Means

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 736	Black Box Privacy Protection Act	Rep. Capuano, Michael E. (D-MA-7)	0 Cosponsors	Requires manufacturers of new automobiles to disclose on the information label affixed to the window of the automobile (1) the presence and location of an event data recorder, (2) the type of information recorded and how it is recorded, and (3) that the recording may be used in a law enforcement proceeding. It would apply to any device that records information such as vehicle speed, seatbelt use, application of brakes, or other information pertinent to the operation of the vehicle. Prohibits the manufacture, sale, or import into the US of an automobile model year 2016 or later that is equipped with an event data recorder unless the consumer can control the recording of information and establishes penalties for violators. Any data recorded would be considered the property of the owner of the vehicle.	Referred to House Energy and Commerce
H.R. 765	Increase Transportation Alternatives Investment Act of 2017	Rep. Velazquez, Nydia M. (D-NY-7)	4 Cosponsors; 4 D, 0 R	Creates a surface transportation block grant program to support transportation alternatives in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities. Requires the Secretary of Transportation within 1 year of enactment of this act to award grants under the program. Eligible entities include state and local governments, MPOs, and RPOs. Eligible activities include TDM programs including support for TMAs, carpool or telecommuting projects, and planning, design, acquisition of rights-of-way, construction, improvement and management of streets, pathways, and public transportation facilities to facilitate expanded bicycle and pedestrian mobility and access	Referred to House T&I
H.R. 824	No Transportation Funds for Sanctuary Cities Act	Rep. Smith, Jason (R-MO-8)	4 Cosponsors; 0 D, 4 R	Prohibits any grant funding made available under Chapter 1 of Title 23 or provided through the TIGER program, or any subsequent appropriation act from being obligated to any project located in whole or in part in a sanctuary jurisdiction. Defines sanctuary jurisdiction as a state or political subdivision of a state that has a statute, ordinance, policy, or practice that prohibits or restricts any government entity or official from (1) sending, receiving, maintaining or exchanging with any Federal, state, or local government entity citizenship or immigration status of any individual, or (2) complying with any DHS detainer ordering that the government entity or official temporarily hold an alien in custody, transport the alien for transfer to federal custody, or notify DHS about the release of an alien.	Referred to House T&I
H.R. 891	Federal Transit Modernization Act of 2017	Rep. Meadows, Mark (R-NC-11)	1 Cosponsor; Rep. Farenthold, Blake (R-TX-27)	Repeals labor standard requirements that condition financial assistance for public transportation projects upon employee protective arrangements approved by the Secretary of Labor. Repeals the prevailing wage requirement, which requires the Secretary of Transportation to ensure that laborers and mechanics employed by contractors and subcontractors in construction work are paid wages not less than those prevailing on similar construction in the locality. Repeals employee protective arrangements, including provisions for the preservation of rights under existing collective bargaining agreements, the continuation of collective bargaining rights, paid training or retraining programs, and more.	Referred to House T&I

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 904	Buy American Improvement Act of 2017	Rep. Lipinski, Daniel (D-IL-3)	12 Cosponsors; 10 D, 2 R	Increases requirements for american-made content. For surface transportation projects required to use steel, iron and manufactured goods produced in the US, provides an exception that applies when procuring rolling stock and the cost of components and subcomponents produced in the US is more than 60% of the cost of all components of rolling stock and final assembly of the rolling stock has occurred in the US. Requires the Secretary of Transportation within 1 year of enactment of the act to review regulations to determine whether manufactured products other than those containing steel and iron should be considered for domestic content preferences. Modifies Buy America provisions for Amtrak. Before Amtrak can apply an exception to Buy America provisions, it must enter into an