



Government Relations & Public Affairs Committee

**Item #14-2-7
Information**

January 31, 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.

Approved by:

Mike McKeever
Chief Executive Officer

Attachment

MM:EJ:ef

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Monthly Report to the Sacramento Area Council of Governments January 6, 2014

WHAT TO WATCH

STATE OF THE UNION

During the President's State of the Union, he talked about a proposal to clear away "red tape" and encourage better coordination among federal agencies to speed construction costs. The President also called on Congress to pass the WRDA bill that has been in conference since late November and a reauthorization of MAP-21.

DEBT CEILING

Treasury Secretary Lew has indicated that Treasury will need to start using accounting gimmicks to avoid the debt ceiling starting February 7th unless a deal is reached to raise the debt limit. Secretary Lew has also indicated that accounting gimmicks and extraordinary measures can only be used for a month. Therefore, the debt limit must be raised by the end of February.

President Obama and Congressional Democrats have indicated they will not negotiate over the borrowing limit, while Republicans have said publicly that they would like to extract some policy concessions for raising the borrowing limit. However, Republican leadership has acknowledged they will have to pass a clean debt ceiling increase because of the unified Democratic front they face. Adding to their calculation is election year politics where they may have two options: a clean debt limit increases or risk default. It is likely the majority of the votes needed to pass a debt limit increase in the House will come from Democrats.

FY2014 APPROPRIATIONS

On January 18, the President signed into law an appropriations measure covering FY2014, which had been approved by bipartisan majorities in both chambers, averting any possibility of a government shutdown until the end of the fiscal year on September 30.

Among the highlights:

- The popular TIGER discretionary grant program is funded at \$600 million. This represents a return to the historic high of FY2010 spending on this program, and stands in sharp contrast to the House proposal from last year that eliminated all funding for the program. There is also a set-aside within TIGER for planning grants that can total as much as \$35 million – a program that many communities in the SACOG region may be well positioned for;
- The Federal Transit Administration's Fixed Guideway Capital Investment Grants (New Starts/Small Starts) program for public transit construction projects is funded at \$2.13 billion, which is above the MAP-21 authorization levels of \$1.9 billion. In contrast, this program received \$1.86 billion in funding in FY2013 after sequestration was taken into account and \$1.6 billion in the FY11 budget deal;
- Amtrak's capital program is funded at \$1.05 billion and its operating program is funded at \$340 million in FY14. The FY2014 capital program is \$148 million above the FY2013 post-sequestration funding level. While the operating program is \$101 million less than FY2013 post sequestration funding levels, it is just \$33 million below Amtrak's requested



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amount for this year. Amtrak continues to break annual ridership levels. In 2013, Amtrak served 32.1 million riders, representing its tenth annual ridership record in 11 years that allows for the passenger railroad to cover 88 percent of its operating costs;

- The final agreement does not contain any dedicated money for high-speed rail, and the Senate's \$100 million for intercity passenger rail projects on top of Amtrak was not included in the deal. However, the House agreed to drop its provision that would have prohibited any federal funding being spent on California's high speed rail project and passenger rail projects are eligible for the \$600 million in TIGER grants;
- The final bill includes funding for the transit-oriented development (TOD) planning pilot program, which was authorized in MAP-21 at \$10 million per year (FY2013 and FY2014). FTA has yet to write guidance for or obligate funds for this program.

HIGHWAY TRUST FUND

In efforts to bring attention to the impending shortfall in funding facing the Highway Trust Fund (HTF) Secretary Foxx announced the U.S. Department of Transportation will begin posting monthly on its website exactly how much money the HTF has left and update that number every month until the fund can sustain itself or until it runs out. Secretary Foxx argued that providing this information to the public would increase transparency and accountability.

In their first post, U.S. DOT estimates that based on current spending and revenue trends the Highway Account of the Highway Trust Fund will encounter a shortfall as early as this summer and certainty before the end of the fiscal year. The Highway Account began FY2014 with approximately \$1.6 billion in cash. A \$9.7 billion transfer from the General Fund was processed shortly after the start of the fiscal year (\$10.4 billion authorized by MAP-21 but reduced to \$9.7 billion by sequestration). U.S. DOT highlights that the surface transportation program continues to outlay at a greater pace than receipts are coming in. As a result, the cash balance has dropped by nearly \$4.3 billion since the General Fund transfer occurred. As of the last week of December 2013, the Highway Account cash balance was \$8.5 billion.

For the Mass Transit Account, U.S. DOT estimates that based on current spending and revenue trends that account will have a balance of approximately \$440 million at the end of FY2014. The Mass Transit Account began FY2014 with approximately \$2.5 billion in cash. A \$2 billion transfer from the General Fund to the Mass Transit Account was processed shortly after the start of the fiscal year (\$2.2 billion authorized by MAP-21 but reduced to \$2 billion by sequestration). As of the last week of December 2013, the Mass Transit Account cash balance was \$3.8 billion.

