



THE CALIFORNIA INSTITUTE FOR FEDERAL POLICY RESEARCH

419 New Jersey Avenue, SE, Washington, D.C. 20003 202-546-3700

Fax: 202-546-2390 E-mail:randsdell@calinst.org Web:<http://www.calinst.org>

SPECIAL REPORT: Transportation Appropriations and California Implications - Updated October 12, 2000 -

The California Institute presents here a quick analysis of several of the California details of the conferenced version of the Transportation Appropriations bill for FY 2001, approved by the House on October 6, 2000 on a vote of 344-50 and approved by the Senate the same day on a vote of 78-10. While language of the bill (H.R. 5394) itself was available, final detailed conference report language was not available at press time. We apologize for any errors or omissions in our discussion of these documents, and would appreciate any input/feedback on how to make improving corrections. The ordering of items generally reflects their presence in the bill does not mean to imply any relative importance. The report is available on our website at <http://www.calinst.org/pubs/trap01.htm> or in Adobe Acrobat (“pdf”) format at <http://www.calinst.org/pubs/trap01.pdf>.

[NOTE: Due to the relationship between transportation authorizing and appropriating language, many of the allocation decisions for highway programs were pre-ordained in the Transportation Efficiency Act for the 21st Century (TEA-21) legislation passed during the 105th Congress.]

CONFERENCED BILL PROVISIONS:

[The following entries were included in the language of the conferenced bill.]

The bill appropriates \$29.7 billion for Federal-aid highways and highway safety construction programs for FY 2001. Within these funds, up to \$437 million may be used for transportation research and \$25 million for magnetic levitation (maglev) trains.

Within the \$218 million for intelligent transportation systems (ITS), the bill earmarks funds for various projects, including \$500,000 for an Alameda-Contra Costa project, \$1.25 million for Huntington Beach, \$600,000 for Inglewood, \$500,000 for Norwalk and Santa Fe Springs, plus several Sacramento area ventures, including \$875,000 for Sacramento County, \$100,000 for the Sacramento-to-Reno I-80 corridor, and \$500,000 designated simply as Sacramento.

In another highways provision, the bill specifies that \$46 million shall be available for traffic mitigation and other improvements to existing SR710 in South Pasadena, Pasadena and El Serano [*sic*]. The language refers prevents use of funds for new construction on the 710 freeway which begins in Long Beach and ends near Alhambra; local opposition has prevented its continuation to connect with the I-210 in Pasadena. Later in the bill, a provision again states that “none of the funds in this Act shall be used for the planning, development, or construction of California State Route 710 freeway extension project through South Pasadena.”

The bill notes that \$6.3 billion will be spent for transit programs, with an 8% increase in both transit formula program funding, from \$3.1 billion to \$3.35 billion, and transit discretionary funding, from \$2.5 billion to \$2.65 billion. Among these funds are earmarks of \$1 million for the Hollister/Gilroy branch line rail extension project, \$2 million for the Los Angeles Mid-City and East Side corridors

projects, \$50 million for the Los Angeles North Hollywood extension project, \$3 million for the Los Angeles-San Diego LOSSAN corridor project, \$10 million for the Oceanside-Escondido light rail extension project, \$2 million for the Orange County transitway project, \$35.2 million for the Sacramento south corridor LRT project, \$1 million for the San Bernardino metrolink project, \$31.5 million for the San Diego Mission Valley East light rail project, \$80 million for the San Francisco BART extension to the airport project, \$12.25 million for the San Jose Tasman West light rail project, and \$6 million for the Stockton-Altamont commuter rail project.

The bill directs that funds the Highway Trust Fund monies shall include \$1.5 million for construction of, and improvements to, the Alameda Corridor-East / Gateway to American Trade corridor project; \$35 million for construction of an extension of Highway 180 from the City of Mendota to I-5 in Fresno County.

According to California Congressional delegation member offices, the conferenced bill also includes \$1 million for Riverside County's Community & Environmental Transportation Acceptability Process, \$6.5 million for the Santa Clara Bridge in Oxnard, \$500,000 for the Oaklawn bridge, \$2.5 million for the Kelso Depot, \$1 million for the Baylink/Vallejo ferry, \$1 million for the Treasure Island Ferry, \$4 million for the replacement of Palm Springs Airport radar, and \$600,000 to conduct an environmental impact study of the traffic situation in Coronado.

