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SPECIAL REPORT: **House Transportation** **Appropriations and California** **Implications - *July 5, 2001***

On Tuesday, June 26, 2001, by a vote of 426 to 1, the House passed the Transportation Appropriations for Fiscal Year 2002, H.R. 2299. It had passed the House Appropriations Committee on June 20 and its Transportation Subcommittee on June 11, both by voice vote. The Committee Report is H.Rept. 107-108. The following is a quick analysis of the bill from a California perspective as prepared by the California Institute. 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 House Transportation Appropriations bill would provide \$17,118,121,000 in new budget (obligational) authority for the programs of the Department of Transportation and related agencies, \$1,516,000 more than the \$17,116,605,000 requested in the President's budget. In total, the bill includes obligational authority of \$59,080,921,000 which includes new budget authority, guaranteed obligations contained in the Transportation Equity Act for the 21st Century (TEA-21) and the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), limitations on obligations, and exempt obligations. This is \$1,181,468,000 more than the comparable fiscal year 2001 enacted level and \$109,515,000 more than the budget request.

The bill includes an appropriation of \$13,275,481,000 for the Federal Aviation Administration, consistent with provisions of AIR-21, an increase of \$687,481,000 above fiscal year 2001. The Coast Guard received a 6 percent increase over last year's level with an appropriation of \$3,382,588,000 for operating expenses. The House appropriated \$521,476,000 for grants to the National Railroad Passenger Corporation (Amtrak), to cover capital expenses.

Highway program obligation limitations were appropriated at \$31,716,797,000, an increase of \$2,054,991,000 over fiscal year 2001, while Transit program obligations were appropriated at \$5,397,800,000, consistent with provisions of TEA-21, and \$381,200,000 over fiscal year 2001. An appropriation of \$298,203,000 for the Federal Motor Carrier Safety Administration includes \$205,896,000 for the national motor carrier safety program, an increase of \$29,600,000 above fiscal year 2001.

FEDERAL AVIATION ADMINISTRATION

Grants-In-Aid for Airports

The bill includes \$1,273,800,000 for discretionary grants to airports, \$77,500,000 more than in fiscal year 2001. Within this obligation limitation, the Committee encouraged that priority be given to grant applications involving further development of several specified airports, including the following in California:

- Meadows Field – For taxiway construction, new terminal & extension of runway 30L.
- Santa Barbara Airport – To extend U.S. Forest Service ramp and construct new taxiway.

- Stockton Metropolitan Airport – For replacement of runway lighting circuits; reconstruction GA apron; reconstruction of taxiway B shoulders.
- Stockton Metropolitan Airport East – For construction of cargo apron and connector taxiways.

In report language regarding the San Jose Airport, the House report stated, “The Committee strongly commends FAA for the agency’s efforts to date in assisting San Jose International Airport in its efforts to construct an additional air carrier runway and to address noise mitigation concerns. The Committee encourages the agency to give similar priority to assisting San Jose in constructing an automated people mover system linking the airport to the city’s light rail system and in making other improvements to the terminal. The Committee encourages FAA to give high priority to expediting funding requests and environmental reviews related to these improvements.”

The report also recommends \$12,254,000 for the Office of Commercial Space Transportation (OCST), \$2,452,000 below the budget request and \$254,000 above the FY01 level.

COAST GUARD

The House report notes that the President’s Budget recommended cost cutting at the Coast Guard in a number of areas, including the decommissioning of the USNS Vindicator, which is ported in San Diego, and several deployable pursuit boats, some of which are also located in San Diego. While the House Committee expressed disappointment in the plan, it stated, “it is apparent that the inability to control rising medical and energy costs, combined with increased unit costs for personnel compensation and benefits, makes these reductions necessary.”

In other language, the House bill “continues as a general provision (Sec. 312) language that would prohibit funds to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than five miles wide between the Santa Barbara traffic separation scheme and the San Francisco traffic separation scheme. In 1989, the Department published a notice of proposed rulemaking that would narrow the originally proposed five-mile-wide fairway to two one-mile-wide fairways separated by a two-mile-wide area where off-shore oil rigs could be built if lease sale 119 goes forward. Under this revised proposal, vessels would be routed in close proximity to oil rigs because the two-mile-wide non-fairway corridor could contain drilling rigs at the edge of the fairways. The Committee is concerned that this rule, if implemented, could increase the threat of offshore oil accidents off the California coast. Accordingly, the bill continues the language prohibiting the implementation of this regulation.”

