



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 8b

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Memorandum

TO: Legislation Committee

DATE: September 3, 2010

FR: Executive Director

W. I. 1131

RE: FY 2010-11 Federal Appropriations Act

Congress has made substantial progress on its transportation appropriations bill for FY 2010-11. The House has passed its bill, H.R. 5850, while the Senate Appropriations Committee passed its version, S. 3644. The Senate is expected to reconvene after Labor Day to complete its work. Attachment A provides a detailed summary of the key differences between the bills, along with a list of project-specific earmarks proposed for the region.

House Provides \$4 Billion Increase for Highways over FY 2010

The House bill provides \$45.2 billion for highways in comparison to \$41.7 billion in the Senate version (as approved by the Appropriations Committee) and \$41.1 billion in the current year. This increase on the House side is still lower than the President's request due to the fact that it does not include the Administration's proposed \$4 billion National Infrastructure Innovation & Finance Fund to provide funding for projects of regional and national significance.

House Makes Funds for Administration's Livability Initiative Contingent upon Future Bill

Within the highway program, the House Appropriations Committee agreed to provide \$200 million towards the Administration's Livability Initiative, but Congressman Peter DeFazio (D-OR) raised objections to the proposal given the lack of direction the Administration has provided for the next surface transportation authorization bill. He noted that funding of their Livability Initiative amounted to allowing them to "eat their dessert first." Accordingly, DeFazio offered and secured an amendment that made the \$200 million contingent upon subsequent authorizing language in statute with regard to the proposed Office of Livability within the U.S. Department of Transportation. The Senate bill does not provide any funding for this program.

Congress Supports TIGER III — A Competitive, Multi-Modal Grant Program

While not requested by the Administration, the House bill provides \$400 million and the Senate provides \$800 million for a third round of funding for multi-modal projects of regional and national significance, commonly referred to as "TIGER III," for the Transportation Investment Generating Economic Recovery (TIGER) program that received \$1.5 billion in the American Recovery & Reinvestment Act (ARRA) in 2009 and another \$600 million in the FY 2010 appropriations act.

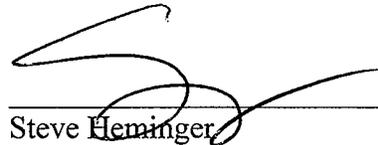
High Speed Rail Funding Continued but Lower than Current Year

The Senate followed the Administration's request with regard to high-speed rail, providing a total of \$1 billion — whereas the House version provided \$1.4 billion — down from \$2.5 billion in the current year and \$8 billion in ARRA. However, it is important to note that this lower level of funding is likely a recognition that, though demand for such investments is extremely high nationwide, the pace with which the funds can be utilized is very slow, presenting a particular challenge in times of tight budgets. For instance, as of late July 2010, while 95 percent of the \$27.5 billion provided to the highway program in ARRA had been obligated only 2 percent of the \$8 billion provided to high-speed rail had been obligated.

New & Small Starts Funding — Congress Generally Supports FTA Recommendations

When it comes to New and Small Starts funding, in which projects are subject to a stringent review process in order to secure an FTA recommendation, the House and Senate typically follow FTA recommendations. That is more or less the case in FY 2011 for three key projects — AC Transit's Bus Rapid Transit (BRT), San Francisco Central Subway, and Van Ness Avenue BRT. Each of these projects enjoys an "FTA recommended" status, and both houses met the FTA request, although the Senate reduced the funding for Van Ness BRT to \$14 million rather than the \$15 million requested. In addition, the House provided \$2 million for BART to Silicon Valley and \$1 million for the Sonoma Marin Area Rail Transit. Funding for these and other earmark categories is detailed in Attachment A.

Staff will continue to track the FY 2011 appropriations process and keep you informed as it progresses.



