



TGA ASSOCIATION MANAGEMENT SOLUTIONS, LLC

TO: Railway Systems Suppliers, Inc. (“RSSI”)
FROM: TGA Association Management Solutions, LLC (“TGA AMS”)
RE: Monthly Legislative Report for February 2023
DATE: March 1, 2023

KEY UPDATES

- Fallout continues from Norfolk Southern derailment in East Palestine, OH
 - NTSB issued a [preliminary report](#) on February 3
 - Senate EPW Committee holding a [hearing](#) on March 9
 - Bipartisan Senate [rail safety bill](#) introduced on March 1
- On February 17, Senators Durbin (IL), Duckworth (IL), Rep. Krishnamoorthi (IL-8) and Rep. Ramirez (IL-3) sent [letter](#) to STB to defer decision on CP-KCS decision until further study of impacts on Chicago region
- Federal discretionary grants:
 - FRA Fed-State grant NOFO [announced](#) on Dec. 22
 - USDOT RAISE grant NOFO [released](#) on Dec. 14, grants were due Feb 28
 - USDOT MEGA grant [award announcements](#) were made on January 31

FY2024 APPROPRIATIONS

- The FY2024 appropriations cycle will be initiated with the President’s budget request (likely to be submitted in early March)
 - House and Senate have begun their annual appropriations request processes
- See current Appropriations table below for more details:

	Omni FY22	IJA FY22	Total FY22	House FY23	Senate FY23	Omni FY23
TIGER/BUILD/RAISE	\$775m	\$1.5b	\$2.275b	\$775m	\$1.09b	\$800m
FRA including Amtrak	\$2.33b	\$4.4b	\$6.73b	\$2.35b	\$2.6b	\$3.065b
<i>CRISI</i>	\$625m	\$1b	\$1.625b	\$630m	\$534.5m	\$535m
<i>Fed-State Partnership</i>	\$100m	\$7.2b	\$7.3b	\$555m	\$200m	\$100m
<i>Rail Restoration/Enhancement</i>	\$0	\$50m	\$50m	\$0	\$0	\$0
RRIF CRP Subsidy	\$0	\$50m	\$50m	\$0	\$0	\$0
Section 130 grade crossing set-aside	-	\$245m	\$245m	\$245m	\$245m	\$245m
<i>Grade crossing elimination</i>	-	\$600m	\$600m	\$0	\$0	\$0
FTA New Starts	\$2.25b	\$1.6b	\$3.85b	\$3.012b	\$2.51b	\$2.21b
FTA Formula funds	-	\$13.355b	\$13.355b	\$13.634b	\$13.634b	\$13.6b
WMATA Special Appropriation	\$150m	-	\$150m	\$150m	\$150m	\$150m

SURFACE TRANSPORTATION BOARD

- Current STB members:
 - **Chairman Martin Oberman (Democrat):** Former Chairman of Metra in Chicago. Named STB Chairman at the beginning of the Biden administration
 - **Robert Primus (Democrat):** Career Democratic staffer on Capitol Hill, formerly served as Chief of Staff to Rep. Nanette Barragan (D-CA), Rep. Michael Capuano (D-MA), and Rep. Tony Cardenas (D-CA)
 - **Karen Hedlund (Democrat):** former Obama FRA Deputy Administrator
 - **Vice Chair Patrick Fuchs (Republican):** Former Senate Commerce Committee staffer under Chairman John Thune (R-SD) who is well versed on regulatory issues affecting the railroad industry. He has been very friendly to freight railroads and we know where he stands on the issues
 - **Michelle Schultz (Republican):** Previously spent 14 year in leadership roles with SEPTA and had a career in law before that
- The STB has broad regulatory oversight of railroads and is a key agency to monitor. At the beginning of January, after being confirmed easily by the Senate, STB nominees Michelle Schultz and Robert Primus started their five-year terms on the STB as board members. It represents the first time the board has had its full complement of five members since the 2015 STB Reauthorization Act expanded the board from three to five
- The most high-profile item before the STB this year has been the potential merger between Canadian Pacific and Kansas City Southern, but the board is also still considering several major rules with huge implications for the railroads: 1) forced access/reciprocal switching and 2) NPRMs on shipper/railroad rate disputes
 - On May 6, 2022, the Surface Transportation Board (STB) [announced](#) that it will require certain railroads to submit service recovery plans as well as provide additional data and regular progress reports on rail service, operations, & employment. [BNSF](#), [CSX](#), [Norfolk Southern](#) (NS) & [Union Pacific](#) (UP) have submitted service recovery plans. The plans can also be found [here](#)
 - The STB held public meetings on April 26 and 27 to discuss rail service issues
 - Class Is mostly got grilled for how they have handled cargo amid continued supply chain disruptions. STB Chair Oberman made it clear that he's frustrated with the railroad industry's excessive delays, fees and failures to ship goods at agreed upon dates and times
 - The [STB approved the CSX-Pan Am merger](#) on April 14
 - The STB held a [Public Meeting](#) on March 15-16 concerning the forced access/reciprocal switching regulations
 - [AAR statement opposing](#) this effort
 - See the US Department of Justice comments on reciprocal switching [here](#) and other comments [here](#) (type in EP 711 on Docket Number box)
 - Also, see Railway Age article, "[A Primer on Reciprocal Switching.](#)"
 - On March 23, the STB issued a decision allowing supplemental written comments and extending the ex parte communications period in the Reciprocal Switching proceeding. Following the March 15/16 hearing, the [STB decided to allow interested persons to file supplemental written comments](#) limited to issues raised at the hearing or in written materials submitted in response to the Board's December 28, 2021 notice