RECENTLY INTRODUCED BILLS

- **S. 1957, Partnership to Build America Act (companion to H.R. 2084)**
 - Introduced by Senator Michael Bennet (D-CO)
 - 10 cosponsors, including 6 Republicans and 4 Democrats
 - Creates an infrastructure fund with repatriated corporate profits to help fund infrastructure projects owned by a state or local government.
- **H.R. 3893, Responsible Rail and Deferring Deficiency Act**
 - Introduced by Congressman Denham (R-CA)
 - 14 cosponsors, all Republicans in California delegation are cosponsors
 - Would prevent any federal funding from being used for high speed rail in California



- **H.R. 3978, New Opportunities for Bicycle and Pedestrian Infrastructure Funding Act**
 - Introduced by Congressman Albio Sires (D-NJ)
 - 4 cosponsors, including 2 Republicans and 2 Democrats
 - 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.

CONGRESSIONAL UPDATE

SURFACE TRANSPORTATION REAUTHORIZATION

Chairman Shuster, the Chair of the House Transportation and Infrastructure Committee, has indicated that he would like to pursue a bill that is bipartisan and hopes to hold a markup in late spring or early summer so that the full House can consider the bill before Congress recesses for the month of August. Many in DC believe this be an aggressive time for this bill because of Congress' current slow pace to reauthorize programs and Shuster having his own primary election to contend with in May. Chairman Shuster has held the first in what he has said will be a series of hearings surrounding reauthorization.

Chairman Shuster announced on January 16th the creation of a special panel focused on the use of and opportunities for public-private partnerships across all modes of transportation.

Congressman John Duncan (R-TN) will chair the panel and other members of the panel include:

Candice Miller (R-MI)
Lou Barletta (R-PA)
Tom Rice (R-SC)
Mark Meadows (R-NC)
Scott Perry (R-PA)
Michael Capuano (D-MA)
Peter DeFazio (D-OR)
Eleanor Holmes Norton (D-DC)
Rick Larson (D-WA)
Sean Patrick Maloney (D-NY)

It is expected that the panel will hold a series of hearings over the next six months. At the conclusion of the six months, the panel will likely issue a report looking at the current use of public-private partnerships and recommendations for greater deployment of public-private partnerships as a funding source for transportation and infrastructure projects. The select panel is similar to the panel the House Transportation and Infrastructure Committee created surrounding recommendations to improve freight movement last year.

WATER RESOURCES DEVELOPMENT ACT

The WRDA conference continues with the conversations limited to House Transportation and Infrastructure Committee Chairman Shuster and Senate Environment and Public Works Committee Chairman Boxer who are working through the last remaining differences between the House and Senate bills. The timeline for the conference to wrap up has continued to slip.



LETTER TO CHAIRMAN CAMP REQUESTING HEARING ON THE HIGHWAY TRUST FUND

House Ways and Means Committee Democrats, in a letter led by Congressman Earl Blumenauer (D-OR), sent a letter to Chairman Camp (R-MI) to hold hearings to explore new funding options for the Federal Highway Trust Fund program. The letter highlighted the impending \$21.2 billion shortfall in revenues the HTF faces at the end of the fiscal year and how this will impact transportation programs this summer when the HTF's available cash on hand is expected to fall below \$4 billion, which is the minimum amount necessary to maintain a sufficient balance to meet week-to-week obligations.

RECENT HEARINGS

- House Transportation and Infrastructure Committee, "Building the Foundation for Surface Transportation Reauthorization", January 14, 2014. The hearing was the first one held by the T&I Committee as it starts its efforts to reauthorize the surface transportation bill that expires on October 1st of this year. The members of the T&I Committee did not provide much insight into preferred policies or revenue options for the next surface transportation authorization. All four witnesses consistently stated that a strong federal partner is paramount for America to have the best transportation system that allows for them to compete globally and provide a quality of living for its citizens. Addressing a question about legislation introduced in the House (H.R. 3486) to devolve the HTF to state control Governor Falin responded by saying, "States can't pick up the load by themselves. We need to have a national vision for a national transportation system." While not specifically talking about options to resolve the Highway Trust Fund's financial challenges, the Members regularly spoke about the issue. Representative Eleanor Holmes Norton (Ranking Member of the Highways and Transit Subcommittee) stated that she believes the HTF is outdated and we must either create a new mechanism to fund the program or retool the HTF away from a gas centric revenue model. No witness firmly stood behind this statement, but all four said that all options should be considered and debated by the committee, and a decision to move forward should be made. The ideal length of a surface transportation authorization was discussed a few times with the witnesses agreeing that they would prefer a multi-year authorization because it provides certainty for state and local partners for both funding levels and policies. It was argued that having this information allows states and locals to maximize investments and adequately plan for development. Discussion led to modal funding at one point and all witnesses agreed that an economically competitive region is one that has an integrated and connected multi-modal system. Witnesses included:
 - The Honorable Mary Falin, Governor, State of Oklahoma; on behalf of the National Governors Association
 - Mr. Stuart Levenick, Group President, Caterpillar Inc.
 - The Honorable Kasim Reed, Mayor, City of Atlanta; on behalf of the U.S. Conference of Mayors
 - Mr. Lawrence Hanley, International President, Amalgamated Transit Union
- House Transportation and Infrastructure Committee Subcommittee on Railroads, Pipelines and Hazardous Material, "A Review of the Challenges Facing California High Speed Rail", January 15, 2014. While the California High Speed Rail project has been slowed by legal issues in the recent past, the Subcommittee Chairman, Jeff Denham (CA-10, Republican), who has opposed the project since joining Congress in 2011, used this hearing to raise issues with the project with federal and state officials. The hearing



