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SPECIAL REPORT:

Transportation Appropriations Conference Agreement and California Implications -- *January 2002*

The Conference Report (H.Rept. 107-308) to accompany the FY02 Transportation Appropriations bill, H.R. 2299, was approved by the House on November 30, 2001 by a vote of 371-11. The Senate approved the Report on December 4, 97-2, and the President signed it on December 18 (PL. 107-87).

The following represents 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 and does not mean to imply any relative importance.

This appropriations analysis is available on the California Institute web site at <http://www.calinst.org/pubs/trap02c.htm>. A printable version in Adobe Acrobat ("pdf") format is also available at <http://www.calinst.org/pubs/trap02c.pdf>.

Grants-In-Aid for Airports

Letters of intent

The conference agreement includes fiscal year 2002 state and airport funding under the limitation on obligations for the following existing letters of intent:

Mammoth Lakes, Mammoth/Yosemite, \$7,368,000; and
San Jose International, \$9,000,000.

Federal Highway Administration

The conference report appropriates \$311,000,000 for the administration and operation of the Federal Highway Administration.

Federal-Aid Highways

The report includes language limiting fiscal year 2002 Federal-aid highways and highway safety construction obligations to \$31,799,104,000, an increase of \$2,137,298,000 over the fiscal year 2001 enacted level and \$235,947,000 over the budget request.

Intelligent Transportation Systems Deployment Projects:

The conference agreement includes a total of \$225,000,000 for intelligent transportation systems. These projects contribute to the integration and interoperability for intelligent transportation systems in metropolitan and rural areas and promote deployment of the commercial vehicle intelligent transportation system infrastructure. Of the total, \$105,000,000 is for intelligent

transportation systems (ITS) research and development. Within the funds available for intelligent transportation systems deployment, the conference agreement provides that not less than the following sums shall be available for intelligent transportation:

- Alameda-Contra Costa, \$500,000;
- Chinatown intermodal transportation center, \$1,750,000;
- Inglewood, \$500,000;
- Monterey-Salinas, \$750,000;
- Port of Long Beach, \$500,000;
- Sacramento, \$3,000,000;
- San Diego joint transportation operations center, \$1,500,000;
- San Francisco central control communications, \$250,000;
- Santa Anita, \$300,000; and
- Silicon Valley transportation management center, \$700,000.

Environmental streamlining pilot projects.

The conferees direct the Secretary of Transportation to give priority consideration to funding for environmental permit stream-lining projects, such as the one in Orange County, California using funds provided for environmental streamlining initiatives.

Capital Investment Grants

Funds allocated for California-related Capital Investment Grants are broken down as follows:

Side access project:

- Los Angeles, North Hollywood extension project, \$9,289,557;
- Los Angeles, East Side corridor light rail transit project, \$7,500,000;
- Oceanside-Escondido, light rail extension project, \$6,500,000; and
- Sacramento, light rail transit extension project, \$328,000.

Center light rail transit extension project:

- San Diego, Mission Valley East light rail transit extension project, \$60,000,000;
- San Diego, Mid Coast corridor project, \$1,000,000;
- San Francisco, BART extension to the airport project, \$75,673,790;
- San Jose, Tasman West light rail transit project, \$113,336;
- Stockton, Altamont commuter rail project, \$3,000,000; and
- Yosemite, area regional transportation system project, \$400,000.

National corridor planning and development programs

Funds are to be available for the following projects and activities:

- Alameda Corridor-East construction project, \$4,000,000;
- Arch Road/Sperry Road Corridor Widening, \$2,000,000;
- Arizona 95 to I-40 Connector, California, \$3,000,000;
- Bristol/First Street intersection Santa Ana, \$1,000,000;
- I-5/SR56 connectors, \$2,000,000;
- I-905 Otay Mesa Border port-of-entry, \$7,500,000;
- Lincoln Bypass, \$2,000,000; and
- St. Rt. 905 phase I, \$1,000,000.

Ferry Boats and Ferry Terminal Facilities

Funds are to be available for the following ferry boats and ferry terminal facilities projects and activities:

- Balance Ferry intermodal center and upgrades and improvements to facilities (City of Vallejo), \$2,000,000;
- San Francisco Bay Area Water Transit Authority Fuel Cell project, \$100,000; and
- Treasure Island ferry service, \$800,000.

Transportation and Community and System Preservation Program

The program provides grants to States and local governments for planning, developing, and implementing strategies to integrate transportation and community and system preservation plans and projects. Funds are to be distributed to the following projects and activities:

Artesia Boulevard Rehabilitation, \$200,000;
Completion of US 101 Regional Bikeway System, \$500,000;
Fruitvale, \$2,000,000;
Green Airport Initiative, \$2,000,000;
Lewis Avenue Bridge, \$200,000;
Los Angeles County bike path, \$1,000,000;
Maine Avenue Redesign, \$100,000;
Marin Parklands Visitor Access, \$1,000,000;
Ortega Street Pedestrian overcrossing gateway, \$125,000;
Redlands Transportation & Community Preservation, \$500,000;
Rose Bowl access mitigation, \$300,000;
Santa Carita Cross Valley Connector, \$1,000,000;
South La Brea Avenue and Imperial Highway Improvements, \$1,000,000;
SR91 Freeway Corridor Transportation Enhancement, \$500,000;
State Route 25 Safety Improvements, \$2,000,000;
Stockton Miracle Mile/Pacific Avenue resurfacing, \$1,000,000;
Tulare County Farm-to-Market Roads, \$2,500,000; and
Walerga Road Bridge Replacement, \$1,000,000.