FEDERAL HIGHWAY ADMINISTRATION

The House bill provides \$447,500,000 in Federal Highway Administration transportation research funds provided in fiscal year 2002, and research funds provided in previous years.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

The bill recommends the \$105,000,000 provided in TEA–21 for ITS research be allocated in the following manner: Research and development-\$48,680,000; Operational tests - 12,930,000; Evaluation - 7,750,000; Architecture and standards - 15,290,000; Integration 11,350,000; Program support - 9,000,000. Recommended funding for ITS deployment activities in California are as follows:

Alameda-Contra Costa	\$1,000,000
Chinatown intermodal transportation center	\$3,500,000
Inglewood	\$1,000,000
Monterey-Salinas	\$1,500,000
Port of Long Beach	\$1,000,000
Rose Bowl access mitigation	\$ 600,000
Sacramento	\$ 3,000,000
San Diego joint transportation operations center	\$ 3,000,000
San Francisco central control communications	\$ 500,000

Silicon Valley transportation management center	\$ 1,500,000
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FEDERAL-AID HIGHWAYS

INTERSTATE MAINTENANCE

The interstate maintenance program finances projects to rehabilitate, restore, resurface and reconstruct the Interstate system. Reconstruction of bridges, interchanges, and over-crossings along existing interstate routes is also an eligible activity if it does not add capacity other than high occupancy vehicle (HOV) and auxiliary lanes. The House bill's funds provided for the Interstate maintenance discretionary program in fiscal year 2002 include the following projects in California:

I-5 HOV/general purpose lanes	\$ 4,000,000
Tippecanoe/I-10 interchange	\$ 2,000,000
I-10 Riverside Ave interchange	\$ 1,000,000
I-5 corridor arteries	\$ 1,000,000

BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

This program provides assistance for bridges on public roads including a discretionary set-aside for high cost bridges and for the seismic retrofit of bridges. Funds provided for the bridge discretionary program in fiscal year 2002 shall be available for the following activities in California

Gerald Desmond Bridge replacement	\$ 4,000,000
Atlantic Bridge	\$ 300,000

FEDERAL LANDS HIGHWAYS

The Federal Lands Highways program provides funding through four major categories—Indian reservation roads, parkways and park roads, public lands highways (which incorporates the previous forest highways category), and Federally-owned public roads providing access to or within the National Wildlife Refuge System. TEA-21 also established a new program for improving deficient bridges on Indian reservation roads. Funds provided for the federal lands program in California for fiscal year 2002 are as follows:

Belardo Bridge	\$ 2,956,000
Pala Road improvement project	\$ 4,000,000
Death Valley Road reconstruction	\$ 1,712,000

NATIONAL CORRIDOR PLANNING AND BORDER INFRASTRUCTURE PROGRAMS

TEA-21 established a new national corridor planning and development program that provides funds for the coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. Funds provided for the national corridor planning and border infrastructure programs in California for fiscal year 2002 are allocated as follows:

Bristol/First Street intersection Santa Ana	\$ 750,000
St. Rt. 905 phase I, CA	\$ 4,000,000
Arizona 95 to I-40 connector, CA	\$ 1,650,000
Alameda Corridor-East, ACE Project	\$ 1,000,000

FERRY BOATS AND FERRY TERMINAL FACILITIES

TEA-21 reauthorized funding for the construction of ferry boats and ferry terminal facilities. TEA-21 also included a new requirement that \$20,000,000 from each of fiscal years 1999 through 2003 be set aside for marine highway systems that are part of the National Highway System for use by the states of Alaska, New Jersey and Washington. In fiscal year 2002, TEA-21

provides \$38,000,000. Funds provided for the ferry boats and ferry terminal facilities program in fiscal year 2002 are slated to be available for the following California projects:

Treasure Island ferry service	\$ 800,000
Baylink ferry intermodal center	\$ 1,500,000

TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM

The federal TEA-21 legislation established a new transportation and community and system preservation program that provides grants to states and local governments for planning, developing, and implementing strategies to integrate transportation and community and system preservation plans and practices. These grants may be used to improve the efficiency of the transportation system; reduce the impacts of transportation on the environment; reduce the need for costly future investments in public infrastructure; and provide efficient access to jobs, services, and centers of trade. Funds provided for this program in fiscal year 2002 will be available for the following California activities:

Lewis Avenue Bridge	\$ 400,000
Ortega Street pedestrian overcrossing gateway	\$ 245,000
Artesia Boulevard rehabilitation	\$ 400,000

FEDERAL-AID HIGHWAYS ESTIMATED OBLIGATIONS

Total -	FY 2000 Actual	\$25,934,815
	FY 2001 Estimate	\$30,652,934
	FY 2002 Estimate	\$32,695,285

Estimated distribution of the federal-aid limitation by state - California

Estimated FY 2002 Formula Limitation - \$2,321,476

FY 2002 Minimum Guarantee - \$136,738

Total - \$2,458,214

Total Change from FY 2001 - \$251,501

FEDERAL RAILROAD ADMINISTRATION

RAIL-HIGHWAY CROSSINGS HAZARD ELIMINATIONS

Under TEA-21, an automatic set-aside of \$5,250,000 a year is made available for the elimination of rail-highway crossing hazards. A limited number of rail corridors are eligible for these funds, and of these set-aside funds, \$200,000 are slated to be used to mitigate grade crossing hazards in Van Nuys.

FEDERAL TRANSIT ADMINISTRATION

FORMULA GRANTS

Fiscal Year 2002 Apportionment For Formula Programs by State

State/Urbanized area	FY01 Enacted	Total FTA programs	Change from FY01
California	490,707,188	537,210,850	46,503,662
Antioch-Pittsburg	1,746,188	1,913,162	166,175
Bakersfield	3,756,906	4,112,480	355,574
Chico	762,770	835,326	72,556
Davis	925,955	1,014,032	88,077
Fairfield	1,124,605	1,231,579	106,974
Fresno	5,466,205	5,983,571	517,366
Hemet-San Jacinto	938,254	1,027,501	89,247

Hesperia-Apple Valley	1,196,938	1,310,792	113,854
Victorville			
Indio-Coachella	567,336	621,302	53,966
Lancaster-Palmdale	2,013,282	2,204,787	191,505
Lodi	788,190	863,163	74,973
Lompoc	484,070	530,116	46,046
Los Angeles	196,528,491	215,145,319	18,616,828
Merced	860,583	942,442	81,859
Modesto	2,967,847	3,248,707	280,860
Napa	899,216	984,750	85,534
Oxnard-Ventura	6,885,762	7,538,438	652,676
Palm Springs	1,120,272	1,226,833	106,561
Redding	647,760	709,375	61,615
Riverside-San Bernadino	18,192,733	19,918,102	1,725,369
Sacramento	13,976,121	15,300,050	1,323,929
Salinas	1,704,595	1,866,737	162,142
San Diego	43,257,869	47,358,596	4,100,727
San Francisco-Oakland	115,688,724	126,668,068	10,979,344
San Jose	31,131,496	34,083,510	2,952,014
San Luis Obispo	807,236	884,021	76,785
Santa Barbara	2,637,088	2,887,931	250,843
Santa Cruz	1,363,608	1,493,316	129,708
Santa Maria	1,240,624	1,358,633	118,009
Santa Rosa	2,405,433	2,634,240	228,807
Seaside-Monterey	1,616,401	1,770,154	153,753
Simi Valley	1,530,039	1,675,578	145,539
Stockton	5,040,120	5,517,793	477,673
Vacaville	928,846	1,017,199	88,353
Visalia	1,060,945	1,161,864	100,919
Watsonville	584,493	640,091	55,598
Yuba City	932,621	1,021,332	88,771
Yuma, AZ-CA	3,320	3,636	316

NATIONAL PLANNING AND RESEARCH

Within the \$31,500,000 for national planning and research, support is provided for:

CALSTART/WESTART (including BRT evaluation)	\$3,500,000
Santa Barbara Electric Transportation Institute	\$ 500,000

BUSES AND BUS FACILITIES

The bill provides \$568,200,000 for bus purchases and bus facilities, including maintenance garages and intermodal facilities. Bus systems are expected to play a vital role in the mass transportation systems of virtually all cities. FTA estimates that 95 percent of the areas that provide mass transit service do so through bus transit only and over 60 percent of all transit passenger trips are provided by bus. The Committee recommendation assumes the following distribution of bus and bus facilities funds:

