



**Item #14-4-8
Information**

Government Relations & Public Affairs Committee

March 27, 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. Additionally, it is worth noting that, on March 21, the U.S. Army Corps of Engineers modified its policy on vegetation on levees. This has the potential for significant savings for levee improvement projects in the region, as well as preserving habitat and environment along waterways.

Approved by:

Mike McKeever
Chief Executive Officer

Attachment

Key Staff: Erik Johnson, Government Affairs Team Manager, (916) 340-6247

1400104

Memorandum

FROM: Katy Hartnett, Transportation for America
DATE: March 27, 2014
RE: Sacramento Area Council of Governments March Report



WHAT TO WATCH

Highway Trust Fund

According to the most recent update of USDOT's Highway Trust Fund (HTF) Ticker, on March 16, the surface transportation program continues to outlay at a greater pace than receipts are coming in. At the end of February, the highway account of the HTF held less than \$8.6 billion in cash. The mass transit account of the HTF currently holds \$3.2 billion and USDOT projects the account will hold about \$1 billion by the end of the fiscal year.

With the updated numbers, the highway account of the Highway Trust Fund could potentially fall below \$4 billion in late July, weeks before last month's projection of early August. The updated figures show the highway account running out of money in early September, several weeks earlier than last month's estimates. USDOT prefers to keep a minimum of \$4 billion in the highway account in order to properly manage day-to-day financial transactions.

At some point between when the account falls below \$4 billion but before the account runs out of money, USDOT will institute cash management strategies designed to keep the account solvent. Specifically, USDOT may look at decreasing the frequency of reimbursement payments to states or paying states only for a portion of the reimbursement requests they submit.

Testifying before House Transportation and Infrastructure Committee Highways and Transit Subcommittee hearing on March 12, Acting Under Secretary for Policy Peter Rogoff, warned of the damaging fallout if Congress fails to shore up the HTF by this summer. Specifically, Rogoff cited DOT may slow reimbursements to states as a cash management measure if the balance dips below \$4 billion on the highway side and \$1 billion on the transit side. The last time DOT delayed payments to states was in 2008 but only for the highway program and only for a short time.

State DOTs are already making decisions on future projects, as funding is uncertain. At a hearing before the House Transportation and Infrastructure Committee Highways and Transit Subcommittee on March 13, AASHTO made the point that state and local governments are already retrenching in response to the financial instability surrounding the HTF. AASHTO specifically cited Arkansas, where the state Highway and Transportation Department recently shelved about \$60 million worth of longer-term projects previously scheduled to be awarded to contractors in the next month.

Based on Transportation for America's estimates, in FY2014 California is authorized to spend \$4,874,210,701 and Sacramento metropolitan region is authorized to spend \$59,342,923. These amounts could fall to zero in FY2015 if the HTF shortfall is not addressed.

Memorandum

FROM: Katy Hartnett, Transportation for America
DATE: March 27, 2014
RE: Sacramento Area Council of Governments March Report



MAP-21 IMPLEMENTATION

DOT Releases Notice of Proposed Rule Making for Safety Performance Measures

MAP-21 put in motion put in motion a first-ever framework for accountability and transparency, establishing 12 basic metrics by which to judge agencies' performance. It was left to the USDOT to put flesh on the bones by adopting rules for how to apply these performance measures. On March 11 USDOT released the proposed safety rule, which the first Notice of Proposed Rulemaking (NPRM) to be issued and addressed four of the 12 performance measures included in MAP-21.

There are several reasons the proposed rule falls short – some technical, some less so – but the fundamental problem is that it is too weak to be useful as a standard for accountability.

The rule would require states to set their own targets for reducing, on public roadways, (1) the number of fatalities, (2) the number of serious injuries, (3) the rate of fatalities per vehicle mile traveled (VMT), and (4) the rate of serious injuries per vehicle mile traveled. These four measures were established in MAP-21; the state or MPO can develop additional measures if they choose.

Here are three key weaknesses in the DOT's draft rule:

- States only need a 50 percent passing grade, meeting only half of the four measures required in law;
- States can pass muster merely by showing little deviation from pre-existing trends; and,
- States that miss their safety targets, however unlikely that is under this proposal, would be allowed an additional four years before they are required to implement any changes to improve their roadways' safety.

There are many other issues around whether the rule adequately considers the safety of people on foot or bicycle – it doesn't. Or differences among rural areas, small towns and large cities.

This rule, if finalized as proposed, would allow the states that fail to meet the targets they set for themselves to avoid taking action to improve their outcomes. Further, the USDOT decision to require states to meet only two requirements gives short shrift to the idea of accountability.

