



**Item #14-5-11
Information**

Government Relations & Public Affairs Committee

May 9, 2014

Federal Advocacy Update

Issue: Update on federal advocacy.

Recommendation: This is an information only item. There will not be a staff presentation.

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

SACOG is also hosting a special presentation by James Corless, Director of Transportation for America, on May 15 at 9 a.m. at SACOG. Mr. Corless will discuss the Administration's transportation authorization proposal, GROW AMERICA, as well as long-term funding options, including a vehicle-miles traveled fee. The audience is the SACOG Board, member agency staff, and any interested members of the public.

Approved by:

Mike McKeever
Chief Executive Officer

Attachment

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

Memorandum

FROM: Katy Hartnett, Transportation for America

RE: Sacramento Area Council of Governments May Report

WHAT TO WATCH

Highway Trust Fund

The Highway Trust Fund has been identified as a “must-do” Congressional action before the end of the fiscal year, when revenues coming into the trust fund will no longer be sufficient to keep funding at current levels. Some observers have speculated that Congress will simply transfer enough money from the general fund into the Highway Trust Fund to push the crisis past the mid-term elections. Transportation for America is encouraging Congressional leaders to take action now – both to put the Trust Fund on a stable footing and to enact the policy reforms needed to improve the return on that investment – rather than having to take these tough votes twice, once this summer and again after the election.

MAP-21 Reauthorization

The U.S. Department of Transportation (USDOT) submitted the GROW AMERICA Act, to Congress on April 29, 2014, which includes their policy recommendations for reauthorization of the federal surface transportation program. A few of the important policy proposals included the GROW AAMERICA Act:

- **Funding.** The GROW AMERICA Act is a 4-year \$302 billion transportation proposal. This represents an \$87 billion increase over current spending levels set in MAP-21. The funding would rely on gas tax recipients and \$150 billion in corporate tax savings (although specific corporate tax proposals are not included) that would be transferred to the new Transportation Trust Fund (a proposed successor to the Highway Trust Fund). The Transportation Trust Fund would keep both the Highway and Mass Transit Accounts as well as create new accounts for rail and multimodal program, titled the Rail Account and the Multimodal Account respectively.
- **Multimodal Discretionary Grants.** The GROW AMERICA Act would establish two new discretionary grant programs. The first, modeled after the TIGER grant program, supports a competitive grant program to fund surface transportation projects, including highways, bridges, transit, passenger and freight rail, and port projects. The second, would provide grants to state, tribes or MPOs to incentivize the adoption of innovative strategies and best practices in transportation that would have long-term impact on all projects across the transportation programs, such as allowing gas tax receipts to fund transit project or allowing local governments to raise money locally. Awards would be no less than \$50 million and could be used to fund any surface transportation project.
- **Federal-Aid Highways.** The GROW AMERICA Act increases funding for the Federal Highway Administration from more than \$40 billion this year to \$51 billion in FY2018, with an average increase per year of 21% more than FY14 funding levels. The GROW AMERICA Act would create two new highway programs. The first, the Critical Immediate Investment Program, is targeted to the reconstruction, restoration, rehabilitation, preservation or safety improvement of existing highway

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and bridge assets on the Interstate, national highway system, and non-State owned highways. The second, the Performance Management Data Support Program, is focused on supporting MPOs and states in carrying out performance management requirements created in MAP-21 by providing national level comprehensive resources and analytical tools to support decision-making and system performance.

- **Public Transportation.** The GROW AMERICA Act increases funding for public transit from \$10.7 billion in FY14 to \$13.9 billion in FY15, growing to \$14.6 billion in FY18. Much of the increase is directed to state of good repair programs. The proposal creates a new grant program for bus rapid transit projects in areas experiencing rapid population growth. The proposal also strengthens Buy America requirements, and allows transit agencies to require local hiring for construction projects in high-unemployment or low-employment or low-income areas.
- **Intercity Passenger Rail.** The GROW AMERICA Act would bring passenger rail programs into the same legislative framework as other surface transportation programs. Under the proposal, Federal Railroad Administration resources total \$19 billion over 4 years that would come from dedicated revenues in the new Rail Account of the of the Transportation Trust Fund. Existing FRA grant programs would be consolidated into two new programs. The first, the Current Passenger Rail Service, would fund Amtrak's existing business lines. The second, the Rail Service Improvement Program, would fund new corridors and upgrades to existing corridors, local rail facilities and safety, planning, workforce, and technology development, and commuter rail PTC-related costs. FRA would create a National Rail Development Plan and facilitate development of Regional Rail Development Plans. Projects consistent with those plans would be eligible for a higher federal match.
- **Freight.** The GROW America Act includes two new multimodal freight programs to support infrastructure improvements that support freight movements on any mode: highway, rail, port or air. The first is the Multimodal Freight Incentive Program, which would provide the certainty of formula funding, states would not receive funding unless they first take steps to plan for better freight movement and coordinate with adjacent communities and stakeholders. The second is the National Freight Infrastructure Program, a discretionary program that would distribute funding on a competitive basis to any governmental transportation authority. The types of projects that could be funded include: reduce the cost of freight transportation; improve the safety of freight transportation; relieve bottlenecks in the freight transportation system; improve the state of good repair of the freight transportation system; and reduce the adverse environmental and community impacts of freight transportation.
- **Planning and Performance Management.** The GROW AMERICA Act includes a High Performing MPOs proposal where the Secretary would designate MPOs as high performing based on whether it (1) has an equitable and performance-based approach to decision-making and (2) practices coordinated planning with other MPOs within its MSA. Once designated, those MPOs would receive a 50