State of California:

Anaheim Resort Transit Project	\$ 1,000,000
Antelope Valley Transit Authority bus facilities	\$ 1,000,000
Belle Vista park and ride	\$ 500,000
Boyle Heights bus facility	\$ 700,000
City of Burbank shuttle buses	\$ 900,000
City of Calabasas CNG smart shuttle	\$ 500,000
City of Carpinteria electric-gasoline hybrid bus	\$ 750,000

Chinatown Intermodal Transportation Center	\$ 3,500,000
City of Commerce CNG bus and bus facilities	\$ 2,000,000
City of Fresno buses	\$ 1,500,000
City of Monrovia natural gas vehicle fueling facility	\$ 270,000
City of Sierra Madre bus replacement	\$ 150,000
City of Visalia transit center	\$ 5,000,000
County of Amador bus replacement	\$ 119,000
County of Calaveras bus fleet replacement	\$ 105,000
County of El Dorado bus fleet expansion	\$ 672,000
Davis, Sacramento hydrogen bus technology	\$ 1,800,000
El Garces train/intermodal station	\$ 3,000,000
Foothill Transit, CNG bus and bus facilities	\$ 2,000,000
Glendale Beeline CNG buses	\$ 700,000
Imperial Valley CNG bus maintenance facility	\$ 500,000
Livermore Amador Valley Transit Authority bus facility; park and ride	\$ 1,500,000
Los Angeles Metropolitan Transportation Authority buses	\$ 3,350,000
Merced County Transit CNG buses	\$ 750,000
City of Modesto, bus facilities	\$ 250,000
Monterey-Salinas Transit buses and bus facility	\$ 3,000,000
Morongo Basin Transit maintenance and administration facility	\$ 1,000,000
MUNI Central Control Facility	\$ 2,000,000
Municipal Transit Operators Coalition	\$ 4,000,000
North Ukiah Transit Center	\$ 600,000
Pasadena Area Rapid Transit System	\$ 1,100,000
Placer County, CNG bus project	\$ 1,500,000
Sacramento Regional bus and bus facilities	\$ 2,000,000
San Bernardino CNG/LNG buses	\$ 750,000
San Francisco MUNI CNG bus and facilities	\$ 2,250,000
San Mateo County Transit Districts clean fuel buses	\$ 3,000,000
Sam Trans zero-emissions fuel cell buses	\$ 2,000,000
San Dieguito Transportation Cooperative	\$ 500,000
Santa Ana bus base	\$ 2,500,000
Santa Barbara Hybrid Bus rapid transit project	\$ 4,000,000
Santa Clara Valley Transportation Authority clean fuel bus program	\$ 500,000
Santa Fe Springs CNG bus replacement	\$ 500,000
Sierra Madre Villa intermodal transportation center	\$ 750,000
Solana Beach intermodal transit station	\$ 1,000,000
Sonoma County landfill gas conversion facility	\$ 1,000,000
South Pasadena circulator bus	\$ 600,000
Sun Line Transit hydrogen refueling station	\$ 1,000,000
Transportation Hub at the Village of Indian Hills	\$ 3,000,000
Yolo County, CNG buses	\$ 2,000,000

In report language, the House committee included bill language that permits the FTA administrator to reallocate discretionary new start and buses and bus facilities funds from projects which remain unobligated after three years. However, it specifies that funds for certain facilities not be reallocated, including the Riverside County - San Jacinto, CA branch line project (\$496,280), the Cotati/Santa Rosa Intermodal Facility (\$750,000), and the Cotati/Santa Rosa/Rohnert Park Intermodal Facilities (\$744,375). Later, the report noted that certain bus funds may not be needed and should be reallocated, including \$496,250 for the Ukiah Transit Center.

Fixed Guideway Modernization

The appropriations bill provides \$1,136,400,000 from the capital investment grants program to modernize existing rail transit systems. These funds are to be redistributed, consistent with the

provisions of TEA-21. California in FY 2001 received \$114,341,490 – in FY 2002 the allocation is \$126,085,672, an increase of \$11,744,182.

