



SACOG Board of Directors

Item #14-6-15
Report

June 12, 2014

Chief Executive Officer's Report

The following is a brief status report on some of the major issues and projects currently being advanced by SACOG.

CONSENT ITEMS: All items on the consent calendar received unanimous support in committee.

ACTION ITEMS: #11 Environmental Impact Report on Crude Oil Shipments in the SACOG Region was heard in the Government Relations & Public Affairs Committee. The committee strongly supported SACOG's involvement in working with our member jurisdictions to respond to the safety concerns presented by crude oil rail shipments through the region. The committee requested that staff also reach out to local chambers of commerce in this effort. It is coming to the Board for full discussion.

BOARD WORKSHOP & LUNCHEON: The activities of the Board's Innovation Task Force this year include a scan for Best Practices in peer regions across the country. The early stages of that research include bringing speakers to town so the entire Board can easily participate. We are pleased to have an excellent speaker for the Board Workshop. David Warm leads the Mid-America Regional Council (MARC), by national reputation, an innovative region leading discussions on integrated transportation planning and many other issues with federal agencies and other metropolitan regions. We will have the opportunity to learn about MARC's regional activities and initiatives during the Board Workshop. I expect the Consent and Action items to be quite brief so there should be plenty of time for a robust discussion with Mr. Warm at the Board meeting.

Following the Board Workshop, we will have time for an informal luncheon discussion with Mr. Warm and some of our regional partners. I am very hopeful you can make time in your busy schedules to participate in what I'm certain will be an interesting and informative discussion.

LAND USE ACTIVITIES:

During the month of May, SACOG staff conducted the following work:

- Continued to participate with the cities of Elk Grove and Rancho Cordova and Sacramento County in the year-long Portland State University technical assistance program focused on land use planning implementation issues in suburban areas.
- Worked with Sacramento County on preparations for its study mission to Portland as part of the Portland State University technical assistance program.
- Consulted with the City of Sacramento staff on an Metropolitan Transportation Plan/Sustainable Communities Strategy consistency determination for the proposed Sacramento Commons project.
- Provided a demonstration of the Integrated Model for Planning and Cost Scenarios (IMPACS) software developed by SACOG to Sacramento County development services staff. IMPACS provides an analysis of infrastructure costs, maintenance and operations, and return on investment. It is intended as a front-end tool to give users an estimate of the feasibility of future development.
- Provided a demonstration of the IMPACS software to a focus group of planners from eight jurisdictions (Elk Grove, Rancho Cordova, Roseville, Sacramento, West Sacramento, Woodland and Yolo County). Staff will schedule additional focus groups convenient to staff from the other jurisdictions.

OTHER MATTERS: The June Transportation for America report is attached.

CALENDAR:

June 19 – 11 a.m. to 1 p.m. SACOG Innovation Task Force & Board Lunch Discussion with Special Guest David Warm, Chief Executive Officer of the Mid-America Regional Council. All Board members are encouraged to attend the Lunch Discussion. Please confirm your participation with Board Clerk Suzanne Zeimer at (916) 340-6205.

There will be no committee or Board meetings scheduled in July.

Approved by:

Mike McKeever
Chief Executive Officer

MM:gg
Attachment

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TO: Sacramento Area Council of Governments
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WHAT TO WATCH

Highway Trust Fund

Based on the U.S. DOT's most recent update of its Highway Trust Fund Ticker, the Highway Trust Fund will dip below \$1 billion in August. It is expected that U.S. DOT will send letters to State DOTs by July 4th explaining what will happen to reimbursements when the Trust Fund dips below \$1 billion.

Environmental Protection Agency Releases Green Power Plan

On April 2nd, the Environmental Protection Agency (EPA) released a proposal to limit greenhouse gas emissions from existing power plants that incorporates both unit-by-unit specific factors as well as emissions reductions away from power plant sites. The EPA's proposal relies on an analysis of emission reductions opportunities that each state is deemed to still have at its disposal. The EPA argues these targets would result in a 30 percent reduction nationwide in utility-sector carbon dioxide compared with 2005 by 2030.

