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MARK WALKER, CHAIRMAN



1. [H.R. 2547 - Veterans Expanded Trucking Opportunities Act of 2017](#)
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H.R. 2547 - Veterans Expanded Trucking Opportunities Act of 2017 (Rep. Woodall, R-GA)

CONTACT: [Matt Dickerson](#), 202-226-9718

FLOOR SCHEDULE:

June 26, 2017 under a suspension of the rules, which requires a 2/3 majority for passage.

TOPLINE SUMMARY:

[H.R. 2547](#) would expand the ability to issue medical certifications for operators of commercial motor vehicles to all VA medical professionals (instead of only physicians).

COST:

The [Congressional Budget Office](#) (CBO) estimates that enacting H.R. 2547 “would cost less than \$500,000 over the 2018-2022 period... any such spending would be subject to the availability of appropriated funds.”

CONSERVATIVE CONCERNS:

- **Expand the Size and Scope of the Federal Government?** No.
- **Encroach into State or Local Authority?** No.
- **Delegate Any Legislative Authority to the Executive Branch?** No.
- **Contain Earmarks/Limited Tax Benefits/Limited Tariff Benefits?** No.

DETAILED SUMMARY AND ANALYSIS:

Under [current law](#), the Secretary of Transportation is required to establish medical standards for operators of commercial motor vehicles and requirements for periodic physical examinations of operators performed by medical examiners. The [FAST Act](#) allows physicians of the Department of Veterans Affairs (VA) to provide medical certifications to meet these requirements.

H.R. 2547 would allow all VA medical professionals, including advanced practice nurses and physician assistants, to issue certifications.

COMMITTEE ACTION:

H.R. 1726 was introduced on May 18, 2017, and referred to the House Committee on Transportation and Infrastructure. The Committee marked up and reported the bill by a voice vote on [May 24, 2017](#).

ADMINISTRATION POSITION:

No Statement of Administration Policy is available at this time.

CONSTITUTIONAL AUTHORITY:

“Congress has the power to enact this legislation pursuant to the following: Article I, Section 8 of the United States Constitution, specifically the power to provide for the general Welfare of the United States and establish Post Offices and post Roads.”

H.R. 1684 - Disaster Assistance Support for Communities and Homeowners Act of 2017 (Rep. Nadler, D-NY)

CONTACT: [Matt Dickerson](#), 202-226-9718

FLOOR SCHEDULE:

June 26, 2017 under a suspension of the rules, which requires a 2/3 majority for passage.

TOPLINE SUMMARY:

[H.R. 1684](#) would require FEMA to provide technical assistance to condominiums and co-ops on how to receive reimbursement from grantees after a disaster, and would require FEMA to propose legislation on providing eligibility for disaster assistance funding for condominiums and coops.

COST:

A Congressional Budget Office (CBO) estimate is not available at this time.

Some conservatives may be concerned that a CBO estimate is not available for the bill in violation of the GOP Conference Rules. Rule 28 (a)(1) of [Rules of the House Republican Conference for the 115th Congress](#) states that the Republican Leader shall not schedule, or request to have scheduled, any bill or resolution for consideration under suspension of the Rules which fails to include a cost estimate. Rule 28 may be waived by a vote of the elected leadership.

CONSERVATIVE CONCERNS:

- **Expand the Size and Scope of the Federal Government?** No.
- **Encroach into State or Local Authority?** No.
- **Delegate Any Legislative Authority to the Executive Branch?** No.
- **Contain Earmarks/Limited Tax Benefits/Limited Tariff Benefits?** No.

DETAILED SUMMARY AND ANALYSIS:

The bill would require the Administrator of the Federal Emergency Management Agency (FEMA) to provide technical assistance to a [common interest community](#) (communities like condominiums and coops) on actions that it may take in order to receive reimbursement from a FEMA grantee for “certain activities performed” after a disaster declaration. The phrase “certain activities performed” is not defined by the bill.

The bill would also require FEMA to submit a legislative proposal to Congress on how to provide eligibility to disaster assistance with respect to common areas of condominiums and housing cooperatives.

COMMITTEE ACTION:

H.R. 1684 was introduced on March 22, 2017, and referred to the House Committee on Transportation and Infrastructure. The Committee marked up and reported the bill by a voice vote on [May 24, 2017](#).