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percent increase in the Surface Transportation Program and Transportation Alternatives Program funds sub-allocated to them. Additionally, funding for high-performing MPOs would be made available from the Metropolitan Mobility Program, a set-aside under a new competitive grant program. The Metropolitan Mobility program would distribute awards each year on the basis of population for high performing MPOs and funding could be used for any project eligible for under Title 23 or Chapter 53 of Title 49, or as the 20% local match requirement to other federal transportation funds. Under the GROW AMERICA Act, the Secretary would receive the authority to establish two new performance measures: one that would measure how well the transportation system connects people to economic opportunities and a multimodal freight performance measure. It also tightens the performance management system established under MAP-21 by requiring the TIP project selection process to use clear rankings of proposed projects according to their ability to help achieve performance targets.

- **Innovative Financing and Tolling.** The GROW AMERICA Act eliminates the prohibition on tolling existing free Interstate highways for purposes of reconstruction of that highway. States or public agencies could also impose variable tolls, or congestion pricing, on existing highways, bridges or tunnels for purposes of congestion management. And it makes clear that tolls collected for congestion management can be used for transit in the corridor. The proposal makes changes to TIFIA and RRIF to make the programs easier for small communities to access flexible financing.
- **Environmental Provisions.** The GROW AMERICA Act would create an Infrastructure Permitting Improvement Center, which is designed to improve project delivery timeliness and outcomes for communities and the environment. The GROW AMERICA Act would make infrastructure vulnerability and resilience assessment part of the long-range planning process by requiring States and MPOs to consider whether projects improve the resilience and reliability of the transportation system.

Transport of Crude Oil

On May 7th, the U.S. DOT issued an Emergency Order requiring all railroads operating trains containing large amounts of crude oil to notify State Emergency Response Commissions (SERC) about the operation of these trains through their states. Effective immediately, the Emergency Order requires that each rail operating trains containing more than 1 million gallons of crude oil, or approximately 35 tank cars, in a particular state to provide the SERC notification regarding the expected movement of such trains through the counties in that state. This notification must include the estimated volumes of crude oil being transported, frequencies of anticipated train traffic and the route through which crude oil will be transported. The Emergency Order also requires the railroad to provide contact information for at least one responsible party at the host railroads to the SERCs. Additionally, the Emergency Order advises railroads to assist the SERCs as necessary to share the information with the appropriate emergency responders in the affected communities.



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FRA and PHMSA also issued a Safety Advisory urging those shipping or offering crude oil to use tank car designs with the highest level of integrity available in their fleets. PHMSA and FRA have also advised carriers to the extent possible to avoid the use of older legacy tank cars for the shipment of crude oil.

Finally, DOT is has submitted a rule for review to the White House to strengthen tank car standards. Prior to the Lynchburg, VA derailment a proposed rule was likely to emerge by July, but the Lynchburg derailment could accelerate that timeframe.

CONGRESSIONAL UPDATE

Senate Environment and Public Works Committee Announce Principles for MAP-21 Reauthorization

On April 10th Chairman Boxer (D-CA), Ranking Member Vitter (R-LA), Chair of the Transportation and Infrastructure Subcommittee Tom Carper (D-DE) and Ranking Member of the Transportation and Infrastructure Subcommittee John Barrasso (R-WY) announced they have reached agreement on the principles that will shape their MAP-21 reauthorization proposal. Specially:

- Passing a long-term bill, as opposed to a short term patch;
- Maintaining the formulas for existing core programs;
- Promoting fiscal responsibility by keeping current levels of funding, plus inflation;
- Focusing on policies that expand opportunities for rural areas;
- Continuing our efforts to leverage local resources to accelerate the construction of transportation projects, create jobs and spur economic growth; and
- Require better information sharing regarding federal grants.