As it stands, the federal incentives linked to performance measures, including achieving the nation's goal of reducing the number of fatalities and serious injuries, are modest. States that cannot meet their own safety targets and cannot escape the exceedingly lenient evaluation would be required to submit an implementation plan that identifies how they will attempt to improve safety. They also will face constraints on their use of funding from the Highway Safety Improvement Program until the DOT secretary determines they have made significant progress.

Several factors in the way the DOT is implementing performance measures would seem to telegraph to states a lack of urgency or seriousness around accountability. States are not asked to begin working on setting targets until all the other measures are settled, expected no earlier than 2015. They are considered successful if they fall within 70 percent of predicted estimates, meaning fatalities and injuries could go up considerably and still be considered acceptable. A lag in data means they will be basing success or failure on a snapshot from four years past. Rather than push themselves and pertinent agencies to provide better data, faster, the DOT seems to consider the status quo acceptable.

Memorandum

FROM: Katy Hartnett, Transportation for America
DATE: March 27, 2014
RE: Sacramento Area Council of Governments March Report



There is still time to push for a better first effort at performance measures and show the DOT that the public demands a more serious and exacting approach to accountability. The public comment period ends on June 9, 2014. Final rules for all performance measures will be enacted at the same time, likely no sooner than spring 2015.

From Transportation for America's perspective it is important for USDOT to receive comments from a wide group of stakeholders making the case for where improvements can be made to the NPRM. We believe it is critical for stakeholders to push for a better first effort at performance measures and show USDOT that the public demands a more serious and exacting approach to accountability.

Congressional Update

MAP-21 Reauthorization Timing

USDOT has indicated they will release a draft reauthorization proposal to Congress during April. Chairman Boxer continues to say she wants to move a reauthorization bill through the Senate Environment and Public Works Committee during the month of April but has not yet announced a date for consideration of the legislation. With Congress out of session for two weeks in April it looks like Chairman Boxer's time frame may possibly slip. On the House side Chairman Shuster has said he wants to move a bill through the House Transportation and Infrastructure Committee in late spring to early summer. However, people do not expect him to release a draft bill before his primary on May 20. Chairman Shuster has also indicated his timeframe may slip.

Water Resources Development Act

It is rumored that key differences between House and Senate versions of the Water Resources Development Act have been resolved and a final agreement is expected to be announced after April 30. One of the last sticking points between the House and the Senate has been, should projects be authorized if the administration hasn't signed off on them at the time of the bill's passage?

Flood Insurance

Congress passed and the President signed into law H.R. 3370, the Homeowner Flood Insurance Affordability Act. The bill responds to the sharp increase in premiums triggered by the Biggert-Waters Flood Insurance Reform Act, which have been unaffordable for many homeowners and made it difficult to sell homes. This legislation slows or rolls back the increases in premiums for federal flood insurance required by the Biggert-Waters Flood Insurance Reform Act, which modified the program to phase out subsidized premiums and require that premiums reflect the flood risk of a property. H.R. 3370 limits any annual premium increase to 18 percent, allows individuals purchasing covered homes to also assume the subsidized flood insurance (rather than immediately pay full, actuarially sound rates) and restores "grandfathered" properties under the

Memorandum

FROM: Katy Hartnett, Transportation for America

DATE: March 27, 2014

RE: Sacramento Area Council of Governments March Report



law so that owners would pay rates that are applicable to the original flood risk zone, rather than the updated risks.

To offset the costs of these changes, annual surcharges would be imposed on all policies: \$25 a year for primary residences and \$250 a year for second homes, business and other non-residential properties.

Hearings

House Transportation and Infrastructure Committee Panel on Public Private Partnerships
On March 5th, the House Transportation and Infrastructure Committee's Panel on Public Private Partnerships held a hearing. Witnesses included:

- Joseph Kale, Assistant Director for Microeconomic Studies, Congressional Budget Office (CBO)
- James Bass, Interim Executive Director and Chief Financial Officer, Texas Department of Transportation
- Phillip Washington, General Manager, Regional Transportation District
- Richard Fierce, on behalf of the Associated General Contractors of America

In their testimony the CBO made three main points 1) private financing can provide capital but such financing expects return on that capital, 2) the cost of privately financing highway projects is roughly equal to the cost of publicly financing after additional costs/taxes/risks associated with private financing is taken into account, and 3) based on CBO's assessment P3s have built highways "slightly" less expensively and "slightly" more quickly than highways built with traditional funding sources. Both the Texas Department of Transportation and the Regional Transportation District of Denver talked about the importance of private activity bonds and TIFIA to financing transportation projects. The Texas DOT also made the point that states are struggling with the lack of predictable transportation funding and the Texas DOT witness also talked about the how P3s are chosen through a procurement process and developers are given responsibility for up to 52 years in exchange for the right to the revenue. The Associated General Contractors of America made the point that P3s are important in project delivery but are not magic bullets.

