



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Halliday and Commissioner Chan.

Subsequent to the roll call:

Commissioner Halliday arrived during Item 5.1. Commissioner Haggerty was not present for the votes on item 6.1 and 6.2.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. May 9, 2016 PPLC Meeting Minutes: Approval of the May 9, 2016 meeting minutes

4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Commissioner Kaplan moved to approve the Consent Calendar. Commissioner Saltzman seconded the motion. The motion passed with the following vote:

Yes: Atkin, Haggerty, Saltzman, Marchand, Capitelli, Kaplan, Harrison
No: None
Abstain: None
Absent: Halliday, Chan

5. Legislation

5.1. June legislative Update: Receive an update on state and federal legislative activities and approve legislative positions

Tess Lengyel provided information on federal, state, and local legislative activities including an update on federal appropriations activities, an update on the state budget and current legislation, as well as an update on local legislative activities. She updated the Commission on the Fast Act Grant and then recommended that the Commission take the following bill positions:

AB 1964: Oppose unless amended
SB1259: Oppose position

Commissioner Atkin asked if the agencies suggested amendments for AB 1964 might include further restrictions on all electric vehicles. Tess stated that amendments would support placing caps on the number of stickers, studies to ensure there is no lane degradation, and an eventual phasing out of the sticker program.

Commissioner Saltzman wanted to know if the budget allocated funds for greenhouse gas reduction and asked if the Commission has taken a position on the allocation of funds. Tess stated that there was not any action taken on the cap and trade allocations at the state level due to the lower than expected revenue from the most recent auction. Tess noted that it is likely that the state will address cap and trade allocations after the August auction.

Commissioner Halliday wanted more information on the housing by right proposal by the Governor. Tess stated that her report focused on transportation and the staff report included additional information on the Governor's proposal, but there is no staff recommendation since it is outside the purview of transportation.

Commissioner Kaplan moved to approve this item. Commissioner Capitelli seconded the motion. The motion passed with the following vote:

Yes: Atkin, Halliday, Saltzman, Marchand, Capitelli, Kaplan, Harrison
No: None
Abstain: Haggerty (SB 1259)
Absent: Chan

6. Planning and Policy

6.1 Draft Alameda County Multimodal Arterial Plan

Tess Lengyel introduced the Draft Alameda Countywide Multimodal Arterial Plan and stated that the technical committee unanimously approved the item at its last meeting.

Saravana Suthanthira presented the overview and purpose of the plan and then introduced Matthew Ridgeway from Fehr & Peers. Matthew covered the plans vision statement and stakeholder engagement, improvements pedestrian and bicycle networks, and auto/ITS networks improvements. He covered goods movement network improvements specifically curb lane widening and he provided information on performance objective results and benefits. Matthew concluded by reviewing operational strategies and technology trends.

Commissioner Kaplan asked where BRT corridors were listed in the plan. Matthew stated that there are no lists currently in the plan but the maps account for BRT corridors at San Pablo Avenue, University Avenue and Telegraph Avenues.

Commissioner Kaplan wanted to know if potholes standards were included in the plan. Matthew stated that pavement indexes are included in the plan.

Commissioner Saltzman asked if pedestrian improvements for slip-turns on arterials could be included in the plan. Mathew stated that slip-turns are not specially called out but there is a set of programmatic corridor improvements that comprehensively addresses the need.

Commissioner Atkin wanted to know if there are any arterials that aren't under the cities jurisdictions but are on state highways and also questioned how the agency plans to connect the county plan with the state. Art stated that there are several of

these types of roads throughout the county and that the state is listening and working with local agencies.

Commissioner Capitelli wanted to know why there is no mention of road diets in the plan. Matthew stated that there are a number of road diets that are elements of the plan but were not specifically called out in the presentation.

Commissioner Halliday asked if funds have been appropriated for technology improvements that are mentioned in the plan. Art stated that there is funding in the expenditure plan for technology improvements in major corridors such as the recently opened I-580 express lanes and the I-80 ICM project.

Yes: Atkin, Halliday, Saltzman, Marchand, Capitelli, Kaplan, Harrison
No: None
Abstain: None
Absent: Chan, Haggerty

6.2 Alameda Countywide Transit Plan: Approval of the Final Countywide Transit Plan

Tess Lengyel recommended that the Commission approve the Final Countywide Transit Plan. She stated that both the technical team and PPLC unanimously approved the draft plan last month and no changes had been made.