New Starts

The bill provides \$1,136,400,000 for new starts. These funds are available for preliminary engineering, right-of-way acquisition, project management, oversight, and construction of new systems and extensions. TEA-21 requires that no more than eight percent of the funding provided for new starts be available for preliminary engineering and design activities. Funds made available in this Act for new starts are to be supplemented with \$30,151,779 from projects included in previous appropriations Acts. The bill reallocates unexpended sums from previous appropriations Acts, including the following in California:

Orange County transitway project (1999)	\$ 2,481,380
San Diego Mid Coast corridor project (1999)	\$ 1,985,100

APPROPRIATIONS FOR FULL FUNDING GRANT AGREEMENTS (FFGA)

At present, there are 26 existing FFGAs. The total capital cost for these projects is \$18.9 billion and the federal commitment is \$9 billion. The number of potential new starts projects is expanding rapidly. In fiscal year 2002, of the \$1.136 billion guaranteed for new starts projects, approximately \$990,000,000 is allocated to projects that currently have an FFGA. This leaves approximately \$126,000,000 in truly discretionary funds that can be allocated to new starts projects without FFGAs. Significant appropriations have been provided for those that have a federal share of no more than 60 percent. Less funding has been provided for those projects that have a federal share above 60 percent. In report language, the House appropriators stated, “The Committee strongly encourages the impacted projects to revisit the amount of local funding they plan to contribute and find ways to increase their local share. Although the *maximum* federal contribution remains at 80 percent, existing demand requires that federal dollars be leveraged to a greater extent than current projections, for that reason, the Committee is very supportive of requiring local sponsors to increase their contributions to projects so that the federal share is no greater than 60 percent.”

The bill states that “The \$1,166,551,779 provided in this bill together with, previous appropriations, are to be distributed as follows:”

Los Angeles, East Side corridor light rail transit project	\$ 5,500,000
Los Angeles North Hollywood, extension project	\$49,686,469
Sacramento, light rail transit extension project	\$ 328,810
San Diego, Mid Coast corridor project	\$ 2,000,000
San Diego Mission Valley East, light rail transit extension project	\$65,000,000
San Francisco, BART extension to the airport project	\$80,605,331
San Jose, Tasman West, light rail transit project	\$ 113,336

In explanatory language regarding the Los Angeles Eastside corridor light rail transit project, the House report notes that, “[T]he Los Angeles County Metropolitan Transportation Authority is proposing to implement a 5.9 mile light rail transit (LRT) line in the Eastside Corridor, connecting downtown Los Angeles with low-to moderate-income communities in east Los Angeles. The proposed system would include 8 stations and will traverse east-ward from Union Station along Alameda street through the City of Terrace, Belvedere, and East Los Angeles communities of unincorporated Los Angeles County. The project would terminate at Beverly and Atlantic boulevards, where a 500 space park-and-ride facility is planned. The project is primarily at grade, with a 1.8-mile mid-section underground in tunnel. The project is intended to improve mobility for residents and employees in the corridor, and provide improved access to employment opportunities throughout the MTA service area. By 2020, 15,000 average weekday boardings are forecasted. ... Through fiscal year 2000, Congress has appropriated \$76,480,000 for the Eastside

and Mid-City projects. In fiscal year 2001, Congress appropriated \$990,000 for the Eastside project. For fiscal year 2002, the Committee recommends \$5,500,000.”

Regarding the North Hollywood extension project, the report states, “The total capital cost of the North Hollywood project was estimated at \$1,310,820,000, of which the revised FFGA commits \$681,040,000 in section 5309 new starts funds. Through fiscal year 2001, a total of \$631,350,000 has been appropriated for the North Hollywood segment of MOS-3. The Committee recommends \$49,686,469 to complete the commitment under the revised FFGA for this project.”

Regarding the Sacramento project, the report states, “The Sacramento Regional Transit District (RT) is developing an 11.3-mile light rail project on the Union Pacific right-of-way in the South Sacramento corridor. RT has elected to synchronize the project to available state and local capital funds as well as to corresponding available operating funds. Phase 1 is a 6.3-mile minimum operable segment (MOS) of the full project. The MOS would provide service between downtown Sacramento and Meadowview Road and is expected to capture 25,000 daily trips by the year 2015. The estimated capital cost of the MOS is \$222,000,000 (escalated dollars). ... Through fiscal year 2001, Congress has appropriated \$113,180,000 in Section 5309 new start funds for the project. For fiscal year 2002, the bill includes \$328,810 to fulfill the terms of the FFGA.”