ADMINISTRATION POSITION:

No Statement of Administration Policy is available at this time.

CONSTITUTIONAL AUTHORITY:

“Congress has the power to enact this legislation pursuant to the following: Article 1, Section 8 of the U.S. Constitution.” No specific enumerating clause was cited.

H.R. 2258 - ADVANCE Act (Rep. Aguilar, D-CA)

CONTACT: [Matt Dickerson](#), 202-226-9718

FLOOR SCHEDULE:

June 26, 2017 under a suspension of the rules, which requires a 2/3 majority for passage.

TOPLINE SUMMARY:

[H.R. 2258](#) would extend an exemption to commercial drivers' license driving tests to active duty members of the armed forces and reserves who have experience driving vehicles similar to commercial vehicles.

COST:

The [Congressional Budget Office](#) (CBO) estimates that enacting H.R. 2258 "would have no significant additional effect on the federal budget over the 2018-2022 period."

CONSERVATIVE CONCERNS:

- **Expand the Size and Scope of the Federal Government?** No.
- **Encroach into State or Local Authority?** No.
- **Delegate Any Legislative Authority to the Executive Branch?** No.
- **Contain Earmarks/Limited Tax Benefits/Limited Tariff Benefits?** No.

DETAILED SUMMARY AND ANALYSIS:

Under [current law](#), the Secretary of Transportation is required to prescribe federal regulations on minimum standards for testing and ensuring the fitness of an individual operating a commercial motor vehicle. The regulations must require an individual to take a driving test before being granted a commercial drivers license. [Current law](#) also require, for at least one year after the separation from the armed forces or reserves, an exemption from the driving test for veterans that had experience driving vehicles similar to a commercial vehicle during their service.

H.R. 2258 would extend the required exemption from the driving test to include active duty members of the armed forces and reserves.

COMMITTEE ACTION:

H.R. 2258 was introduced on May 1, 2017, and referred to the House Committee on Transportation and Infrastructure. The Committee marked up and reported the bill by a voice vote on [May 24, 2017](#).

ADMINISTRATION POSITION:

No Statement of Administration Policy is available at this time.

CONSTITUTIONAL AUTHORITY:

"Congress has the power to enact this legislation pursuant to the following: Article 1, section 8, clause 18 of the United States".

H.R. 1726 - Coast Guard Improvement and Reform Act of 2017 (Rep. Hunter, R-CA)

CONTACT: [Matt Dickerson](#), 202-226-9718

FLOOR SCHEDULE:

June 26, 2017 under a suspension of the rules, which requires a 2/3 majority for passage.

TOPLINE SUMMARY:

[H.R. 1726](#) would reorganize and re-codify Title 14 of the U.S. Code relating to the Coast Guard. The bill would not make any substantive policy changes to the underlying law or requirements on the Coast Guard.

COST:

The [Congressional Budget Office](#) (CBO) estimates that enacting H.R. 1726 “would have no significant effect on the federal budget.”

CONSERVATIVE CONCERNS:

There are no substantive conservative concerns.

- **Expand the Size and Scope of the Federal Government?** No.
- **Encroach into State or Local Authority?** No.
- **Delegate Any Legislative Authority to the Executive Branch?** No.
- **Contain Earmarks/Limited Tax Benefits/Limited Tariff Benefits?** No.

DETAILED SUMMARY AND ANALYSIS:

H.R. 1726 would reorganize and re-codify [Title 14 of the U.S. Code](#) relating to the Coast Guard. Title 14 was codified in 1948 and has not been re-codified since.

According to the [committee report](#), “the legislation does not make any substantive policy changes to the underlying law.” The [CBO report](#) states that “According to the [Coast Guard], the bill would not impose any new requirements or duties”.

COMMITTEE ACTION:

H.R. 1726 was introduced on March 27, 2017, and referred to the House Committee on Transportation and Infrastructure. The committee marked up and reported the bill by a voice vote on [March 29, 2017](#).

ADMINISTRATION POSITION:

No Statement of Administration Policy is available at this time.

CONSTITUTIONAL AUTHORITY:

“Congress has the power to enact this legislation pursuant to the following: Article I, Section 8, Clause 3.”

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