Under the EPA's proposal states are assigned both "interim" and "final" targets, which they would be required to reach through cuts resulting from heat rate improvements on site at individual fossil fuels power plants, shifts to lower-carbon generation and demand-side reductions. The interim goal would be due by 2020 and the final by 2030. These targets vary widely from state to state. California is asked to reduce its emissions to 556 pounds per megawatt hour by an interim date and 537 per megawatt hour by 2030. States are allowed to count reductions made in the past toward the interim goal.

The EPA argues that the state-federal partnership nature of the proposal gives states the flexibility to design a program that makes the most sense of their unique situation. Additionally, the EPA argues states will be able to choose the right mix of generation using diverse fuels, energy efficiency and demand-side management to meet the goals and their own needs.

Forty-one Senate Republicans have sent a letter to the President to share their concerns about the impact of the proposed rule. The House Energy and Commerce Committee's Energy and Power Subcommittee scheduled a hearing on the proposal for June 19th. Also, legislation has been in the House to overturn EPA's proposed rule.

Government Accountability Office Releases a Report Looking at U.S. DOT's Administration of the TIGER Program

The U.S. Government Accountability Office (GAO) released its report on U.S. DOT's implementation of the TIGER grant program. GAO reviewed the extent to which DOT followed its grant application process and documented key decisions in

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the FY13 round (TIGER V). Overall, GAO found that DOT did not document key decisions to (a) accept and review applications received after the published deadline; (b) advance projects with lower technical ratings instead of more highly-rated projects, and its procedures were inconsistent with DOT's internal guidelines; and (c) change the technical ratings of lower-rated projects selected for funding to the highest technical rating category.

GAO recommends that DOT establish additional accountability measures for management of the TIGER program including clear procedures for addressing late-arriving applications and for documenting and approving major decisions in the application evaluation and project selection process.

The GAO report comes in response to a request from Senator Vitter (R-LA) who has been a critic of the way U.S. DOT selects projects under the TIGER program.

MAP-21 IMPLEMENTATION

U.S. DOT Releases Notice of Proposed Rulemaking on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning and a Notice of Policy Guidance: Metropolitan Planning Organizations

On June 2nd, FHWA and FTA issued a proposed planning rule to: implement MAP-21's statutory requirement that states and MPOs integrate a performance-based approach to planning and programming; improve the metropolitan planning processes through better public cooperation with states and metropolitan officials and provide flexibility for states to designate new rural transportation planning organizations; change the structure of representation at large MPOs; encourage voluntary scenario planning; and codify the process for programmatic mitigation plans.

Once U.S. DOT finalizes all the performance measure rules, under the proposal released on June 2nd, MPOs will be required to reflect their performance targets in their long-range metropolitan transportation plans, while states would be encouraged to do the same with their long-range statewide transportation plan. This means that MPOs would be required to describe the performance targets, evaluate the condition and performance of the transportation system and report on their progress towards achieving their performance targets in their long-range transportation plans. States are encouraged to include similar information.

The NPRM also purposes to amend metropolitan planning agreements – a written agreement describing the mutual responsibilities in the MPO process for the affected MPO, state(s) and public transportation providers in the region – to require that these compacts be updated to include a description of how the MPO

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and state will cooperatively implement the performance-based plans and targets. The amended planning agreements should identify the processes for collection of performance data, the selection of performance targets for the metropolitan area, the reporting of the metropolitan area targets, the reporting of actual system performance related to those targets, and the roles and responsibilities for the collection of data for the national highway system.

The proposed rule incorporates the policy guidance on MPO representation as well. The policy guidance adds representatives of public transportation providers to the list of government or agency officials that must be on the policy board for each MPO serving a transportation management area. The implantation of this policy guidance must occur no later than October 1, 2014. The planning rule proposes that representatives of public transportation have equal decision-making authority, and that the MPO, in cooperation with providers of public transportation, determine how this representation will be structured and established. The proposed rule would allow MPOs to restructure their board to meet this requirement without having to be redesigned by the Governor or local officials.

From Transportation for America's perspective the planning rule would be more likely to succeed if both states and MPOs were required to fulfill all the planning rule requirements. With this refinement, the planning rule will be consistent with the adopted MAP-21 law that holds states the same standard as MPOs for long-range transportation plans.