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consisted of two witness panels: the first was composed of Representatives from California, whose support for the project was split by political party. The second was where Chairman Denham centered his ire, lashing out at the FRA Deputy Administrator for what he considers lack of response to his desire that the agency stop or halt the project. Denham raised many legal questions for the Congressional Research Service's attorney and probed for answers from Mr. Richard on project status and statutory reasoning for some of the California High Speed Rail Authority's actions. The result of the hearing is Chairman Denham's introduction of the Responsible Rail and Deterring Deficiency Act (H.R. 3893) the following day. The bill would suspend all federal funds for this project unless California can raise sufficient non-federal funds to ensure the project's viability. Witnesses included:

- The Honorable Kevin McCarthy (CA-23)
 - The Honorable Zoe Lofgren (CA-19)
 - The Honorable Loretta Sanchez (CA-46)
 - The Honorable Jim Costa (CA-16)
 - The Honorable Doug LeMalfa (CA-01)
 - The Honorable David Valadao (CA-21)
 - Ms. Karen Hedlund, Deputy Administrator, Federal Railroad Administration
 - Mr. Dan Richard, Chairman of the Board, California High Speed Rail Authority
 - Ms. Alissa Dolan, Congressional Research Service
- Senate Banking Committee, "Progress Report on Public Transportation Under MAP-21", January 16, 2014. The hearing focused primarily on the implementation of MAP-21's new safety and transit asset management requirements. A majority of Senators who attended were from rural states (South Dakota, Idaho, Nebraska, Montana, and West Virginia), and they pushed Administrator Rogoff to make sure that final safety and asset management rules are not burdensome to small, bus-only transit operators. Senator Reed (D-RI) asked about the impact on transit agencies if the Highway Trust Fund shortfall is not addressed, to which Mr. Rogoff responded that FTA would have to begin reimbursing transit agencies at reduced rates or in some cases hold payments until cash became available. In response to a question from Senator Menendez (D-NJ), Mr. Rogoff committed to soliciting applications for the TOD Planning Pilot Program this spring. Witnesses included:
 - The Honorable Peter Rogoff, Administrator, Federal Transit Administration, U.S. Department of Transportation
 - Mr. David Wise, Director of the Physical Infrastructure Team, U.S. Government Accountability Office
 - House Transportation and Infrastructure Committee Subcommittee on Highways and Transit, "Improving the Effectiveness of the Federal Surface Transportation Safety Grant Programs" January 28, 2014. This hearing was focused on the effectiveness of the safety programs, especially related to implementing the changes made by MAP-21. However, the insolvency of the HTF dominated the conversation with witnesses reiterating that solving the federal funding issue was paramount. The point was made by a number of the witnesses that uncertainty about funding prevents states from accurately planning for future safety needs and projects, especially for projects that require a multi-year commitment. Witnesses included:
 - The Honorable Christopher Hart, Vice Chairman, National Transportation Safety Board
 - Douglas Danko, Chairman, American Traffic Safety Services Association



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- Sgt. Thomas Fuller, New York State Police, on behalf of the Commercial Vehicle Safety Alliance
- Kendall Poole, Director, Tennessee Governor's Highway Safety Office, on behalf of the Governors Highway Safety Association
- Peter Sweatman, Director, University of Michigan Transportation Research Institute, on behalf of Intelligent Transportation Society of America

FLOOD INSURANCE

Included in the omnibus signed into law on January 17th, was a provision to prevent the Federal Emergency Management Administration (FEMA) from raising flood rates on grandfathered National Flood Insurance Program (NFIP) properties for the rest of Fiscal Year 2014. Grandfathered properties under this provision are homes and businesses that were built to code and were subsequently re-mapped into a higher risk area on a new flood map.