Entries From Previous Versions of Bill, with Some Updates:

[The following are provisions which were included in previous versions of the FY01 Transportation Appropriations bills and reports. At press time, the conference report was unavailable, so the final disposition of some provisions remained unclear.]

FEDERAL TRANSIT ADMINISTRATION - TRANSIT PROJECTS

Capital Investment Grants:

\$1 million for the Hollister/Gilroy branch line rail extension project;
 \$2 million for the Los Angeles Mid-City and East Side corridors projects [down from \$4 million];
 \$50 million for the Los Angeles North Hollywood Red Line extension project;
 \$3 million for the Los Angeles-San Diego LOSSAN corridor project;
 \$10 million for the Oceanside-Escondido, California light rail system;
 \$3 million for the Orange County, California transit way project;
 \$35.2 million for the Sacramento south corridor LRT project;
 \$1 million for the San Bernardino Metrolink project [down from \$2 million previously];
 \$31.5 million for the San Diego Mission Valley east light rail project [down from \$45 million];
 \$80 million for the San Francisco BART extension to the airport project;
 \$12.25 million for the San Jose Tasman West light rail project; and
 \$6 million for the Stockton Altamont commuter rail project [an increase from \$3 million previously].

Details of grants are as follows:

Hollister/Gilroy branch line rail extension: \$1 million for an extension of Caltrain service approximately 13 miles south from the current terminus in Gilroy to the city of Hollister. Ultimate projects costs are estimated at \$15 million (eligible to receive funding for alternatives analysis and preliminary engineering).

Los Angeles Mid City and Eastside corridors projects (eligible to receive funding for final design): \$2 million for continued planning and analysis in the ongoing MTA transit investment option study process [*a reduction from the \$4 million included in earlier versions of the bill*].

Los Angeles North Hollywood extension project: \$50 million to continue work on the North Hollywood red line segment, leaving a final payment of \$49 million for a future year (eligible to receive funding for final design).

Los Angeles - San Diego LOSSAN corridor project (eligible for alternative analysis and preliminary engineering): \$3 million in New Starts funding for final design and construction. LOSSAN is proposing safety improvements and for two station-area improvements, including: track and signal improvements at Los Angeles Union Station; a 450-space multi-level parking structure at the Oceanside transit center' and stabilization work along oceanfront bluffs in the city of Del Mar.

Oceanside - Escondido Light Rail Project (eligible to receive funding for final design): \$10 million in New Starts funding for the project, which includes conversion of an existing 22-mile freight rail corridor into a diesel multiple unit transit system from Oceanside to Escondido via Vista and San Marcos, and including 1.7 miles of new right-of-way to serve the campus of CSU San Marcos.

Orange County transit way project (eligible to receive funding for final design): \$2 million for continued examination at the initial stages of what is ultimately estimated to be a \$2 billion project, a 26.6 mile rail corridor between Fullerton and Irvine via Anaheim, Santa Ana, John Wayne Airport, El Toro Marine Base. It is currently envisioned at 31 stations. *[a reduction from the \$3 million included in earlier versions of the bill]*.

Sacramento south corridor LRT project (eligible to receive funding for final design): \$35.2 million for continued construction of the 6.3-mile first phase of what will ultimately be an 11.3-mile light rail project on the Union Pacific right-of-way in South Sacramento. The first phase runs from downtown Sacramento to Meadowview Road and is expected to begin service in September 2003.

San Bernardino Metrolink Project (eligible to receive funding for final design): \$2 million for proposed improvements along this commuter rail project, including construction of sidings in the I-10 corridor, upgrading siding at Marengo, and double-tracking of a line between Pomona and Montclair stations. The full cost of these upgrades is estimated at \$31.4 million.

San Diego Mission Valley East light rail project (eligible to receive funding for final design): \$31.5 million for a 5.9-mile extension of the Blue Line from its current terminus east of I-15 to the City of La Mesa -- via Grantville, San Diego State University, Alvarado Medical Center, and 70th Street -- thus connecting it to the existing Orange Line near Baltimore Drive. The \$431 million project would include elevated, at-grade and tunnel portions and provide two park-and-ride lots and a new access road between Waring Road and the Grantville Station. *[a reduction from the \$45 million included in earlier versions of the bill]*.