arrangement with the National Institute of Standards and Technology to conduct a supplier scouting process for domestic suppliers that can provide the materials or supplies for which an exemption is being sought. Amtrak must submit this report and the exemption application to the Secretary, who will consider the results of the supplier scouting process before making a decision on the application. If the Secretary decides to grant the exemption, the Secretary shall publish a summary of the scouting report and reasons for the decision in the Federal Register. Additional Buy America provisions are also applied to projects financed with passenger facility charges and to existing rail loan and loan guarantee requirements.	Referred to House Oversight & Government Reform; Financial Services; T&I; Energy and Commerce; Agriculture; Natural Resources; Homeland Security
H.R. 932	MOVE Act	Rep. Ellison, Keith (D-MN-5)	7 Cosponsors; 7 D; 0 R	Directs DOT to issue regulations necessary to establish performance measures relating to multimodal connectivity and accessibility for states and MPOs to use to assess roadways, public transportation infrastructure, pedestrian and bikeway infrastructure, and other transportation infrastructure. Performance measures must include ones to assess specified transportation accessibility factors with respect to the general population as well as disadvantaged populations (low-income or minority populations and people with disabilities). MPOs must coordinate selection of multimodal transportation accessibility targets with relevant state and public transportation providers to ensure consistency with the performance measures established by DOT.	Referred to House T&I
H.R. 966	TIGER CUBS Act	Rep. Larsen, Rick (D-WA-2)	6 Cosponsors; 6 D, 0 R	Provides supplemental appropriations for FY2017 for the TIGER grant program. Provides \$500 million available until September 2019. Requires that at least \$100 million of this amount go to projects in cities with populations between 10,000 and 50,000. The minimum grant for these small cities will be \$2 million and the federal share of costs may be over 80%.	Referred to House Budget; Appropriations
H.R. 988	To provide for a study by the Transportation Research Board of the National Academies on the impact of diverting certain freight rail traffic to avoid urban areas, and for other purposes	Rep. Ellison, Keith (D-MN-5)	0 Cosponsors	Requires that within 3 months of the enactment of this act the Secretary of Transportation make arrangements with TRB for a study on the cost and impact of rerouting freight rail traffic containing hazardous materials to avoid transportation of such materials through urban areas. The Board shall share a report on the results of the study with Congress no later than 21 months after the date of enactment of the act. Authorizes \$850,000 to carry this out.	Referred to House T&I

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 1028	Commute Less Act of 2017	Rep. Sires, Albio (D-NJ-8)	0 Cosponsors	Defines employer-based commuter program and transportation management organization. Requires MPO transportation plans to include employer outreach activities and strategies. Clarifies that MPOs should include representatives of employers, employer-based commuter programs, and transportation management organizations as interested parties who should have a reasonable opportunity to comment on the transportation plan. Requires the MPO TIP to include projects identified in a relevant commuter trip reduction plan. Requires greater MPO coordination with employers, including the establishment of employer advisory councils that develop commuter trip reduction plans. Authorizes the Secretary to make a grant to a national non-profit organization engaged in efforts relating to employer-based commuter programs, or another entity to establish an information clearinghouse, develop an education program, and provide technical assistance relating to employer-based commuter programs. Requires recipients of federal funds for a project with an estimated total cost of \$75 million or more that will reduce traffic flow for more than 120 days to prepare a congestion mitigation plan for the duration of project construction. This plan shall be made available for review at the request of the Secretary. Requires the Secretary to develop and implement a plan to expand and promote employer-based commuter programs and submit a report on the implementation and impact of the plan to Congress no later than 2 years after the date of enactment. Also requires the Secretary to submit a report to Congress within 1 year on recommendations for better integrating employer-based commuter programs into emergency planning, preparedness, and response activities.	Referred to House T&I