Bridge Discretionary Program

Within the funds available for the bridge discretionary program, funds are to be available for the following projects and activities:

Atlantic Bridge, \$300,000;
Gerald Desmond Bridge Replacement, \$4,000,000; and
Golden Gate Bridge seismic retrofit program, \$2,000,000.

Federal Lands

The Conferees approved funds for the following projects and activities:

Belardo Bridge, \$3,000,000;
Death Valley Road reconstruction, \$2,000,000;
Pala Road improvement Project, \$4,000,000; and
Presidio Trust, \$1,000,000.

Interstate Maintenance Discretionary Program

Within the funds available for the interstate maintenance discretionary program, funds are to be available for the following projects and activities:

I-10 Riverside Avenue interchange, \$500,000;
I-5 Corridor arteries, \$1,000,000;
I-5 HOV/general purpose lanes, \$4,000,000; and
Tippecanoe/I-10 Interchange, \$2,500,000.

National Motor Carrier Safety Program

Consistent with the President's budget request, the conference agreement includes a limitation on obligations of \$205,896,000 for motor carrier safety grants. \$23,896,000 of these funds is derived from revenue aligned budget authority. Of this amount \$18,000,000 is reserved for Arizona, California, New Mexico, and Texas to hire border truck safety inspectors.

Federal Railroad Administration

Next Generation High-Speed Rail

Within Corridor Planning funds of \$5,900,000 for passenger rail corridor planning, the Conference Report includes \$1,250,000 for California high-speed rail and \$1,000,000 for the SCAG corridor.

Within \$7,000,000 for magnetic levitation transportation, the Conference Report specifies \$1,175,000 to be spent for Nevada-California: Environmental impact studies, design and engineering.

Rail-highway crossing hazard eliminations

An automatic set-aside of \$5,250,000 is made available each year for the elimination of rail-highway crossing hazards. A limited number of rail corridors are eligible for these funds. Of these set-aside funds a project in Van Nuys, CA was allocated \$200,000.

Federal Transit Administration

Transit Planning and Research

The conference agreement provides a total of \$116,000,000 for transit planning and research activities. Within the funding provided for national planning and research, the Federal Transit Administration must make available the following amounts for the programs and activities listed below:

- CALSTART (BRT and Mobility.dot.com), \$2,500,000;
- Santa Barbara electric transportation institute, \$400,000; and
- Georgia regional transportation authority/southern California association of governments transit trip Planning partnership, \$400,000.

Bus and Bus Facilities

The Committee recommends \$568,200,000 together with \$50,000,000 transferred from "Federal Transit Administration, formula grants" and merged with funding under this heading, for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities for bus and bus facilities funding. California funds provided for buses and bus facilities are distributed as follows:

- AC Transit, \$500,000;
- Anaheim Resort transit project, \$500,000;
- Antelope Valley transit authority bus facilities, \$500,000;
- Belle Vista park and ride, \$250,000;
- Boyle Heights bus facility, \$350,000;
- City of Burbank shuttle buses, \$400,000;
- City of Calabasas CNG smart shuttle, \$300,000;
- City of Carpinteria electric-gasoline hybrid bus, \$500,000;
- City of Commerce CNG buses and bus facilities, \$1,000,000;
- City of Fresno buses, \$750,000;
- City of Monrovia natural gas vehicle fueling facility, \$270,000;
- City of Sierra Madre bus replacement, \$150,000;
- City of Visalia transit center, \$2,500,000;
- Contra Costa Connection buses, \$350,000;
- Costa Mesa CNG facility, \$250,000;
- County of Amador bus replacement, \$119,000;
- County of Calaveras bus fleet replacement, \$105,000;
- County of El Dorado bus fleet expansion, \$475,000;
- Davis, Sacramento hydrogen bus technology, \$900,000;
- El Garces train/intermodal station, \$1,500,000;
- Folsom railroad block project, \$600,000;
- Foothill Transit, CNG buses and bus facilities, \$1,250,000;
- Glendale Beeline CNG buses, \$300,000;
- Imperial Valley CNG bus maintenance facility, \$250,000;