Generally speaking, these principles seem designed to continue most of MAP-21's policies and funding levels, rather than building upon and improving MAP-21. Chairman Boxer announced this week that the Environment and Public Works Committee will mark up a reauthorization bill next Thursday, May 15th. A draft of her reauthorization proposal has not been made public.

House and Senate Announce Agreement on Water Resources Reform and Development Act

Senator Boxer, Chair of the Senate Environment and Public Works Committee, and Congressman Shuster, Chair of the House Transportation and Infrastructure Committee, on Thursday, May 8th announced a bipartisan, bicameral agreement on the Water Resources Reform and Development Act (WRRDA) conference report. Details on the contents of the agreement will not be made public until the report is filed, which could come as early as next week. The House and Senate could vote on the final agreement before the end of May.



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House Appropriations Subcommittee Marks up FY15 Transportation, Housing and Urban Development (T-HUD) Appropriations Bill

On May 7, 2014 the House Appropriations Subcommittee marked up its FY15 T-HUD bill. The proposed legislation would cut TIGER grants down to \$100 million (from \$600 million in FY14), would cut Amtrak capital grants by \$200 million (from \$1.05 billion in FY14 to \$850 million in the proposed bill), and would cut FTA New Starts by \$252 million (from \$1,943 billion in FY14 to \$1.691 billion in the proposed bill). Along with cutting funding the proposed legislation limits eligibility to highway projects, construction of new bridges, on a Federal-aid highway, freight projects and port infrastructure projects.

The annual appropriations bill sets overall limits on how much contract authority from the Highway Trust Fund can be obligated in one fiscal year. The proposed legislation flat-lines almost all of the Highway Trust Fund obligation limitations at their 2014 levels.

Passenger Rail Reauthorization

The Senate Commerce Committee has indicated they will not move a separate PRIIA reauthorization bill this year for a number of reasons, including the focus on MAP-21 reauthorization. They have also identified the lack of consensus between the House and the Senate over key issues including the amount of funding for Amtrak, how to regulate the transport of crude oil, extending certain safety deadlines and the high-speed rail program. Transportation for America would not be surprised to see the Senate Commerce Committee's MAP-21 reauthorization proposal include some rail related provisions.

Hearings

- May 7, 2014, Senate Commerce, Science and Transportation Committee, "Surface Transportation Reauthorization: Progress, Challenges and Next Steps". The hearing focused on MAP-21 reauthorization and a review of the Administration's reauthorization proposal. In addition, the hearing highlighted the need to allocate more resources to underfunded areas of the nation's transportation system, including to programs that move freight, focus on safety, and concentrate on growing rail service. The only witness was the Honorable Anthony Foxx, Secretary, U.S. Department of Transportation. Secretary Foxx focused on the need to invest in a multimodal solution to our transportation challenges especially because of the projected population growth. During the hearing Senator Cantwell (D-WA) focused her questions on the need to improve the regulation of the movement of crude oil. Also, Senator Klobuchar (D-MN) highlighted in her questioning the impact increased oil shipments by rail are having on farmers in Minnesota.
- May 5, 2014, Senate Finance Committee, "New Routes for Funding and Financing Highway and Transit". The hearing focused on the looming shortfall in the Highway Trust Fund and what needs to be done both in the short and long term to address the shortfalls. Both the Chair and Ranking Member of the Senate Finance Committee indicated they would like to come up with a short-term cash

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infusion for Highway Trust Fund to keep road and bridge projects going while they works on a longer-term funding solution. In looking at longer-term fixes to the Trust Fund the hearing also talked a lot about how greater use of public-private partnerships and bonds could be a part of the solution. Witnesses included:

- Dr. Joseph Kile, Assistant Director of Microeconomic Studies Division, Congressional Budget Office
- The Honorable Aubrey Lane, Secretary of Transportation, State of Virginia
- Mr. Jayan Dhru, Managing Director, Corporate and Infrastructure Ratings, Standards and Poor's Ratings Services
- Ms. Samara Barend, Senior Vice President and P3 Development Director, AECOM Capital
- Mr. Chris Edwards, Director, Tax Policy Studies, Cato Institute
- April 30, 2014, House Transportation and Infrastructure Committee, Roundtable Policy Discussion on "The State Experience with Public-Private Partnerships". The hearing focused on the experience a number of states have had with building projects using P3s, what are some of the barriers to using P3s to build more projects and the impact P3s will have on the future taxpayer. Witnesses included:
 - Douglas Koelemay, Director, Virginia Office of Transportation Public-Private Partnerships
 - Leif Dormsjo, Deputy Secretary, Planning & Project Management, Maryland Department of Transportation
 - Bryan Kendro, Director, Pennsylvania Department of Transportation Office of Policy & Public-Private Partnerships
 - Bryan Peter, Assistant Secretary for Finance and Administration, Florida Department of Transportation
- April 8, 2014, House Transportation and Infrastructure Committee, "The International Experience with Public-Private Partnerships." This hearing explored the successes and challenges of using a P3 structure for infrastructure projects. Witnesses included:
 - The Honorable John Delaney, United States Congressman, Maryland
 - Larry Blain, Chairman of the Board of Directors, Partnerships British Columbia
 - David Morley, Vice President, Business and Government Strategy, Infrastructure Ontario
 - Cherian George, Managing Director, Americas, Global Infrastructure & Project Finance, Fitch Ratings
 - Matti Siemiatycki, Associate Professor, Geography and Program in Planning, University of Toronto
- April 3, 2014, House Appropriations Committee, "Oversight Hearing: Department of Transportation." The witnesses provided updates on the status of their program as well as the Administration's key priorities for each mode. Witness included representatives of each of USDOT's modal administrations: FAA, FHWA, FRA, FTA, PHMSA, FMCSA and MARAD.

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- March 27, 2014, Senate Environment and Public Works Committee, “MAP-21 Reauthorization: State and Local Perspectives on Transportation Priorities and Funding.” The hearing focused on the importance of reauthorizing the transportation program and providing stable long-term funding. Witnesses included:
 - The Honorable Michael Lewis, Director, Rhode Island Department of Transportation
 - Sue Minter, Deputy Secretary, Vermont Agency of Transportation
 - Greg Ballard, Mayor, Indianapolis, IN
 - Mick Cornett, Mayor, Oklahoma City, OK
 - Bill Fontenot, President, St. Landry’s Parish, LA
 - Jim Wilcox, Chairman, Converse County Commission, WY
 - Dave Gula, Principal Planner, Wilmington Area Planning Council, DE

Recently Introduced Legislation

- S. 2275, Transit Oriented Development Infrastructure Financing Act
 - Introduced by Sen. Schatz (D-HI)
 - 3 cosponsors
 - Would provide lost-cost financing in the form of loans or loan guarantees under the TIFIA program for the public infrastructure associated with transit-oriented development, including sidewalks, lighting and other utilities, parking facilities and streets.
- S. 2284, Pedestrian Safety Act
 - Introduced by Sen. Gillibrand (D-NY)
 - 2 cosponsors
 - Would expand the list of fully federally-funded safety measures to include pedestrian safety projects for states and localities and requires DOT to issue improved car design standards in order to reduce the number of pedestrian injuries and fatalities.
- H.R. 4507, Pedestrian Fatalities Reduction Act
 - Introduced by Rep. Joe Crowley (D-NY) and Rep. Frank LoBiondo (R-NJ)
 - Would 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.

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	4 cosponsors; referred to House Committees (Natural Resources;



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
				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	59 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	27 cosponsors; referred to House T&I Committee
HR 2468	Safe Streets Act	Matsui	Requires states and MPOs to adopt "complete streets" policies	33 cosponsors; referred to House T&I Committee
HR 2553	National Infrastructure Bank Act	DeLauro	Establishes an infrastructure bank	101 cosponsors; referred to House Committees (Energy & Commerce, T&I, Financial Services, Ways & Means)
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	22 cosponsors. Referred to T&I Committee



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
			pollution, traffic congestion, and highway safety	
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	70 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; 39 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; 66 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 specifications or consider the hiring of local workers in the evaluation of bids and proposals for transportation projects	11 cosponsors. Referred to House T&I Committee



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
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.	43 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	1 cosponsor, Referred to House T&I 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



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
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, traffic congestion, and highway safety	1 cosponsor. Referred to Commerce, Science, and Transportation Committee
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	14 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	1 cosponsor; referred to Senate EPW Committee



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
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; 4 cosponsors; referred to Senate Finance Committee
S 1708	Bicycle and Pedestrian Safety Act	Merkley/ Ayotte	Requires USDOT to establish motorized and nonmotorized safety performance measures for planning and programming	Companion to H.R. 3494; 13 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	9 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; 12 cosponsors; referred to the Senate Finance Committee
S 2004	Safe Streets Act	Begich	Requires states and MPOs to adopt "complete streets" policies	10 cosponsors; referred to Senate EPW Committee
S 2275	Transit Oriented Development Infrastructure Financing Act	Schatz	Provide lost-cost financing in the form of loans or loan guarantees under the TIFIA program for the public infrastructure associated with transit-oriented development, including sidewalks, lighting and other utilities, parking facilities and streets	3 cosponsors; referred to Senate EPW 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	2 cosponsors; referred to Senate Commerce Committee