The rule is open for public comment for 90 days, which ends September 2nd.

CONGRESSIONAL UPDATE

Congressional Action on the Highway Trust Fund

House Republicans have proposed cutting Saturday postal service to provide the necessary revenue to fill the funding gap in the Highway Trust Fund. Ending delivery of first-class mail on Saturdays would raise \$10.7 billion over a decade, according to Speaker John Boehner (R-OH), while an additional \$1.3 billion could come from leftover money in the leaking underground storage tanks trust fund. Republican leadership claimed that those savings could keep the highway trust fund solvent until May 2015. The proposal, however, has drawn criticism from both sides of the aisle, the Senate and the Administration. With this criticism, it is not expected this proposal will be considered by the full House.

On the Senate side, the Finance Committee is beginning to talk about a short term funding source to shore up the Trust Fund through the end of the calendar year.

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Senator Wyden (D-OR), the Chair of the Senate Finance Committee, acknowledges a long-term solution to the Trust Fund must be found but has said publicly that first a temporary funding mechanism must be identified to shore up the Trust Fund while Congress considers the long term solution. Senator Wyden has indicated that he would like the Senate Finance Committee to move a short-term Trust Fund fix before the recess the first week of July.



House of Representatives Passes FY15 Transportation, Housing and Urban Development (THUD), and Related Agencies Appropriations Bill

On June 10th, the House of Representatives passed their fiscal year 2015 THUD appropriations bill. The bill was passed with a vote of 229-192 with members largely voting with their party. This bill would fund the TIGER grant program at only \$100 million, which is \$500 million below the FY14 enacted levels, while removing public transit, bicycle and pedestrian projects from the list of eligible projects. Amtrak's capital account would receive \$850 million, \$200 million less than FY14. FTA's Capital Investment Grants (New Starts and Small Starts) would receive \$1.69 billion, a roughly \$250 million drop from FY14.

The House adopted an amendment from Rep. Jeff Denham (R-CA) that would prevent any federal funding from going toward high-speed rail in California.

Senate Appropriations Committee Passes FY15 THUD bill

The Senate Appropriations Committee on a 29-1 vote approved their FY15 THUD bill. This comes on the heels of the House Appropriations Committee passing their version last month and the full House passing that version this week. Under the Senate's proposal, the TIGER grant program would receive \$550 million, falling \$50 million below FY14 levels. Amtrak's operating and capital accounts would be funded at an amount equal to FY14 levels. FTA's Capital Investment Grants (New Starts and Small Starts) would receive \$2.163 billion, an increase of \$220 million over FY14 levels.

The Senate THUD bill designated a new initiative aimed at protecting the safety of crude oil shipments. The initiative makes investments in improving safety of these shipments by funding new rail and hazardous materials inspectors and by providing \$3 million to expand the use of automated track inspections covering 14,000 miles of track. It also establishes a Short Line Safety Institute to perform safety compliance assessments on the more than 50,000 miles of short line railroad tracks nationwide. The initiative would also direct PHMSA to finalize new regulations for tank car standards due to the inadequacy of the DOT-111 tank cars in handling hazardous materials like crude oil.

Senator Collins (R-ME) offered an amendment that will temporarily suspend two provisions regarding truckers' hours of service: 1) that rest be taken by commercial

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drivers on two consecutive nights from 1 to 5 a.m. and 2) that the 34-hour restart was limited to once a week. The amendment was passed by a vote of 21-9 and would suspend the provisions for a year while the Federal Motor Carrier Safety Administration (FMCSA) conducts a field study on their effectiveness. FMCSA chief Anne Ferro pushed back against the amendment, as did some safety advocacy groups. Groups such as the American Trucking Associations and the Owner-Operator Independent Drivers Association hailed the amendment, maintaining that the existing hours of service rules are unsafe.

The full Senate is going to consider a “minibus” the week on June 16th that will include their FY15 THUD bill.

WRRDA Signed Into Law

This week, President Obama signed the Water Resources Reform and Development Act of 2014 (WRRDA) into law, which provides funding for more than \$12 billion in new water infrastructure projects. The bill received overwhelming bipartisan support, passing the House by a vote of 412-4 and the Senate by a vote of 91-7. The U.S. Army Corp of Engineers will be responsible for picking and constructing projects, with oversight coming from Congress. This is the first time a water resources bill has passed since 2007.