Commissioner Marchand moved to approve this item. Commissioner Harrison seconded the motion. The motion passed with the following vote:

Yes: Atkin, Halliday, Saltzman, Marchand, Capitelli, Kaplan, Harrison
No: None
Abstain: None
Absent: Chan, Haggerty

7. Committee Member Reports

8. Staff Reports

There were no staff reports.

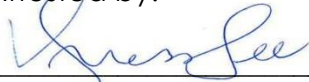
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, July 11, 2016 at 11:15 a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: July 5, 2016

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on June 13, 2016, the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Daniel Wu](#), Assistant Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 5, 2016

SUBJECT: July Legislative Update

RECOMMENDATION: Receive an update on federal, state, and local legislative activities.

Summary

The July 2016 legislative update provides information on federal, state, and local legislative activities including an update on federal appropriations activities, an update on the state budget, as well as an update on local legislative activities to date.

Background

The Commission unanimously approved the 2016 Legislative Program in January 2016. The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of the State Budget Approval process as it relates to the overall budget and transportation.

On June 15, 2016, the California state legislature passed the 2016-17 budget which totals just over \$122 billion in General Fund. The governor's January Budget proposal to augment the Proposition 2 Rainy Day Fund by an additional \$2 billion dollars was preserved.

Governor Brown signed the \$167 billion 2016-17 budget the last week of June. This includes approximately \$122 billion in general fund spending and \$45 billion in special fund spending. Although the spending package reflected the Governor's priorities, it was still unusual that the Governor made zero line item vetoes. You have to go back to Governor Brown's first tour as Governor to find a budget that contained no line item vetoes. While the Budget and several of the implementing trailer bills were signed, there are several key areas where negotiations continue, and will not be resolved until the Legislature returns from its Summer Recess in August.

Transportation Trailer Bills: Both the Senate and Assembly adopted similar, but not identical, budget trailer bills. Both houses adjourned without concurring with either bill; ultimately, these bills were not advanced to the Governor. The following compares the contents of both bills, but the only difference between the proposals pertains to changes to the program that exempts specified vehicles from HOV lanes occupancy requirements. Regarding this difference, Alameda CTC submitted a letter to members opposing the lift on the cap for clean air vehicle stickers, per action taken at the June 13 PPLC meeting.

Governor's Transportation Proposal: Both the Senate and the Assembly rejected the Governor's transportation funding proposal. This is the funding proposal that would generate \$3.6 billion annually for transportation and transit projects. Both the Senate and Assembly felt that this is an issue that would be better addressed through the transportation special session and not the budget process.

FAST Act: The budget allows the CTC allocate up to \$120 million in state and federal funds to be used as a match for any award the state receives under the FASTLANE program. FASTLANE is a competitive federal program that can fund up to 60% of eligible projects.

Cap & Trade: The budget does not appropriate any cap & trade funds. While funding for High Speed Rail, Low Carbon Transit Operations, Transit Capital & Intercity Rail, and Sustainable Communities & Affordable Housing programs are continuously appropriated and do not require legislative approval, the funding outlook for these programs is questionable.

The biggest wrinkle facing cap & trade funds is the paltry results from the most recent auction. The May auction was expected to generate over \$500 million in auction revenue, but it only generated \$10 million. The reason for this dramatic drop is not clearly understood, but many factors likely played a part, such as a glut of credits on the market and the litigation cloud on the legality of the auction. Given

the uncertainty of future auction returns, the Legislature will wait until after the August auction, before deciding how much money will be available for an expenditure plan.

The focus now will be on the \$1.4 billion in auction revenue the state has in the bank that can be appropriated to any cap & trade program. Given that the Governor's proposed expenditure plan of \$3 billion in cap & trade revenue, this reflects a 50% reduction in available funds. Many within the Legislature want to appropriate the \$1.4 billion as soon as possible, while the Administration appears interested in using these funds to leverage support for the Governor's priorities, such as enacting legislation extending the AB 32 goals with a 2/3 vote and other priorities. In addition, the Legislature appears intent on providing more direction on how cap & trade funds are spent. The Administration's preference to use these funds as a bargaining chip and the Legislature's interest in exerting more control on these funds raises the specter that some or all of the \$1.4 billion could be appropriated through earmarks.