This week the Senate passed legislation to delay scheduled rate increases for the federal flood insurance program. There was strong bipartisan support with the legislation passing by a vote of 67-32, signaling widespread concern from both parties about the politically dangerous price hikes on homeowners. Both Senators Feinstein and Boxer voted in favor of the legislation. Members are concerned that the Biggert-Waters Federal Flood Insurance Reform Act raises flood rates too quickly and too high, even as members acknowledge that the problems plaguing the National Flood Insurance Program stem from offering policies at suppressed prices. The program is currently \$24 billion in debt.

The legislation passed by the Senate would reverse provisions in the Biggert-Waters Federal Flood Insurance Reform Act that ramp up the price of discounted coverage. Specifically, the legislation would delay the increases under Biggert-Waters for: 1) Homes and businesses that are currently grandfathered; 2) Properties that purchased a new policy after July 6, 2012; and 3) Properties sold after July 6, 2011. Additionally, the legislation passed by the Senate delays rate increases until: 1) FEMA completes the affordability study required by Biggert-Waters, proposes a draft affordability framework for Congressional review and Congress has a chance to give FEMA affordability authority; and 2) FEMA certifies the agency has implemented a flood mapping approach that utilizes sound scientific and engineering methodologies to determine varying levels of flood risk in all areas participating in the NFIP. This legislation also required FEMA to propose a draft regulatory framework to address any affordability issue identified in the study and give Congress the time to vote on allowing the regulations to move forward.

On January 27, 2014, a Statement of Administrative Policy (SAP) was issued on the legislation highlighting the Administration's concern that delaying implementation of Biggert-Waters would further erode the financial position of the NFIP. The SAP also highlighted the Administration's concern that a delay would reduce FEMA's ability to pay future claims made by all policyholders. Finally, the SAP indicated the Administration recognizes that many policyholders may be challenged financially by the new rates and remains committed to working with Congress to develop approaches that ensure economically distressed policyholders are not unduly burdened while maintaining the financial stability of the NFIP.

MAP-21 IMPLEMENTATION

FINAL ACTIONS

- Categorical Exclusions.** Under a joint rulemaking issued by FHWA and FTA on January 13, 2014, new categorical exclusions for projects within an existing operational right-of-way and projects receiving less than \$5 million in federal funding or with a total estimated cost of more than \$30 million and federal funds comprising less than 15 percent of the total estimated project cost. Existing operational right-of-way refers to the right-of-way that has been distributed for an existing transportation facility or is maintaining a transportation purpose, including roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit vending structures and transit maintenance facilities. Additionally, portions of the right-of-way that have not been distributed or that are not maintained for transportation purposes not in the existing right-of-way. A project that requires a federal permit, authorization or other approval and does not receive any federal funding, does not qualify. For example, a project that receives a federal grant, loan, loan guarantee, line of credit, and projects receiving funds authorized for the Federal Lands Access Program, the Federal Lands Transportation Program and the Tribal Transportation Program do not qualify. Federal Transit Administration is hosting a webinar on the new CEs, February 4th at 1:30. To participate - <https://connectdot.connectsolutions.com/ftafinalruleforcategorialexclusions/>.

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	58 cosponsors; referred to House Committees (T&I; Financial Services)
HR 974	MOVE Freight Act of	Sires	Establishes competitive grant	18 cosponsors;



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
	2013		program 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 2084	Partnership to Build America Act	Delaney	Creates infrastructure fund to finance projects funded by repatriated profits	51 cosponsors; referred to House Committees (T&I and Ways & Means)
HR 2428	SAFE Bridges Act	Rahall	Authorizes \$2.75 billion for bridge repair annually	26 cosponsors; referred to House T&I Committee
HR 2468	Safe Streets Act	Matsui	Requires states and MPOs to adopt "complete streets" policies	7 cosponsors; referred to House T&I Committee
HR 2553	National Infrastructure Bank Act	DeLauro	Establishes an infrastructure bank	83 cosponsors; referred to House Committees (Energy & Commerce, T&I, Financial Services, Ways & Means)
HR 2968	Commute Less Act	Sires	Requires employer-based commuter programs in planning process; requires "employer advisory council" for transportation management areas	1 cosponsors, Referred to House 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 locomotive operator and the other as train conductor	53 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	2 cosponsors. Referred to House T&I Committee



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
			crossings	
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; 36 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 nonmotorized safety performance measures for planning and programming	Companion to S. 1708; 45 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	5 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 grants program for FY2014-2018	12 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 &



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
				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.	4 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	2 cosponsors, Referred to House T&I Committee. House companion to S 1553

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
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	2 cosponsors.



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
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	12 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
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; 3 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; 9 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



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Bill No.	Title	Lead Sponsor(s)	Summary	Status
S 1957	Partnership to Build America Act	Bennet	Creates infrastructure fund to finance projects funded by repatriated profits	Companion to H.R. 2084; 10 cosponsors; referred to the Senate Finance Committee