- Regarding CP-KCS
 - On January 27, 2023, the STB issued a [final EIS](#)
 - On September 28-30, public hearings took place in DC to review the proposed merger’s merits
 - On August 5, STB issued a [draft EIS](#)
 - On July 25, a [letter of opposition](#) was sent by Senators Durbin, Duckworth and Reps. Newman and Krishnamoorthi
 - On July 22, the STB [announced](#) that it will hold a three-day public hearing on the proposed merger between Canadian Pacific Railway Limited (CP) and Kansas City Southern Railway Company (KCS) on September 28, 29, and 30, 2022 at the agency’s headquarters in Washington, DC. The Board is also modifying the procedural schedule so that final briefs will be due by October 14, 2022, after the public hearing
 - On June 22, three Commissioners (of the five Commissioners) of the Federal Maritime Commission [filed a letter](#) with the Surface Transportation Board to “respectfully urge the Surface Transportation Board to disapprove of the consolidation of the railroad systems of the CP and the KCS.” The rationale, as explained in the letter from the Commissioners notes that, “the proposed merger will adversely impact U.S. ports and the primarily U.S.-based intermodal railway systems that serve our ports, and would disproportionately benefit Canadian ports and the primarily Canadian-based intermodal railway systems that service Canadian ports for transportation of U.S.- bound cargo.” The Commissioners logging their concerns with the merger are Carl Bentzel (Republican), Louis Sola (Republican) and Max Vekich (Democrat)
 - On June 14, Metra said that new analysis shows CP-KCS merger would vastly increase commuter train delays, more info [here](#)
 - On March 16, the STB noted that CP submitted 2019 baseline GT/M data for CP and KCS lines that is different from data in the Master Segment Table that was submitted. And on Feb 28, CN formally requested, via a [Responsive Application](#), to the STB to divest the parallel Springfield Line to CN’s as a condition of any approval of the proposed CP-KCS merger. CN argued that, “Allowing CP to consolidate control over two routes between Kansas City, on the one hand, and Chicago, Detroit, and Eastern Canada, on the other hand, would diminish competitive alternatives for rail customers— particularly because the CP-KCS application makes clear that CP will favor its existing Chicago-Kansas City route over potential routings involving the parallel Springfield Line.” CN has also intimated that it will invest in the creation of the Kansas City Speedway, if granted control over the line, bringing significant environmental benefits by removing 80,000 trucks a year from the road

INFRASTRUCTURE BILL (IIJA)/BIPARTISAN INFRASTRUCTURE LAW (BIL)

See links below for some helpful summaries of programs and provisions contained in the IIJA/BIL:

WH technical asst guide	USDOT BIL NOFO Tracker
Section 130 program BIL fact sheet	Brookings Online Hub

