



Government Affairs Newsletter NSC.org/alerts

Safety and Health on the Hill



Happy Summer! There’s a lot of activity still happening in Washington, DC, with the Senate remaining in session for a couple of weeks during the “August recess.” As you know, repealing some form of the Affordable Care Act was defeated in the Senate and attention has turned elsewhere, including appropriations and defense issues.

Government Funding

The fiscal year (FY) 2018 appropriations bills continue to work their way through Congress. The House of Representatives Appropriations Committee has passed all spending bills and funding levels for NSC priorities are listed below. We will continue to monitor the Senate action on these bills.

Agency	NSC Request	House Mark	Senate Mark
Occupational Safety and Health Administration (OSHA)	\$569.4M	\$531.41M	Not Yet Available
National Institute for Occupational Safety and Health (NIOSH)	\$339.121M	\$325.2M	Not Yet Available
CDC National Center for Injury Prevention and Control (NCIPC)	\$298.629M	\$286.059M	Not Yet Available
National Highway Traffic Safety Administration	\$1.181B	\$926.704M	\$908.629M



- The **CDC Injury Center** is level funded by the House as compared to the FY17 omnibus, with a total funding level of \$286.059 million. This includes \$112 million for Prescription Drug Overdose and \$13.579 million for Illicit Opioid Use Risk Factors research. Unintentional Injury continues to receive \$8.8 million. Of note, falls research funding is continued, a great success for our first NSC-led group letter on the topic, on which we had 30 organizational signers.
- **SAMHSA** is more of a mixed bag, but generally received flat funding.
- **NHTSA** is funded at \$926.704 million by the House and \$908.629 million by the Senate, compared to the \$911.347 million in FY17 funding. Additionally, the House provides funding for a highly automated commercial vehicle research and development program. This funding is dedicated to research and demonstrations of highly autonomous vehicle and advanced driver-assistance systems (ADAS) technologies. A portion of the funding must be directly expended on HAV and ADAS research, a priority which was reinforced with funding by the Senate.
- **NTSB** is level-funded at \$106 million by the House, and slightly increased to \$110 million by the Senate.
- **NIOSH** is funded at \$325.2 million, a \$10 million cut from FY17, which is a testament to NIOSH's role in improving worker safety, as NIOSH had been recommended for a large cut in funding in the President's budget. Also, funding was restored for the Agricultural, Forestry, and Fishing Sector Program (\$25.5 million) and Education and Research Centers (\$29 million), programs backed by NSC in a letter of support. These programs were proposed for elimination in the President's budget.
- **OSHA** is funded at \$531.41 million, a cut of roughly \$21 million (4%). Programs with reduced funding include Federal Enforcement (\$194.25 million, down from \$208 million) and Training Grants (eliminated, previously funded at \$10.537 million). Programs with increased funding include Federal Compliance Assistance efforts (\$72.351 million, up from \$70.981 million) and Safety and Health Statistics (\$34.3 million, up from \$32.9 million). This overall shift in direction is consistent with an expected move from enforcement toward compliance assistance.

OSHA Update

OSHA has a new Deputy Assistant Secretary, Loren Sweatt. Previously, she was a staff member with the House of Representatives Education and Labor Committee. She is the first political appointee to join the Trump Administration at OSHA.

OSHA launched its [Injury Tracking Application \(ITA\)](#) on Aug.1, from which certain employers must electronically submit their completed 2016 Form 300A. OSHA previously published a [notice of proposed rulemaking](#) to extend the date by which these employers must electronically submit this information from July 1, 2017, to December 1, 2017. The application, which is on a secure website, provides three options for data submission: 1) manually entering data into a webform, 2) uploading a CSV file, and 3) transmitting data via an application programming interface (API). The [website](#) includes a set of ITA job aids and FAQs. The application also includes a [Help Request Form](#) that can be accessed at the bottom of each page within the application.



The requirement to electronically submit injury and illness records applies to organizations with 250 or more employees that are currently required to keep OSHA injury and illness records, and organizations with 20-249 employees that are classified in [certain industries](#) with historically high rates of occupational injuries and illnesses. Covered establishments with 250 or more employees must electronically submit information from OSHA Forms 300 (Log of Work-Related Injuries and Illnesses), 300A (Summary of Work-Related Injuries and Illnesses), and 301 (Injury and Illness Incident Report). Covered organizations with 20-249 employees must electronically submit information from OSHA Form 300.

State Advocacy Update

Legislation to increase the age required to participate in California's graduated licensing program continues to advance through the legislative process. As noted in last month's newsletter, H.B. 63 passed the House in June. On July 11, it was voted favorably out of the Senate Transportation Committee with two amendments. The first amendment would exempt those serving in the military from following the requirements and the second would allow those in the learner's permit stage who reach the 50 hours in training to receive their full license after two months, instead of six months.

Heatstroke Awareness

As of July 29, 29 pediatric vehicular heatstroke deaths were recorded this year in the U.S. Two of those deaths had links to Utah. In response, Representative Norm Thurston, along with 32 State Representatives, published an [op-ed](#) discussing the importance of taking precautions to prevent heatstroke deaths. This article was published in conjunction with [NHTSA's National Heatstroke Prevention Day](#), which was July 31. #LookBeforeYouLock

Road To Zero Coalition Update

The [National Safety Council](#) leads the [Road to Zero](#) initiative as a partnership with the U.S. Department of Transportation (USDOT), including the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA) and the Federal Motor Carrier Safety Administration (FMCSA). The goal is eliminating traffic fatalities by 2050. We invite you to [join and become a member of our Road to Zero coalition](#). The process to sign up takes less than a minute and there is no cost. Your membership brings you to the table with other like-minded organizations that would like to be part of the national solution to ending the upward trend of deaths on our roadways. Road to Zero is hosting its next coalition meeting in D.C. in mid-October. Look for more details soon.

Have a wonderful and safe summer! This newsletter will return when Congress is back in session in September.