H.R. 1093	To require the Federal Railroad Administration and the Federal Transit Authority to provide appropriate Congressional notice of safety audits conducted with respect to railroads and rail transit agencies	Rep. Sires, Albio (D-NJ-8)	1 Cosponsor; Rep. Payne, Donald M. Jr. (D-NJ-10)	Requires the Federal Railroad Administration and Federal Transit Administration to notify the relevant congressional committees and congressional member 10 days after they have begun a safety audit of a railroad or rail transit agency. Further requires both agencies to provide a report 90 days after the audit is complete summarizing the audits results.	Referred to House T&I
H.R. 1144	To impose a tax on certain trading transactions to invest in our families and communities, improve our infrastructure and our environment, strengthen our financial security, expand opportunity and reduce market volatility	Rep. Ellison, Keith (D-MN-5)	17 Cosponsors; 17 D, 0 R	Imposes a .5%, .10% or .0005% tax on certain securities trades to, among five listed priorities, "(invest) in transportation including public mass transit and an infrastructure bank that promotes environmentally responsible domestic manufacturing and construction industries. Does not specify what exact amount, programs or types of public mass transit should be funded with the proceeds	Referred to House Ways & Means
H.R. 1200	To amend the Internal Revenue Code of 1986 to provide for collegiate housing and infrastructure grants	Rep. Sessions, Pete (R-TX-32)	32 Cosponsors; 12 D, 20 R	This bill amends the Internal Revenue Code to allow tax-exempt charitable or educational organizations to make collegiate housing and infrastructure grants to certain tax-exempt social clubs (e.g., college fraternities and sororities) which apply such grants to their collegiate housing property	Referred to House Ways & Means

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
H.R. 1266	Vision Zero Act of 2017	Rep. Blumenauer Earl (D-OR-3)	1 Cosponsor; 0 D, 1 R	<p>This bill authorizes the Department of Transportation to award grants to a city, town, township, borough, county, parish, district, village, or other political subdivision of a state to develop a Vision Zero plan to eliminate transportation-related fatalities and serious injuries in its jurisdiction within a specified timeframe, not to exceed 20 years.</p> <p>The Department may award grants to up to five entities serving such jurisdictions, with at least 25% of grant funds going to entities that serve a jurisdiction with a population of under 200,000. The federal share of projects costs shall not exceed 80%.</p>	Referred to the House Committee on Transportation and Infrastructure.
H.R. 1305	American Community Survey Act	Rep. Poe Ted (R-TX-2)	7 Cosponsors; 0 D, 7 R	This bill makes participation in the American Community Survey voluntary, except with respect to certain basic questions like name, address, date of response, and number of people living at an address.	Referred to House Committee on Oversight and Government Reform
H.R. 1346	To repeal the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform	Rep. Lapinski, Dan (D-IL-3)	24 Cosponsors; 11 D, 13 R	Repeals the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform" (81 Fed. Reg. 93448) on December 20, 2016	Referred to the House Committee on Transportation and Infrastructure.
H.R. 1458	Raise And Index to Sustainably and Efficiently Invest in Transportation Act of 2017	Rep. Blumenauer Earl (D-OR-3)	23 Cosponsors; 23 D, 0 R	The bill would raise federal gas and diesel taxes 15 cents over three years (2017-2019) (and index the taxes thereafter to inflation	Referred to the House Committee on Ways and Means
H.R. 1501	Small Community Transit Improvement Act of 2017	Rep. Davis, Rodney (R-IL-13)	3 Cosponsors; 2 D, 1 R	Requires 3 percent of formula grants under Title 49 to go to urbanized areas with populations of less than 200,000	Referred to the House Committee on Transportation and Infrastructure.
H.R. 1568	To enhance interstate commerce by creating a national hiring standard for motor carriers, and for other purposes.	Rep. Duncan Jr., John (R-TN-2)	3 Cosponsors; 0 D, 3 R	No text available yet	Referred to the House Committee on Transportation and Infrastructure.