CRS Report on FHWA programs in IIJA	CRS Report on passenger rail programs in IIJA
White House Guidebook	Updated WH Fact Sheet
White House Fact Sheet	USDOT State Fact Sheets
AASHTO IIJA Summary 9 15 2021	APTA IIJA Passenger Rail Investment
ARTBA IIJA Summary 8 2 2021	FTA Key Priorities
IIJA Summary	CBO Score of IIJA
National Association of Regional Councils	Dept. of Energy IIJA Fact Sheet
National Association of Counties NACo	T&I Links to Excel Apportionment Charts
APTA IIJA Public Transportation Investment	AASHTO Implementation Outline for IIJA

- As a reminder, \$1.2 trillion five-year bill was signed into law on November 15, 2021
 - Bill includes \$550 billion in new spending
 - \$66 billion for passenger and freight rail
 - \$36B Fed-State Partnership for Intercity Passenger Rail grants
 - \$16B Amtrak National Network
 - \$6B Amtrak NEC
 - \$5B FRA CRISI grants
 - \$3B new FRA rail crossing elimination program
 - \$39 billion for transit
 - \$19.15B increased contract authority for formula funding
 - \$4.75B State of Good Repair
 - \$8B FTA CIG/New Starts
- Other key grant programs in the bill
 - New Megaprojects grant program (freight and passenger rail eligible) funded at \$10B
 - USDOT RAISE (formerly BUILD or TIGER grants) funded at \$7.5B
 - USDOT INFRA grants funded at \$3.2B
 - \$50M/year to subsidize credit risk premium for RRIF loans
- ***Key programs of importance to RSSI**
 - New rail crossing elimination grant program funded at \$3B
 - Section 130 funded at \$245M/year from FY 2022-2026 with several key policy changes:
 - The bill removes the requirement that at least half of the funds set aside for the Section 130 program must be for the installation of protective devices at railway-highway crossings
 - The bill increases the Federal share for projects funded under the Section 130 program from 90 to 100 percent, as well as clarifies that the replacement of functionally obsolete warning devices is an eligible expense
 - The bill also increases the amount of state incentive payment at-grade crossing closures from \$7,500 to \$100,000 and increases the set-aside for compilation and analysis of data from 2 percent up to 8 percent
 - Regarding eligibility, the bill emphasizes eligibility for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings, and states that it is the sense of Congress that the DOT should, where feasible, coordinate efforts to prevent or reduce trespasser deaths along railroad rights-of-way and at or near railway highway crossings

- This section also requires the Comptroller General of the United States to submit a report that includes an analysis of the effectiveness of the Section 130 program as a set-aside within HSIP
 - FRA CRISI grants funded at \$5B
 - Expands eligibility to include rehabilitating, remanufacturing, procuring, or overhauling locomotives that result in a significant reduction in emissions; researching, developing, and testing innovative rail technology; and developing and implementing measures to prevent trespassing and reduce injuries and fatalities
- Other key provisions:
 - Codifies the One Federal Decision executive order which streamlines the permitting process by consolidating decision-making processes and expediting deadlines.
 - FRA Railroad Research and Development program funded an average of \$45 million per Fiscal Year
 - Including up to \$4.5 million per FY for grants to establish and maintain a Center of Excellence to advance the safety, efficiency, and reliability of rail
 - Includes a Highway Cost Allocation Study, the first since 1997. This study will help Congress better ensure different highway users, including commercial motor vehicles, cover their fair share of costs to maintain our nation’s roads and bridges
 - Includes National Motor Vehicle Per-Mile User Fee (VMT) Pilot program to demonstrate a national VMT, including for commercial motor vehicles, to restore and maintain long-term solvency of the Highway Trust Fund
 - Establishes an FRA blocked crossings portal pilot program
 - What is notably NOT in the bill
 - No changes were made to the federal truck size or weights
 - Minimum crew size mandates
 - LNG by rail prohibition
 - Restrictive labor provisions
 - Yardmaster HOS

CONGRESSIONAL HEARINGS

- February 1, 2023. The House Committee on Transportation and Infrastructure held a hearing “The State of Transportation Infrastructure and Supply Chain Challenges.” [Committee Link](#). **Covered by TGA AMS – Summary Available Upon Request.**