For San Diego’s Mid Coast project, the report language reads as follows: “The Metropolitan Transit Development Board (MTDB) is proposing to implement a 10.7-mile, 9-station LRT line and improve commuter rail stations in the San Diego Mid Coast Corridor. Proposed investments in the corridor are intended to alleviate congestion on Interstate 5 by extending light rail service north from downtown San Diego to the vicinity of the University of California at San Diego and the growing University City and Carmel Valley areas of the region, and to enhance connectivity between the region’s LRT and Coaster commuter rail systems. The MTDB has proposed a phase I of the project, a 3.4-mile, 3 station Balboa extension from the Old Town transit center to Balboa Avenue. FTA approved the MTDB’s request to enter preliminary engineering for the initial phase of the LRT extension in September 1996. Work is continuing on a final EIS for the Balboa extension. A record of decision is expected in spring 2001. The estimated cost of phase I is \$116,700,000 (escalated), with a section 5309 new starts share of \$42,200,000 (36 percent). Through fiscal year 2001, \$11,330,000 has been appropriated. The Committee recommends \$2,000,000 for fiscal year 2002.”

The vastly larger San Diego area project is the Mission Valley East light rail transit corridor, for which the committee report states: “The Metropolitan Transit Development Board (MTDB) is planning to build a 5.9-mile Mission Valley East Light Rail Transit (LRT) extension of its Blue Line. The project would extend the existing system from its current termini east of Interstate 15 to the City of La Mesa, where it would connect to the existing Orange Line near Baltimore Drive. The line would serve four new stations at Grantville, San Diego State University (SDSU), Alvarado Medical Center and 70th Street, as well as two existing stations at Mission San Diego and Grossmont Center. The proposed 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. ... The total projected capital cost is \$431,000,000 (escalated dollars). On June 22, 2000, FTA issued an FFGA committing a total of \$329,960,000 in section 5309 new starts funding for the project. Through fiscal year 2001, Congress has appropriated \$53,320,000 in section 5309 new starts funds to this project. The Committee recommends \$65,000,000 for fiscal year 2002.”

The state’s largest FFGA for FY 2002 as proposed by the House is for the BART to SFO rail extension to the airport. The committee language for this project states, “The Bay Area Rapid Transit (BART) and San Mateo County Transit District (SamTrans) are constructing an 8.7-mile, 4-station, BART extension which proceeds southeast from the Colma BART Station through the cities of Colma, South San Francisco and San Bruno, and then continues south along the Caltrain right-of-way to the city of Millbrae. Approximately, 1.5 miles north of the Millbrae Avenue intermodal terminal, an east-west aerial “we” (Y) stub will service the San Francisco International Airport (SFIA). Originally, this project was estimated to cost \$1,054,000,000; however, total capital costs have risen to \$1,510,200,000 (escalated dollars) due to higher than estimated construction costs. FTA’s commitment of \$750,000,000 to the project remains

unchanged. ... Through fiscal year 2001, \$296,440,000 has been appropriated to the BART-SFO Extension. For fiscal year 2002, the Committee recommends \$80,605,331.”

A small appropriation is also recommended for additions to the nearly complete Tasman West light rail transit project in San Jose. “The Santa Clara County Transit District (SCCTD) is implementing a 12.4-mile light rail system from northeast San Jose to downtown Mountain View, connecting with both the Guadalupe LRT in northern Santa Clara County and the Caltrain commuter rail system. ... Through fiscal year 2001, Congress has appropriated \$182,640,000 of section 5309 new start funds to the project. For fiscal year 2002, the Committee recommends \$113,336 to fulfill the federal commitment to this project.”

JOB ACCESS AND REVERSE COMMUTE GRANT PROGRAM

The Committee recommends the following allocations of funds in fiscal year 2002:

AC Transit	\$ 2,000,000
Del Norte County	\$ 700,000
Los Angeles	\$ 2,000,000
Metropolitan Transportation Commission, LIFT program	\$ 3,000,000
Sacramento	\$ 2,000,000
Santa Clara County	\$ 500,000

MOTOR CARRIER SAFETY GRANT PROGRAM

The bill allows \$18,000,000 of the funds provided under the motor carrier safety grant program to be reserved for grants to Arizona, California, New Mexico, and Texas for the hiring of new State motor carrier safety inspectors at the United States/Mexico border and includes provisions pertaining to the distribution of such funds.