Steve Heminger

**FY 2011 Federal Surface Transportation Appropriations
(As Proposed by H.R. 5850 and S. 3644)**

Dollars in \$1,000's

	FY 2010 Enacted	President's Proposed FY 2011 Budget	FY 2011 House	FY 2011 Senate
Office of the Secretary (DOT)				
Office of Livable Communities	\$ -	\$ 20,000	\$ 20,000	\$ -
National Infrastructure Investments - (TIGER 3)	\$ 600,000	\$ -	\$ 400,000	\$ 800,000
Federal Highway Administration (FHWA)				
Federal Aid Highways Obligation Limitation	\$ 41,107,000	\$ 41,362,775	\$ 45,217,700	\$ 41,776,000
Livable Communities Grant Program ¹			\$ 200,000	
Planning Capacity Grants ²				\$ 200,000
<i>Federal Aid Highways Total</i>	\$ 41,107,000	\$ 41,362,775	\$ 45,417,700	\$ 41,976,000
Federal Railroad Administration (FRA)				
High-Speed and Intercity Passenger Rail	\$ 2,500,000	\$ 1,000,000	\$ 1,400,000	\$ 1,000,000
Amtrak Operating Grants	\$ 563,000	\$ 563,000	\$ 563,000	\$ 563,000
Amtrak Capital and Debt Service Grants	\$ 1,001,625	\$ 1,052,000	\$ 1,203,500	\$ 1,400,000
Rail line Relocation & Improvement Program	\$ 34,532	\$ -	\$ -	\$ -
Railroad Research and Development	\$ 37,613	\$ 40,000	\$ 40,000	\$ 40,000
Federal Transit Administration (FTA)				
Formula & Bus Grants	\$ 8,343,171	\$ 8,271,700	\$ 8,360,565	\$ 8,360,565
Livable Communities (Obligation Limitation)	\$ -	\$ 306,905	\$ -	\$ -
Urbanized Area Formula	\$ 4,542,577	<i>Not specified</i>	<i>Not specified</i> ³	4,552,048
Non Urbanized Area Formula Program	\$ 537,198	" "	" "	538,317
Fixed Guide way Modernization	\$ 1,663,033	" "	" "	1,666,500
Alternative Analysis Program	\$ 24,948	" "	" "	25,000
Alternative Transportation in Parks and Park Land	\$ 26,844	" "	" "	26,900
Bus and Bus Facility	\$ 981,953	" "	" "	984,000
Clean Fuels	\$ 51,393	" "	" "	51,500
Elderly and Disabled	\$ 133,222	" "	" "	133,500
Job Access and Reverse Commute (JARC)	\$ 164,158	" "	" "	\$ 164,500
New Freedom	\$ 92,308	" "	" "	92,500
Over the Road Bus	\$ 8,782	" "	" "	8,800
Planning and Research	\$ 116,757	" "	" "	113,500
Major Capital Investment Program (<i>New & Small Starts</i>)	\$ 1,998,000	\$ 1,822,112	\$ 2,000,000	2,000,000
Energy Efficiency & Greenhouse Gas Reduction	\$ 75,000	\$ 52,743	-	100,000
<i>Federal Transit Administration Total</i>	\$ 10,730,752	\$ 10,799,534	\$ 10,682,500	10,787,296

Source: Transportation Weekly, House/Senate Committee Reports

Notes:

(1) Funded by a setaside from CMAQ/STP/NHS/IM and HBR.

(2) Funded by a transfer from U.S. Treasury.

(3) The House conference report does not contain allocations for the individual FTA Formula programs, but instead states that this will be provided in subsequent legislation that authorizes the program.

**FY 2011 Federal Appropriation Earmarks Proposed in H.R. 5850 and S. 3644
San Francisco Bay Area Projects**

Federal Highway Administration (FHWA)	House	Senate
<i>Ferry Boats and Terminal Facilities</i>		
Berkeley/Albany to San Francisco Ferry Service	\$ 500,000	
Golden Gate Ferry-Sausalito Ramps & Gangways	\$ 500,000	
Vallejo Ferry Maintenance Facility	\$ 750,000	
<i>Federal Lands</i>		
Golden Gate National Parks -- Park Access, Transit and Trails	\$ 1,000,000	
Great Highway Long-Term Solution Planning	\$ 500,000	
Travis Air Force Base North Gate Access Improvements	\$ 750,000	
<i>Interstate Maintenance</i>		
I-80/Gilman Street Interchange Improvement Project	\$ 1,000,000	
I-280 Mission Bay Off-Ramp and Improvements, CA		\$ 1,500,000
<i>Transportation & Community & System Preservation (TCSP)</i>		
Capitol Expressway Pedestrian Improvements	\$ 240,000	
Cooley Landing/San Francisco Bay Trail Construction	\$ 600,000	
Marin-Sonoma Narrows	\$ 450,000	
Sidewalk Construction in Ashland, Cherryland and Castro Valley Communities	\$ 200,000	
<i>Surface Transportation Priorities (Investments)</i>		
Autumn Street Parkway, San Jose, CA		\$ 800,000
Embarcadero Goods Movement	\$ 2,000,000	\$ 2,000,000
FHWA Total	\$ 8,490,000	
Federal Transit Administration (FTA)		
Bus & Bus Facility		
Vacaville Intermodal Station, Phase 2	\$ 750,000	
Capital Investment Grants		
AC Transit Berkeley-Oakland-San Leandro Bus Rapid Transit Corridor	\$ 15,000,000	\$ 15,000,000
Third Street Light Rail-Central Subway project	\$ 20,000,000	\$ 20,000,000
Van Ness Avenue Bus Rapid Transit	\$ 15,000,000	\$ 14,115,000
Sonoma Marin Area Rail Transit	\$ 1,000,000	
BART Silicon Valley Project	\$ 2,000,000	
FTA Total	\$ 53,750,000	
GRAND TOTAL	\$ 62,240,000	\$ 53,415,000