Senator Murray Report on the Highway Trust Fund

Senator Murray (D-WA), chairwoman of the Senate Budget Committee, released a report reviewing the looming insolvency in the Highway Trust Fund, what it means for the American people, and what Congress can do to fix it. The report highlights the different proposals to finance the gap in the Trust Fund, from corporate tax reform, to user fees, to raising the gas tax. The release of the report is interesting because she does not specifically advocate for any policies nor did she introduce any new legislation regarding the Highway Trust Fund.

Recently Introduced Legislation

Congressman DeFazio (D-OR) introduced H.R. 4848, the Repeal and Rebuild Act, on June 12th. This legislation would repeal the federal gas tax and increase the tax on a barrel of oil that is processed into gasoline to \$6.75. This per barrel tax would be indexed to construction costs inflation and fleet fuel economy. Additionally, the legislation indexes the diesel tax to construction cost inflation and fleet fuel economy. The legislation would also bond the new revenue to backfill the Highway Trust Fund shortfall. The legislation would fund a \$324 billion six-year reauthorization.

Hearings

- June 11th, Senate Budget Committee, “Consideration of Office of Management Budget Nominee Shaun Donovan”.

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- June 11th, Senate Homeland Security and Government Affairs Committee, “Nomination of Hon. Shaun L. Donovan to be Director, Office of Management Budget”. Both this hearing and the Senate Budget Committee hearing focused on the nomination of Shaun Donovan to be the next director of the Office of Management and Budget.
- June 11th, Senate Commerce, Science and Transportation Committee, “Nominations Hearing”. At that hearing the Senate Commerce, Science and Transportation Committee considered the nomination of Victor Mendez to be the Deputy Secretary of the U.S. Department of Transportation and Peter Rogoff to be the Undersecretary of Transportation Policy.
- June 3rd, Senate Commerce, Science and Transportation Committee, “Surface Transportation Reauthorization: Examining the Safety and Effectiveness of our Transportation System”. Witnesses included:
 - FRA Administrator Szabo
 - FMCSA Administrator Ferro
 - PHMSA Administrator Cynthia Quarterman
 - Office of the Secretary for Research and Technology, Gregory Winfree

The hearing focused on the surface transportation reauthorization and evaluating the safety and effectiveness of rail, motor carrier, hazardous materials, and research programs currently administered by the U.S. DOT. The questioning from Senators focused on the safety of crude oil transport, completion of regulations by the FRA and the timeline for implementing positive train control.

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; 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	Sires	Establishes competitive grant program	18 cosponsors;

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Bill No.	Title	Lead Sponsor(s)	Summary	Status
	2013		to fund freight improvements; makes MAP-21's National Freight Network multimodal; makes voluntary state freight plans mandatory	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 pollution, traffic congestion, and highway safety	22 cosponsors. Referred to T&I Committee
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	74 cosponsors. Referred to House T&I Committee

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Bill No.	Title	Lead Sponsor(s)	Summary	Status
			locomotive operator and the other as train conductor	
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; 92 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
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	15 cosponsors. Referred to House T&I Committee

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Bill No.	Title	Lead Sponsor(s)	Summary	Status
			grants program for FY2014-2018	
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.	45 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	4 cosponsor, Referred to House T&I Committee.
HR 4848	Repeal and Rebuild Act	DeFazio	Repeals the gas tax and replaces it with a per barrel tax on oil processed into gasoline and indexes it for inflation.	Referred to the House Ways and Means 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	15 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	1 cosponsor; referred to Senate EPW Committee

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Bill No.	Title	Lead Sponsor(s)	Summary	Status
			former bridge apportionment program	
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 non-motorized safety performance measures for planning and programming	Companion to H.R. 3494; 14 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; 13 cosponsors; referred to the Senate Finance Committee
S 2004	Safe Streets Act	Begich	Requires states and MPOs to adopt "complete streets" policies	12 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	3 cosponsors; referred to Senate Commerce Committee

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