San Francisco BART extension to the airport project (eligible to receive funding for final design and alternative analysis): \$80 million for this project to construct an 8.2-mile 4-station extension of the Bay Area Rapid Transit (BART) from the Colma BART station through Colma, South San Francisco, San Bruno, and Millbrae. The project is estimated to cost \$1.5 billion.

San Jose Tasman West light rail project (eligible to receive funding for final design): \$12.25 million for the recently-completed project extending 7.6 miles from the northern terminus of the Guadalupe LRT in Santa Clara, west through Sunnyvale, to the CalTrain commuter rail station in Mountain View.

Stockton Altamont commuter rail project (eligible for funding for alternative analysis and preliminary engineering): \$6 million for the commuter rail system along an existing Union Pacific right-of-way from San Joaquin County, via Alameda County, to Santa Clara County. Members from the three counties form a joint powers authority which runs the Altamont Commuter Express (ACE). *[an increase from the \$3 million included in earlier versions of the bill]*.

San Francisco Third Street light rail project. Earlier versions of the House and Senate reports provided no funds but specifically recommended that the FTA work with project sponsors in developing support materials for phase II of the project.

Reverse Commute Grants (Senate version - final conferenced outcome uncertain):

Alameda and Contra Costa Counties	\$500,000
Monterey	\$150,000
Santa Clara County	\$500,000

Transit Formula Grants: The original House committee report notes the following breakout of formula grant transit funding which has been previously designated under TEA-21:

California Total	\$493,975,342
Antioch-Pittsburg	\$1.76M
Bakersfield	\$3.57M
Chico	\$.768M
Davis	\$.932 M
Fairfield	\$1.13M
Fresno	\$5.44M
Hemet-San Jacinto	\$.945M
Hesperia-Victorville	\$1.2M
Indio-Coachella	\$.571M
Lancaster-Palmdale	\$2.03M
Lodi	\$.793M
Lompoc	\$.487M
Los Angeles	\$201M
Merced	\$.866M
Modesto	\$2.9M
Napa	\$.905M
Oxnard-Ventura	\$6.9M
Palm Springs	\$1.13M
Redding	\$.652M
Riverside-San Bernardino	\$18.17M
Sacramento	\$13.9M
Salinas	\$1.7M
San Diego	\$42.6M
San Francisco-Oakland	\$116.9M
San Jose	\$30.3M
San Luis Obispo	\$.812M
Santa Barbara	\$2.65M
Santa Cruz	\$1.37M
Santa Maria	\$1.25M
Santa Rosa	\$2.4M
Seaside-Monterrey	\$1.6M
Simi Valley	\$1.5M
Stockton	\$3.77M
Vacaville	\$.935M
Visalia	\$1.07M
Watsonville	\$.588M
Yuba City	\$.939M
Yuma AZ-CA (CA)	\$.003M

The Senate Committee had recommended \$500,070,648 in FY01 formula programs, but did not break down funds by project.

Buses and Bus Facilities (final conferenced outcome):

Alameda Contra costa Transit District	\$1,000,000
Anaheim	\$500,000
Brea	\$150,000
Calabasas	\$500,000
Contra Costa County Transit Authority	\$500,000
Commerce	\$1,000,000
Compton	\$250,000
Culver City	\$750,000
Davis	\$1,000,000

El Dorado	\$500,000
El Segundo	\$2,100,000
Folsom	\$1,500,000
Foothills Transit	\$2,500,000
Fresno	\$500,000
Humboldt County	\$500,000
Los Angeles County MTA	\$4,500,000
Marin County	\$910,000
Modesto	\$250,000
Monrovia	\$580,000
Monterey Salinas Transit Authority	\$500,000
Municipal Transit Operators Coalition	\$2,000,000
Oceanside	\$2,000,000
Placer County	\$500,000
Playa Vista	\$3,000,000
Redlands	\$800,000
Rialto	\$550,000
Riverside County	\$500,000
Sacramento	\$1,000,000
San Bernardino intermodal facility	\$1,600,000
San Bernardino train station	\$600,000
San Diego East Village	\$1,000,000
San Francisco MUNI buses and facilities	\$2,000,000
Santa Barbara County	\$240,000
Santa Clara Valley Transit	\$500,000
Santa Clarita	\$2,000,000
Santa Cruz	\$1,550,000
Sonoma County	\$1,000,000
SunLine transit agency	\$1,000,000
Temecula	\$200,000
Vista	\$300,000
CALIFORNIA BUS TOTAL:	\$42,580,000

The Senate Committee report had noted that it has delineated a number of eligible bus and bus facility projects, and directs the Federal Transit Administration to submit requests to the congressional appropriations and authorizing committees on or before February 1, 2001, choosing from among the projects listed above.