Local Update

Alameda CTC has taken the following actions to address transportation funding needs that the state budget and the Fixing America's Surface Transportation Act fund formula may not meet, as well as to support goods movement, support the efficiency of AC Transit service delivery, and protect the efficiency of express lanes:

- Sent a letter to the Metropolitan Transportation Commission in support of a regional gas tax measure to fund transportation in the future, after the November 2016 election and with adequate time to develop an expenditure plan.
- Participated in the Assembly Bill 1919 hearing in Sacramento on June 14, 2016 to recommend an update in the Public Utilities Code language to allow for all proceeds from the issuance of premium bonds to be used for the purposes for which the debt is incurred: to deliver projects to the public. The bill passed out of committee and will go to the Senate Floor.
- Provided comments on the draft California Sustainable Freight Action Plan that support in a joint Assembly Committee on Transportation and Select Committee on Ports informational hearing in Sacramento on June 20, 2016: "Update on the Administration's Effort to Develop an Integrated Freight Plan."
- Coordinated with partner agencies on legislative advocacy including sending a letter in support of Senate Bill 1051 that offers increased efficiency for AC Transit service delivery by allowing parking violation enforcement through video evidence. Testified in support of SB1051 at the Assembly Transportation hearing on June 20.
- Sent a letter to oppose AB 1964 and Senate Bill 838 (budget trailer bill), which propose to repeal the limit on the number of green stickers allowing free access to express lanes that can be issued for specified vehicles. Repealing

the limit could further degrade the operation of our high-occupancy vehicle lanes and impact the incentive to carpool or use public transit as a commute alternative.

Attachment B provides information on activities and issues at the federal level from Alameda CTC's federal lobbyist, CJ Lake. Alameda CTC is not recommending any positions on bills this month.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. Federal Update

Staff Contact

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy



2016 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607
510.208.7400
www.AlamedaCTC.org

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment.”

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions and overall increase transportation funding. • Support new funding sources for transportation.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

MEMORANDUM

TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake, LLC

DATE: June 20, 2016

RE: Federal Legislative Update

Introduction

The House and Senate have continued work on the FY17 appropriation process this month by acting on a series of bills in the Subcommittees, full Committees, and the floors of their respective chambers. As has been reported in prior updates, the full House was unable to act on appropriation bills until May 15 due to the absence of a formal budget resolution that would provide the overall spending allocations for each Subcommittee. Since that time has passed, the House has approved three bills with several more waiting in the queue. The Senate has also approved three bills with several more that have passed Committee and are waiting floor action. We expect both Chambers to approve one more bill each before they adjourn this Friday for the July 4 district work period.

In addition to appropriations, Congress has taken up opioid abuse prevention legislation, toxic substances reform legislation, and several Committee actions on legislation within their respective jurisdictions to include, changes to mandatory spending programs of the Department of Agriculture, ozone standard implementation reform, supplemental funding to combat the Zika virus, the disapproval of executive action on establishing new rules for fiduciaries with respect to insurance and retirement planning, and the FY17 Defense Authorization bill.

As of June 20, Congress has 13 workdays remaining before July 15, when both chambers will break before the national nominating conventions as well as the August District Work Period. Congress will not return until September 6.

Budget and Appropriations

The Senate Appropriations Committee has now approved all of its annual Appropriations bills, except for State-Foreign Operations. The House Appropriations Committee, however, has only approved eight of twelve appropriations bills. This is the first time in many years that the Senate is actually moving out in front of the House on appropriations bills.

Regardless, because there are so few work days remaining, we expect the House and Senate to return from the August recess in September and begin to focus on an FY17 Continuing

Resolution at that time that would fund most federal agencies to include Transportation at current level funding into the new fiscal year that will begin on October 1, through the November elections. Congress would then likely take up some type of FY17 omnibus spending package during a lame duck session that would occur in November and likely through December.

FY17 Senate THUD Bill

As reported previously, the full Senate passed its FY17 bill on May 19, by an overwhelming vote of 89-8. Below are some highlights from the bill:

Bill Highlights:

Transportation

The bill provides \$16.9 billion in discretionary appropriations for the Department of Transportation; \$1.7 billion below the FY2016 enacted level and \$2.5 billion below the President's request. The bill's funding levels are consistent with the increases included in the Fixing America's Surface Transportation Act (FAST) of 2015.