U.S. DEPARTMENT OF TRANSPORTATION/FRA/FTA

- February 24, 2023. The Federal Highway Administration (FHWA) issued an [Updated Policy Memorandum](#) superseding the December 16, 2021 internal memorandum entitled "[Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#)" that was believed to be more of a “policy document” for preferred projects (a preference for maintenance/rehabilitation of existing highway and bridge facilities over new capacity projects) under the IIJA making it more difficult to expand “roadway capacity” projects than an overall general policy guidance document. The updated Memo reaffirms the principal role of states in selecting projects for inclusion in the federal-aid highway program. That is, the updated Memo states, ***“As directed by 23 U.S.C. 145, States determine which of their projects shall be federally financed by Federal-aid highway formula dollars. Different States have different needs when***

it comes to transportation assets that must be reconfigured and modernized, expanded and added, or retired and replaced. FHWA recognizes and values the authority and role of the States in deciding how to prioritize the use of their Federal-aid highway dollars and will continue to administer funds and programs consistent with all requisite statutory requirements and considerations.” Since the initial FHWA Memo was issued, it had come under much scrutiny, challenge and criticism by transportation stakeholders and some members of Congress.

- **February 21, 2023.** In response to the February 3, 2021, Norfolk Southern derailment in East Palestine, Ohio, the [US DOT is calling for a three-pronged push to hold the freight rail industry accountable and improve safety](#). [*A train derailment occurred at approximately 8:55 PM EST on February 3, 2023 in East Palestine, Ohio. At that time, it was reported that an unknown number of the 150 train cars had derailed, but 20 of the cars were listed as carrying hazardous materials. Approximately 50 cars were affected by the derailment. The EPA ordered Norfolk Southern to conduct all necessary actions associated with the cleanup.*] The reforms demand that railroads take several actions, including requiring the owners of tank cars to expedite the phase-in of safer (DOT 117) tank cars and to offer paid sick leave for rail workers; call on Congress to increase maximum fines that US DOT can issue to rail companies for violating safety regulations up from the current maximum fine of \$225,455; and state that US DOT will advance the train crew size rule and initiate a focused safety inspection program on routes over which trains with large volumes of hazardous material travel. See [US DOT Fact Sheet](#) on “Steps Forward on Freight Rail Industry Safety & Accountability.” See Federal Response to East Palestine, Ohio [here](#). See US DOT [letter to Norfolk Southern](#). **Related News:** On February 22, 2023, the [EPA issued an order to Norfolk Southern to conduct and pay for all cleanup](#) actions associated with the train derailment. See [National Transportation Safety Board](#) (NTSB) February 22, 2023, [Preliminary Report](#) detailing its investigation into the Norfolk derailment in East Palestine, Ohio wherein the derailment is linked to an overheated wheel bearing. NTSB Chair Jennifer L. Homendy has said the investigation will take 12-18 months and that the derailment was “100 percent preventable.” See FRA press release [here](#).
- **February 8, 2023.** President Joe Biden released new [state-by-state fact sheets](#) that outline infrastructure progress since enactment of the [IIJA](#). Each state fact sheet also provides anticipated funding allocations by category over the five years. The White House press release notes that the “Administration has announced nearly \$200 billion in funding and over 20,000 projects or awards, which are highlighted in a [new map](#) showcasing all projects and funding awards in all 50 states and territories.”
- **February 8, 2023.** The Federal Railroad Administration (FRA) [extended the NOFO application period](#) (and [here](#)) for the [FY 2022 Corridor Identification and Development Grant Program](#) to March 27, 2023. The original application due date was March 20, 2023.
- **February 7, 2023.** President Joe Biden delivered his second [State of the Union Address](#) (full address remarks [here](#)) to a packed joint session of Congress in the House chamber, and before a newly-controlled Republican House. The 72-minute address outlined the President’s accomplishments and upcoming priorities and legislative agenda. Regarding transportation the President noted, “Now we’re coming back because we came together to pass the Bipartisan Infrastructure Law [[Infrastructure Investment and Jobs Act](#)], the largest investment in infrastructure since President Eisenhower’s Interstate Highway System. Already, we’ve funded over 20,000 projects, including at major airports from Boston to Atlanta to Portland. These

projects will put hundreds of thousands of people to work rebuilding our highways, bridges, railroads, tunnels, ports and airports, clean water, and high-speed internet across America.”

Selected/Anticipated Transportation-Related NOFO Announcement Dates in 2023

See [White House](#) Document on [Open/Upcoming NOFOs](#)

Note: US DOT NOFO publication/closing dates for 2022 can be found [here](#). See [US DOT Federal Transportation Funding: FY 2023 Disc. Grant Preparation Checklist for Prospective Applicants here](#).