The House Committee report had directed the FTA not to reallocate FY98 funds for the following new start and buses and bus facilities programs: Inglewood transit center, Rialto Metro Link depot, San Bernardino Metrolink project, San Diego Mid-Coast project, San Joaquin buses and bus facilities, and Sonoma County park-and-ride facility.

The Senate report had noted that the San Joaquin buses and bus facilities have \$1.95 million remaining in unobligated FY98 funds that were in danger of lapsing before the end of FY00.

Fixed Guideway Modernization Apportionments: The bill notes that California's apportionment for the program is \$105.86 million (House)/\$103.02 million (Senate).

National Planning and Research: Sacramento Area Council of Governments and regional air quality planning and coordination study - \$250,000 (Senate report).

COAST GUARD

Vessel traffic and safety fairway, Santa Barbara/San Francisco - Prohibits funds to plan, finalize or implement regulations that would route vessels in close proximity to oil rigs. The Committee reached this decision based on its concern that implementing regulations such as these would increase the threat of offshore oil accidents in California (House and Senate committee reports).

Acquisition, Construction, and Improvements: Among other recommendations nationwide, the House committee report had recommended \$8 million for transportation improvements in shore facilities at the Coast Guard Island, Alameda (House).

FEDERAL AVIATION ADMINISTRATION

Airport surveillance radar - Of \$11.1 million in total funds, \$4 million are to be used specifically for a transportable/shelterized ASR-9 radar system with a secondary surveillance radar for Palm Springs Regional Airport, in order to address radar coverage problems that the Airport has been experiencing (House).

Terminal air traffic control facilities replacement - Of \$140 million recommended by the Committee, \$25.9 million would be allocated for a facility in Oakland (Phase III) (House-Senate).

Northern California Metroplex - Down from the \$17.5 million enacted in FY00, the Committee recommends \$6 million for this facility (House-Senate).

Discretionary Grants (House): The earlier House report had provided \$900million for discretionary grants to airports, and specified 105 airports, many of which are in California, as priority airports to receive the funds. The California airports and their project requests were

<u>State</u>	<u>Location</u>	<u>Project Description</u>
CA	San Bernardino International Airport	Various improvement projects (House)
CA	Napa County Airport	Runway, taxiway, and ramp maintenance, master plan, taxiway project
CA	Jack McNamera Field, Del Norte County	Resurface runways
CA	Fresno Yosemite International Airport	Design and construct midfield air cargo taxiways, design and construct midfield air cargo apron, design and construct airfield drainage improvements, design and construct midfield air cargo access road
CA	General William J. Fox Field, Lancaster	Extend the existing county airport runway
CA	Stockton Metropolitan Airport	Lengthen runway
CA	Bishop Airport, Inyo County	Facility, utility and infrastructure improvements
CA	Ontario International Airport	Grove Corridor improvements; structure and ramp improvements; right-of-way acquisition; cargo demand study
CA	Mammoth/Yosemite Airport, Mammoth Lakes	Upgrade airport to handle jets
CA	Meadows Field Airport, Bakersfield	New terminal, ramp and access road
CA	Gross Field Airport, Marin County	Runway extension
CA	Sacramento Mather Airport	Runway, taxiway, and apron pavement rehabilitation and runway/taxiway lighting
CA	Southern California Logistics Airport	Runway extension
CA	March Air Reserve Base	Civilian refueling system

The Senate bill included an overall obligation of \$928 million for discretionary grants to airports, but includes just two California airports: Mammoth Lakes and Marin County Airport. It further authorized a FAA letter of intent to fund multi-year airport improvement projects, one of which is Sacramento Metro (\$1.6 million) The Senate Committee notes the delivery and commissioning dates of airport surface detection equipment (ASDE-3) in San Francisco, Los Angeles (2 sites), and San Diego.