Senate Commerce Committee, March 6th, "Enhancing our Rail Safety: Current Challenges for Passenger and Freight Rail". Witnesses included:

- The Honorable Joseph Szabo, Federal Railroad Administrator
- The Honorable Cynthia Quarterman, Pipeline and Hazardous Materials Safety Administrator
- The Honorable Christopher Hart, Vice Chair, National Transportation Safety Board
- Geoffrey Blackwell, Chief, Office of Native Affairs and Policy, Federal Communications Commission
- Prentiss Searless, Group Director, Downstream and Industry Operations, America Petroleum Institute
- Ed Hamberger, President and CEO, Association of American Railroads

The hearing reviewed the current state of safety on the nation's passenger and freight rail networks, in response to the high-profile rail accidents, positive train control implementation and other key safety challenges. Administrator Szabo stressed that that new records in safety have been achieved in four out of the last five years, the FRA continues strong oversight that is data

Memorandum

FROM: Katy Hartnett, Transportation for America

DATE: March 27, 2014

RE: Sacramento Area Council of Governments March Report



driven, have more proactive safety programs and highlighted the importance of ensuring predictable and reliable funding for rail. The National Transportation Safety Board highlighted that total accidents and incidents are down 23 percent since 2004 and reiterated the NTSB's support for implementing positive train control arguing this technology could have prevented at least 25 other incidents since 2004. The Federal Communications Commission highlighted that as positive train control constructions move forward it is important to complete proper environmental impact studies and raised that it is still unclear what the impact of positive train control poles on environmental lands. During questioning of the witnesses a number of Senators asked FRA Administrator Szabo whether the December 15, 2015 deadline to implement positive train control included in the Rail Safety Improvement Act would be met. His response was that FRA will not meet the deadline and highlighted the number of provisions included in the Rail Safety Improvement Act that have yet to be implemented.

Senate Banking Committee, March 6, "MAP-21 Reauthorization: The Federal Role and Current Challenges to Public Transportation". Witnesses included:

- Michael Melaniphy, President, American Public Transit Association
- Barbara Cline, President, Board of Directors, Community Transportation Association of America
- Larry Hanley, International President, Amalgamated Transit Union

APTA's testimony highlighted the high ROI for transit projects, specifically every dollar in public transportation investment generates four dollars in economic development as well as APTA's reauthorization priorities, including:

- A 6-year \$100 billion authorization of the federal transit program that would allow the program to grow from \$10.7 billion now to \$22.2 billion in 2020.
- Increased funding across the programs for Capital Investment Grants, State of Good Repair, Bus and Bus Facilities and formula programs.
- Restore a discretionary component to the bus program and boost overall bus program funding to pre-MAP-21 levels to allow for growth.

CTAA's testimony focused on the disproportional negative impact the failure to address the funding shortfall will have on rural and small communities. A new bill must:

- Be at least 5-years in length.
- Sustain all current public transportation options, including both capital and operating needs, while also planning for future growth and demand.
- Renew the bus capital program to not only restore investment to pre-MAP-21 level, but also respond to the past two years of chronic underfunding.

ATU testimony focused on shoring up the Highway Trust Fund. ATU supports a number of different approaches to addressing the shortfall.

House Appropriations Committee Transportation, Housing and Urban Development Subcommittee, March 12, Fiscal Year 2015 Budget Hearing, Department of Transportation. Secretary Foxx was the only witness. Secretary Foxx focused his remarks on the importance of shoring up the Highway Trust Fund and the President's proposal to address the looming shortfall. Also, Secretary Foxx touched on the impact of a 2-year bill on local communities. Specifically, Secretary Foxx talked about the sense of crisis communities are feeling as a result of the lack of security of future funding.

Memorandum

FROM: Katy Hartnett, Transportation for America

DATE: March 27, 2014

RE: Sacramento Area Council of Governments March Report



House Transportation and Infrastructure Committee Subcommittee on Highways and Transit, March 12, "Oversight of the USDOT's Implementation of MAP-21 and FISCAL Year 2015 Budget Request for Surface Transportation". Witnesses included:

- Peter Rogoff, Acting Under Secretary for Policy, Office of the Secretary, Department of Transportation
- Greg Nadeau, Acting Administrator, Federal Highway Administration
- Therese McMillian, Acting Administrator, Federal Transit Administration
- Anne Ferro, Administrator, Federal Motor Carrier Safety Administration
- David Friedman, Acting Administrator, National Highway Traffic Safety Administration