H.R. 1571	To provide first responders with planning, training, and equipment capabilities for crude oil-by-rail and ethanol-by-rail derailment and incident response, and for other purposes	Rep. Herrera Butler, Jamie (R-WA-3)	1 Cosponsors; 1 D, 0 R	No text available yet	Referred to the House Committee on Science, Space and Technology
H.R. 1623	To repeal the Advanced Technology Vehicles Manufacturing Incentive Program	Rep. Russell, Steve (R-OK-5)	0 Cosponsors	No text available yet	Referred to the House Committee on Energy and Commerce

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 21	Regulations from the Executive in Need of Scrutiny (REINS) Act of 2017	Sen. Paul, Rand (R-KY)	35 Cosponsors; 0 D, 35 R	Requires a joint resolution of approval to be enacted by Congress within 70 session days or legislative days after an agency proposing a major rule submits its report on such rule to Congress in order for the rule to take effect. Defines a "major rule" as any rule that the Office of Information and Regulatory Affairs of the Office of Management and Budget finds results in: (1) an annual effect on the economy of \$100 million or more; (2) a major increase in costs or prices for consumers, individual industries, government agencies, or geographic regions; or (3) significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises.	Referred to Senate Homeland Security and Government Affairs
S. 34	Midnight Rules Relief Act of 2017	Sen. Johnson, Ron (R-WI)	5 Cosponsors; 0 D, 5 R	Amends the Congressional Review Act to allow Congress to consider a joint resolution to disapprove multiple regulations that federal agencies have submitted for congressional review within the last 60 legislative days of a session of Congress during the final year of a President's term. Congress may disapprove a group of such regulations together (i. e., "en bloc") instead of the current procedure of considering only one regulation at a time.	Referred to Senate Homeland Security and Government Affairs
S. 56	Red Tape Act of 2017	Sen. Sullivan, Dan (R-AK)	17 Cosponsors; 0 D, 17 R	Requires each agency to repeal or amend 2 or more rules before issuing or amending a rule	Referred to the Senate Homeland Security and Government Affairs
S. 78	Modernizing Government Travel Act	Sen. Lee, Mike (R-UT)	5 Cosponsors; 2 D, 3 R	Allows Federal employees to be reimbursed for using services provided by transportation network companies (TNCs) for official business. Sets forth definition of transportation network companies.	Referred to the Senate Homeland Security and Government Affairs
S. 88	A bill to ensure appropriate spectrum planning and interagency coordination to support the Internet of Things	Sen. Fischer, Deb (R-NE)	3 Cosponsors; 2 D, 1 R	Creates a public/private working group to study and advise Congress on IoT policy issues.	Ordered reported favorably by the Senate Commerce, Science, and Technology on 1/24

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 181	A bill to ensure that certain Federal public works and infrastructure projects use materials produced in the United States, and for other purposes	Sen. Brown, Sherrod (D-OH)	1 Cosponsor; Sen. Portman, Rob (R-OH)	Applies Buy America rules to all taxpayer-funded infrastructure and public works projects	Referred to the Senate Committee on Homeland Security and Government Affairs
S. 195	TIRE Act	Sen. Flake, Jeff (R-AZ)	0 Cosponsors	Repeals the prevailing rate of wage requirement for construction work on highway projects, including the requirement to consult with the Secretary of Labor to determine minimum wages to be paid to laborers. Applies to projects that start on or after the date of enactment of the act.	Referred to Senate Environment and Public Works Committee
S. 263	Ozone Standards Implementation Act of 2017	Sen. Capito, Shelley Moore (R-WV)	5 Cosponsors; 1 D, 4 R	Delays implementation of the ozone NAAQS that were published in 2015, extending (1) the deadline for states to submit designations to implement the 2015 ozone NAAQS to October 26, 2024, (2) the deadline for the EPA to designate state areas as attainment, nonattainment, or unclassifiable areas to October 26, 2025. States must submit a SIP by October 26, 2026. The bill also increases the review cycle for criteria pollutant NAAQS from a 5-year review to a 10-year review cycle. Requires EPA to consult with its scientific advisory committee before revising NAAQS.	Referred to Senate Environment and Public Works Committee
S. 271	Build USA Infrastructure Act	Sen. Fischer, Deb (R-NE)	0 Cosponsors	During the 5-year period beginning October 1, 2020 the first \$21.4 billion in revenues collected by US Customs and Border Protection during each fiscal year shall be deposited into the Highway Trust Fund. Allows a state to enter into a remittance agreement with FHWA for a period of 3 years or longer, under which the state agrees to use the funds recieved from FHWA to carry out a core infrastructure project. Authorizes the Administrator to issue regulations to carry this out.	Referred to Senate Homeland Security and Government Affairs