FEDERAL HIGHWAY ADMINISTRATION

INTELLIGENT TRANSPORTATION SYSTEMS: The conferenced bill included \$437 million for transportation research, including \$218 million for ITS. Specific allocations included :

	House	Conferenced
Alameda-Contra Costa	\$1,000,000	\$500,000
Huntington Beach	2,500,000	1,250,000

Inglewood		600,000
Norwalk and Santa Fe Springs	1,000,000	500,000
Sacramento County	1,750,000	875,000
Sacramento	1,000,000	500,000
Sacramento to Reno I-80 corridor		100,000

FEDERAL AID HIGHWAYS

The committee report noted various programs included in TEA-21 language. California is estimated to receive \$2.17 billion (House)/\$2.49 billion (Senate) in FY01 federal-aid limitation formula funding, of \$29 billion (the higher Senate-passed figure) distributed nationwide. The Senate Committee recommends \$281 million in revenue aligned budget authority. The state would also receive \$149 million from the nation's \$2.8 billion in minimum guarantee payments (House). Some of these include the following:

Bridge replacement and rehabilitation program - This program is continued by the TEA21 to provide assistance for bridges on public roads including a discretionary set-aside for high cost bridges and for the seismic retrofit of bridges. Fifty percent of a state's bridge funds may be transferred to the NHS or the STP but the amount of any such transfer is deducted from the national bridge needs used in the program's apportionment formula for the following year (House-Senate)

Congestion mitigation and air quality improvement program - A wide range of programs that must be DOT and EPA determines that they are likely to meet the national ambient air quality standards (House-Senate).

Federal lands highways - A program that provides authorizations for deficient Indian reservation bridges, Indian reservation roads, parks and park roads, as well as federally-owned public roads providing access to the National Wildlife Refuge System (House-Senate).

Within federal lands highways funds, the Committee noted that FY01 funds should include the following activities (House)

Historic Kelso depot, Mojave national Preservation	5,400,000
Lake Tahoe, Binwall repair and drainage improvement	1,000,000
Utah Trail, Joshua Tree National Park	1,500,000

Emergency Relief - Repair and reconstruction to federally - owned roads and highways which have suffered damage as a result of natural disasters or catastrophic failures (House-Senate).

National corridor planning and border infrastructure programs - A program to improve the safe movement of people and goods at or across the US/Canadian and US/Mexican borders (House-Senate).

Ferry boats and ferry terminal facilities - funding for the construction of ferry boats and ferry terminal facilities(House-Senate).

Transportation and community system preservation pilot programs: Funds should include the following California programs(House and Senate):

El Segundo, intermodal facility improvements	1,000,000 (House)
Elwood bicycle/pedestrian bridge, County of Santa Barbara	250,000 (House)
Traffic calming and mitigation, South Pasadena, Pasadena, El Serano	1,000,000 (House)
Roseville historic district revitalization project	500,000 (Senate)

Specified ITS Deployment Projects: Integrating intelligent transportation systems into metropolitan and rural areas under section 5208 of TEA21 - Sacramento to Reno, I-80 corridor (\$200,000) (Senate)

High Speed Maglev Deployment Program(Senate):

California-Nevada super speed train commission, Las Vegas to Anaheim (\$4 M)

Southern California Association of Governments: Los Angeles International Airport to March Air force Base (\$3M)

Job Access and Reverse Commute Grant Discretionary Grant Program: The Committee recommends allocations to metropolitan planning organizations, local government authorities and nonprofit organizations in Sacramento (\$1 million), Fresno-Tulare-Kings-Kern Counties (\$3 million), Los Angeles (\$3.5 million), and San Francisco (\$275,000). (House)

FEDERAL RAILROAD ADMINISTRATION

Next Generation High-Speed Rail-Rail Highway Crossings Hazard Elimination: The Committee recommends \$250,000 to be used on the eastern San Fernando Valley corridor (Senate).

Grade Crossing Program-Unobligated Funds: Out of the FY01 apportionment in California, \$576,532 is unobligated as of 9/30/99 (House).

The Senate bill names Crescent City and Merced as two of the Essential Air Services cities.