In his opening statement Rogoff highlighted the importance of solving the looming shortfall in the Highway Trust Fund and tied the need to address the issue back to the state of our roadways, railways and transit systems. Rogoff also highlighted where he believes MAP-21 made progress, specifically:

- Expanding TIFIA
- Built upon initiatives to increase efficiency, including expanding FHWA's Every Day Counts program and streamlining the approval process for FTA's New Starts and Small Smarts Program.
- Performance Measurement
- Establishing the designation of a national freight highway network
- Creation of programs to help State's addressing emerging safety issues

Rogoff also pointed out places where DOT believes further reforms can be made when MAP-21 is reauthorized, specifically:

- Fix it First
- Ladders of Opportunity
- Investment in Freight Network and Improved Good Movement
- Credit Assistance
- Competitive Grants
- Increased Investment in Transit
- High-Performance Passenger Rail

In addition to touching on a number of the same points made by Rogoff, the Acting Administrator of FHWA also highlighted the importance of the next bill focusing on freight, safety and connecting people to employment centers. FTA Acting Administrator highlighted the importance of implementing the transit safety provisions included in MAP-21 as well as funding for discretionary programs critical to advancing transit.

House Transportation and Infrastructure Committee, March 13, "Surface Transportation Reauthorization: Perspective of the Non-Federal Partners". Witnesses included:

- Bud Wright, Executive Director, American Association of State Highway and Transportation Officials (AASHTO)
- Michael Melaniphy, President and CEO, American Public Transportation Association (APTA)
- DeLania Hardy, Executive Director, Association of Metropolitan Planning Organizations
- Matthew Chase, Executive Director, National Association of Counties (NAco)

Both AASHTO and APTA focused the testimony on the importance of shoring up the HTF and finding a long term dedicated source of funding. APTA also used the hearing to ask lawmakers to double the amount of transit funding from almost \$11 billion this year to about \$22 billion in 2020. APTA argues the increased funding is needed to meet the growing ridership demands, along

Memorandum

FROM: Katy Hartnett, Transportation for America
DATE: March 27, 2014
RE: Sacramento Area Council of Governments March Report



with safety and modernization needs. In talking about revenue AASHTO highlighted the importance of indexing fees for inflation and also highlighted the importance of integrating a multimodal freight network. AMPO highlighted the importance of having local elected officials be the ones with control and to be in touch with transportation stakeholders in their communities. AMPO also highlighted their support for greater sub-allocation. NACo highlighted that counties across the country own 45 percent of roads and went on to make the point that we must give counties the resources to take care of these roadways. A couple of interesting points Chairman Shuster made during the question and answer portion of the hearing, first he talked about the importance of improving freight movement through a multimodal solution as well as in following up on an answer by APTA talking about how we address the transportation challenges of the country's expected population growth.

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 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

Memorandum

FROM: Katy Hartnett, Transportation for America

DATE: March 27, 2014

RE: Sacramento Area Council of Governments March Report



Bill No.	Title	Lead Sponsor(s)	Summary	Status
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	95 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 locomotive operator and the other as train conductor	67 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

Memorandum

FROM: Katy Hartnett, Transportation for America

DATE: March 27, 2014

RE: Sacramento Area Council of Governments March Report



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; 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 nonmotorized safety performance measures for planning and programming	Companion to S. 1708; 73 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 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

Memorandum

FROM: Katy Hartnett, Transportation for America
 DATE: March 27, 2014
 RE: Sacramento Area Council of Governments March Report



Bill No.	Title	Lead Sponsor(s)	Summary	Status
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.	33 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

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	Lautenberg	Prohibits a state prescribing or enforcing any regulation that allows a	3 cosponsors. Referred to EPW

Memorandum

FROM: Katy Hartnett, Transportation for America

DATE: March 27, 2014

RE: Sacramento Area Council of Governments March Report



Bill No.	Title	Lead Sponsor(s)	Summary	Status
	Preservation Act		property-carrying unit longer than 53 feet, except for a fire-fighting unit, to operate on the National Highway system	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	13 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; 4 cosponsors; referred to Senate Finance Committee
S 1708	Bicycle and Pedestrian	Merkley/	Requires USDOT to establish	Companion to H.R.

Memorandum

FROM: Katy Hartnett, Transportation for America

DATE: March 27, 2014

RE: Sacramento Area Council of Governments March Report



Bill No.	Title	Lead Sponsor(s)	Summary	Status
	Safety Act	Ayotte	motorized and nonmotorized safety performance measures for planning and programming	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	2 cosponsors; referred to Senate EPW Committee