S. 407	A bill to amend the Internal Revenue Code of 1986 to permanently extend the railroad track maintenance credit.	Sen. Crapo, Mike (R-ID)	22 Cosponsors; 10 D, 12 R	Amends the Internal Revenue Code to make permanent the tax credit for railroad track maintenance (tax credit currently expired on January 1st 2017) and backdates the credit to apply the credit to all expenses incurred after December 31st 2016	Referred to Senate Finance Committee
S. 452	ORDEAL Act of 2017	Sen. Flake, Jeff (R-AZ)	4 Cosponsors; 0 D, 4 R	This bill does two things. First, it delays the enforcement and implementation of the final rule entitled 'National Ambient Air Quality Standards for Ozone' (80 Fed. Reg. 65292 (October 26, 2015)) until January 1, 2025. Second, it changes the timeframe for review of Ozone standards from every five years to every 10 years.	Read twice and referred to the Committee on Environment and Public Works

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 453	Agency PAYGO for Greenhouse Gases Act	Sen. Flake, Jeff (R-AZ)	2 Cosponsors; 0 D, 2 R	Requires the Administrator of the Environmental Protection Agency to include in any proposed rule that limits greenhouse gas emissions and imposes increased costs on other Federal agencies an offset from funds available to the Administrator for all projected increased costs that the proposed rule would impose on other Federal agencies.	Referred to the Committee on Environment and Public Works
S. 454	Commonsense Legislative Exceptional Events Reforms Act of 2017	Sen. Flake, Jeff (R-AZ)	2 Cosponsors; 0 D, 2 R	<p>This bill amends the Clean Air Act to revise the requirements for regulations that govern the review and handling of air quality monitoring data influenced by exceptional events. The Environmental Protection Agency may exclude monitored exceedances of the National Ambient Air Quality Standards from consideration when designating an area as nonattainment, redesignating an area as nonattainment, or reclassifying an existing nonattainment area to a higher classification if a state demonstrates that an exceptional event caused the exceedances.</p> <p>The bill requires that the criteria used to determine if an exceptional event was demonstrated must be specific in order to minimize the discretion of the EPA in approving or disapproving the demonstration. The EPA must make a determination within 90 days after the submission of a petition by a state of an exceptional event demonstration. The demonstration is approved if the EPA does not make a determination by that deadline.</p>	Referred to the Committee on Environment and Public Works
S. 468	Historic Routes Preservation Act	Sen. Flake, Jeff (R-AZ)	3 Cosponsors; 0 D, 3 R	This bill seeks to more efficiently resolve right of way disputes by allowing any state, county, political subdivision or agency of a state, company, or other person that asserts public acceptance of a right-of-way granted for the construction of highways over public lands to file a claim within a 25-year period. The bill sets forth a procedure for conclusively verifying, proving, and establishing the acceptance of such rights-of-way.	Referred to Senate Energy and Natural Resources Committee
S. 496	A bill to repeal the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform	Sen. Duckworth Tammy (D-IL)	3 Cosponsors; 1 D, 2 R	Repeals the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform" (81 Fed. Reg. 93448) on December 20, 2016	Passed the Senate on March 8th unanimously, referred to House Committee on Transportation and Infrastructure

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Cosponsors	Summary	Status
S. 531	A bill to amend the Intermodal Surface Transportation Efficiency Act of 1991 to designate a portion of the Edward T. Breathitt Parkway as Interstate Route I-169.	Sen. Paul, Rand (R-KY)	0 Cosponsors	Amends the High Priority Corridor Program to add a portion of the Edward T. Breathitt (Pennyrile) Parkway and designates that portion as I-169	Referred to the Committee on Environment and Public Works
S. 604	Highway Rights-of-Way Permitting Efficiency Act of 2017	Sen. Hatch, Orrin (R-UT)	2 Cosponsors; 0 D, 2 R	This bill requires the Secretaries of Agriculture and Interior to jointly establish a program under which any State may offer, and the Secretaries shall agree, to enter into a memorandum of understanding with the Secretaries concerned to allow for the permitting of broadband within an operational right-of-way. Sets forth requirements for the memorandum of understanding. Additionally the bill requires the two Secretaries to not later than 180 days after the date of enactment of the Act, designate any project within an existing operational right-of-way as an action categorically excluded from the requirements relating to environmental assessments or environmental impact statements under certain sections of the U.S. Code (1508.4 of title 40, Code of Federal Regulations, and section 771.117(c) of title 23, Code of Federal Regulations).	Referred to the Committee on Environment and Public Works