Livermore Amador Valley Transit Authority buses and facility, \$1,500,000;
Livermore park and ride, \$250,000;
Los Angeles Metro Transportation Authority rapid buses and bus facilities, \$3,500,000;
Merced County Transit CNG buses, \$300,000;
City of Modesto, bus facilities, \$ 200,000;
Monterey-Salinas Transit facility, \$1,500,000;
Morongo Basin Transit maintenance and administration facility, \$1,000,000;
MUNI Central Control Facility, \$1,000,000;
Municipal Transit Operators Coalition, \$ 2,000,000;
North Ukiah Transit Center, \$300,000;
Orange County buses,\$ 300,000;
Palmdale Transportation Center, \$250,000;
Palo Alto intermodal transit center, \$250,000;
Pasadena Area Rapid Transit System, \$400,000;
Placer County, CNG bus project , \$1,000,000;
Sacramento Regional buses and bus facilities, \$1,000,000;
Sam Trans zero-emissions fuel cell buses, \$1,000,000;
San Bernardino CNG/LNG buses, \$375,000;
San Dieguito Transportation Cooperative, \$300,000;
San Francisco Municipal buses and bus facilities, \$4,000,000;
San Joaquin Regional Transit District Bus facility, \$500,000;
San Mateo County Transit Districts clean fuel buses, \$1,500,000;
Santa Ana bus base, \$1,250,000;
Santa Barbara hybrid bus rapid transit project, \$2,000,000;
Santa Clara Valley Transportation Authority line 22 articulated buses, \$ 600,000;
Santa Fe Springs CNG bus replacement, \$500,000;
Sierra Madre Villa & Chinatown intermodal transportation centers, \$3,000,000;
Solano Beach intermodal transit station, \$500,000;
Sonoma County landfill gas conversion facility, \$500,000;
South Pasadena circulator bus, \$300,000;
Sun Line Transit hydrogen refueling station, \$500,000;
Transportation Hub at the Village of Indian Hills, \$1,000,000; and
Yolo County, CNG buses, \$1,000,000.

Fiscal year 2001 project clarifications.

The conference agreement authorizes fiscal year 2001 funds appropriated for the Municipal Transit Operators in California to be used for bus and bus facilities.

Fixed Guideway Modernization

The conference agreement provides for the following distribution of the recommended funding for new fixed guideway systems as follows:

Los Angeles, North Hollywood extension project, \$9,289,557;
Los Angeles, East Side corridor light rail transit project, \$7,500,000;
Oceanside-Escondido, light rail extension project, \$6,500,000;
Sacramento, light rail transit extension project, \$ 328,000;
San Diego, Mission Valley East light rail transit extension, \$60,000,000;
San Diego, Mid Coast corridor project, \$1,000,000;
San Francisco, BART extension to the airport project, \$75,673,790;
San Jose, Tasman West light rail transit project, \$113,336;
Stockton, Altamont commuter rail project, \$3,000,000; and
Yosemite, area regional transportation system project , \$400,000.

Surface Transportation Projects

Sec. 330 of the conference agreement appropriates \$144,000,000 to the Secretary of Transportation to make grants for surface transportation projects. Funds appropriated for surface transportation projects are to be distributed as follows:

Arterial Railroad Grade Crossing, California, \$ 2,000,000;
California State Polytechnic University roadways to transit center, \$2,000,000;
Highway decking project I-5 corridor, \$3,500,000;
Lake Rail Line, Lakeview, Oregon to Alturas, California, \$1,750,000;
Kingvale Satellite Operations Control Center Project, \$2,000,000;
San Bernardino Metrolink project, \$300,000; and
Ventura County Highway Video Camera Monitoring Project, \$500,000.

The conference agreement deletes the House provision that prohibits funds in this Act for the planning, design, development, or construction of the California State Route 710 freeway extension project through El Sereno, South Pasadena, and Pasadena, California.

Capital Investment Grants Transfer of Funds

The conferees direct the FTA to reprogram funds from recoveries and previous appropriations that remain available after three years and are available for reallocation to only those new starts that have full funding grant agreements in place on the date of enactment of this Act, and with respect to bus and bus facilities. The conferees, however, direct the FTA not to reallocate funds provided in the 1998 and 1999 Department of Transportation and Related Agencies Appropriations Acts for the following projects:

Riverside County—San Jacinto branch line project;
Cotati Santa Rosa intermodal facility;
Cotati/Santa Rosa/Rohnert Park intermodal facility;
Folsom, multimodal center; and
Orange County, transitway project.

Job Access and Reverse Commute Grants

This program is meant to help welfare reform efforts succeed by providing enhanced transportation services for low-income individuals, including former welfare recipients, traveling to jobs or training centers.

The program makes competitive grants to qualifying metropolitan planning organizations, local governmental authorities, agencies, and nonprofit organizations in urbanized areas with populations greater than 200,000. Funds appropriated under this heading may be used for technical assistance, technical support, and performance reviews of the job access and reverse commute grants program and are distributed as follows:

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

Total California Highway Funding

As detailed in the Conference Report, California received \$2,361,371,050 in actual FY01 highway funding. The President's Budget requested \$2,529,726,702 for FY02. The final conference report distributes \$2,535,814,783 in FY02 highway funds to California.