Month	Notice of Funding Opportunity (NOFO)	Operating/Admin. Office
January 2023	Buses and Bus Facilities – NOFO issued on 1/26/23	FTA
January 2023	Low or No Emission Vehicle Program – NOFO issued on 1/26/23.	FTA
Winter/Spring 2023	Promoting Resilient Operations for Transformative, Efficient/Cost Saving Transportation (PROTECT) Pgm.	FHWA
April 2023	Safe Streets and Roads for All Grant Program	US DOT/Office of the Secretary
May 2023	Transit-Oriented Development Planning	FTA
Spring 2023	Mega Grant Program	US DOT/Office of the Secretary
Spring 2023	The INFRA Grants Program	US DOT/Office of the Secretary
Spring 2023	The Rural Surface Transportation Grant	US DOT/Office of the Secretary
Spring 2023	Thriving Communities	FHWA/Office of the Secretary
Spring 2023	Interstate Rail Compacts	FRA
Late Spring 2023	Reconnecting Communities Pilot Program	FHWA/Office of the Secretary
Late Spring 2023	Neighborhood Access and Equity Grants	FHWA/Office of the Secretary
July 2023	All Stations Accessibility Program	FTA
July 2023	State of Good Repair/Rail Vehicle Replacement Program	FTA
Summer 2023	Bridge Investment Program	FHWA
Summer 2023	Railroad Crossing Elimination Grant Program	FRA
Fall 2023	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	FRA
Fall 2023	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	Office of the Secretary
Fall 2023	Regional Infrastructure Accelerators Demonstration Program	US DOT
Fall 2023	Transportation Access Pilot Program	FHWA
Fall 2023	Building Resilient Infrastructure and Communities Program	DHS/FEMA
Winter 2023	Innovative Coordinated Access and Mobility Program	FTA
Winter 2023/2024	National Culvert Removal, Replacement, and Restoration Grants	FHWA

POLITICAL ENVIRONMENT

- Current split for the 118th Congress
Senate: **51 Democrats** – **49 Republicans** (gain of 2 Dem seats)
House: **222 Republicans** – **212 Democrats** (gain of 10 Repub seats)
- See updated leadership rosters below:

Leadership of Transportation-Related Committees of the 118 th Congress (1st Session)						
27-Feb-23	TG&A TAI GINSBERG & ASSOCIATES, LLC					
House Committees (Republican Majority)	Chairman/Chairwoman		Ranking Member		Selected House Republican (Majority) Leadership	
APPROPRIATIONS	Kay Granger	R-TX	Rosa DeLauro	D-CN	Kevin McCarthy	House Speaker R-CA
Sub. on Commerce, Justice and Science	Hal Rogers	R-KY	Matt Cartwright	D-PA	Steve Scalise	Majority Leader R-LA
Sub. on Energy & Water Development	Chuck Fleischmann	R-TN	Marcy Kaptur	D-OH	Tom Emmer	Majority Whip R-MN
Sub. On Homeland Security	Dave Joyce	R-OH	Henry Cuellar	D-TX	Elise Stefanik	Conference Chairman R-NY
Sub. on Transportation/HUD	Tom Cole	R-OK	Mike Quigley	D-IL	Gary Palmer	Policy Committee Chairman R-AL
					Richard Hudson	National Republican Cong. Committee Chairman R-NC
BUDGET	Jodey Arrington	R-TX	Brendan Boyle	D-PA	Mike Johnson	Conference Vice-Chairman R-LA
ENERGY AND COMMERCE	Cathy McMorris Rodgers	R-WA	Frank Pallone, Jr.	D-NJ		
Sub. on Energy, Climate and Grid Security	Jeff Duncan	R-SC	Diana DeGete	D-CO		
Sub. on Environment, Manufacturing and Critical Minerals	Bill Johnson	R-OH	Paul Tonko	D-NY		
HOMELAND SECURITY	Mark Green	R-TN	Bennie Thompson	D-MS		
Sub. on Emergency Management and Technology	Anthony D'Esposito	R-NY	Troy Carter	D-LA		
Sub. on Transportation and Maritime Security	Carlos Gimenez	R-FL	Shri Thanedar	D-MI		
TRANSPORTATION AND INFRASTRUCTURE	Sam Graves	R-MO	Rick Larsen	D-WA	Selected House Democratic (Minority) Leadership	
Sub. on Aviation	Garret Graves	R-LA	Steve Cohen	D-TN	Hakeem Jeffries	Minority Leader D-NY
Sub. On Coast Guard/Maritime Transportation	Daniel Webster	R-FL	Salud Carbajal	D-CA	Katherine Clark	Minority Whip D-MA
Sub. on Highway/Transit	Rick Crawford	R-AR	Elanor Holmes Norton	D-DC	Pete Aguilar	Caucus Chairman D-CA
Sub. on Railroads/Pipelines/Hazardous Materials	Troy Nehls	R-TX	Donald Payne Jr.	D-NJ	Ted Lieu	Caucus Vice-Chairman D-CA
Sub. on Water Resources/Environment	David Rouzer	R-NC	Grace Napolitano	D-CA	James Clyburn	Assistant Leader D-SC
WAYS AND MEANS	Jason Smith	R-MO	Richard Neal	D-MA	Jan Schakowsky	Senior Chief Deputy Whip D-IL
					Joe Neguse	Chairman Policy / Communications D-CO
Senate Committees (Democrat Majority)	Chairman/Chairwoman		Ranking Member		Selected Senate Democratic (Majority) Leadership	
APPROPRIATIONS	Patty Murray	D-WA	Susan Collins	R-ME	Chuck Schumer	Majority Leader/Chair of the Conference D-NY
Sub. on Transportation/HUD	Brian Schatz	D-HI	Cindy Hyde-Smith	R-MS	Dick Durbin	Majority Whip D-IL
Sub. on Homeland Security	Christopher Murphy	D-CT	Katie Britt	R-AL	Debbie Stabenow	Chair Policy and Communications Committee D-MI
Sub. on Energy & Water Development	Dianne Feinstein	D-CA	John Kennedy	R-LA	Amy Klobuchar	Chair of Steering Committee D-MN
BANKING, HOUSING AND URBAN AFFAIRS	Sherrad Brown	D-OH	Tim Scott	R-SC	Elizabeth Warren	Vice-Chair of Conference D-MA
Sub. on Housing, Transportation & Community Development	Tina Smith	D-MN	Cynthia Lummis	R-WY	Mark Warner	Vice-Chair of Conference D-VA
					Bernie Sanders	Chair of Outreach I-VT
BUDGET	Sheldon Whitehouse	D-RI	Chuck Grassley	R-IA		
COMMERCE, SCIENCE AND TRANSPORTATION	Maria Cantwell	D-WA	Ted Cruz	R-TX		
Sub. on Aviation Safety, Operations and Innovation	Tammy Duckworth	D-IL	Jerry Moran	R-KS		
Sub. on Oceans, Fisheries, Climate Change & Manufacturing	Tammy Baldwin	D-WI	Dan Sullivan	R-AK		
Sub. on Surface Transportation, Maritime, Freight and Ports	Gary Peters	D-MI	Todd Young	R-IN		
ENERGY AND NATURAL RESOURCES	Joe Manchin	D-WV	John Barrasso	R-WY		
Sub. on Energy	TBA		TBA			
Sub. on Water and Power	TBA		TBA			
ENVIRONMENT AND PUBLIC WORKS	Tom Carper	D-DE	Shelley Moore Capito	R-WV	Selected Senate Republican (Minority) Leadership	
Sub. on Transportation and Infrastructure	Mark Kelly	D-AZ	Kevin Cramer	R-ND	Mitch McConnell	Minority Leader R-KY
Sub. on Fisheries, Wildlife, and Water	Alex Padilla	D-CA	Cynthia Lummis	R-WY	John Thune	Minority Whip R-SD
FINANCE	Ron Wyden	D-OR	Mike Crapo	R-ID	John Barrasso	Conference Chair R-WY
					Joni Ernst	Chair of the Republican Policy Committee R-IA
HOMELAND SECURITY & GOVERNMENT AFFAIRS	Gary Peters	D-MI	Rand Paul	R-KY	Shelley Moore	Vice Chairwoman Conference R-WV
					Steve Daines	Chairman of the National Republican Senatorial Committee R-MT