- **Highways** – \$44 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program, consistent with the FAST Act. The bill continues to allow state departments of transportation to repurpose old, unused earmarks for other infrastructure projects.
- **Transit** – \$12.3 billion for the Federal Transit Administration, \$575 million above FY16 enacted level. The bill provides \$9.7 billion for transit formula grants, consistent with the FAST Act. The bill does include a one-time infusion of \$199 million for positive train control installation grants to commuter and intercity passenger railroads.
 - The bill provides \$2.33 billion for Capital Investment Grants (New Starts), an increase from \$2.177 billion in FY16, and exceeds the FAST Act authorization target of \$2.302 billion.
 - There are currently four California projects with signed FFGAs. Under the Senate bill they would receive the following: Los Angeles Regional Connector (\$100 million), Los Angeles Westside Subway Ext (\$100 million), San Francisco Third Street Phase 2 (\$150 million), San Jose Berryessa Extension (\$100 million).
 - There are currently three California Proposed New Starts FFGAs. Under the Senate bill they would receive the following: Los Angeles Westside Section 2, San Diego Mid-Coast Corridor, and Santa Ana Garden Grove Streetcar (The three California projects are to share \$250 million between them (the appropriators did not allocate specific amounts to any individual California project))

- \$333 million is provided for core capacity projects, a \$283 million increase compared to FY16 enacted levels. The Senate bill does not allocate money to any specific projects.
- \$241 million for small starts projects, a reduction of \$112 million compared to FY16 enacted levels.
- \$20 million for the expedited delivery pilot program.

An amendment was accepted during full committee mark up requiring that the FTA allocate no more than \$100 million for any individual core capacity, small start or expedited project delivery project.

The Senate committee report also requires a GAO study “regarding the construction costs of transit capital projects in the United States in comparison to other developed G–20 nations, such as South Korea, Japan, Spain, France, Italy and Germany.”

- **TIGER Grants** – \$525 million for TIGER grants (also known as National Infrastructure Investments), \$25 million above the FY16 enacted level. Maximum grant size would shrink – when the TIGER program started in 2009, the maximum grant size was \$200 million. This dropped to \$100 million in FY16 and is down to just \$25 million in the Senate bill. (However, this may be just a reflection of reality – USDOT has not given out a TIGER grant in excess of \$25 million since FY 2011). In addition, the Senate bill increases the minimum set-aside for TIGER projects in rural areas from 20 percent of the total to 30 percent and also decreases the maximum amount of grants that can go to projects in any single state from 20 percent of the total awards to 10 percent.
- **FRA** -- The FAST Act made significant changes in the structure of federal passenger rail programs. The law transformed the way that federal subsidies for Amtrak are structured – instead of the traditional division of the subsidy between operating and capital, the subsidy is now split between a Northeast Corridor account and an “everything else” account (National Network).
 - The Senate appropriators did manage to allocate some funds to each of the three new FRA grant programs in the FY17 bill.
 - The Consolidated Rail Infrastructure and Safety Improvement program would receive \$50 million (the FAST Act authorized up to \$190 million). This may be intended to replace the \$50 million appropriated in 2016 for rail safety grants – the committee report says that “While the Committee is sympathetic to the need for funding for projects that improve the efficiency and reliability of passenger and freight rail transportation systems, under current budget constraints the Committee is committed to prioritizing projects that improve railroad safety.”

- The Senate bill also provides \$20 million for the Federal-State Partnership for State of Good Repair grant program. The Administration wanted 20 times that amount, and the FAST Act authorized almost ten times as much. The Senate report says, “The Committee directs FRA to take into consideration the needs of the entire national rail network when awarding funding for this program.”
- The Senate bill appropriates \$15 million for the Restoration and Enhancement grant program established by the FAST Act, but the proposed bill would also rewrite the FAST Act and refocus the program. Section 151 of the Senate bill amends the underlying FAST Act language establishing the Restoration and Enhancement Grants so as to focus the program towards operating assistance.

FY17 House THUD Bill

As reported previously, the House Appropriations Committee reported its bill out of Committee on May 24. However, the House leadership has not yet scheduled floor time for the bill. House leadership could bring up the bill the week of July 4 or 11, however this will depend on whether the House may have some free days during that time period that are not taken up by more time-sensitive items (like a potential conference report on opioid abuse or a potential FAA reauthorization extension).

Below are highlights of the FY17 House THUD Appropriations bill:

Transportation

Just like the Senate, the bill’s funding levels are consistent with the increases included in the Fixing America’s Surface Transportation Act (FAST) of 2015.

- **Highways** – \$44 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program, consistent with the FAST Act.
- **Transit** – The House bill includes \$12.5 billion for the Federal Transit Administration, an increase over the Senate’s bill that provides \$12.33 billion. The House bill provides \$9.7 billion for transit formula grants, consistent with the FAST Act. The big winner in the House bill is the Capital Investment Grant program.
 - The bill provides \$2.5 billion for Capital Investment Grants (New Starts), an increase from \$2.177 billion in FY16, and exceeds the FAST Act authorization target of \$2.302 billion, and the Senate bill’s funding level of \$2.34 billion.
 - There are currently four California projects with signed Full Funding Grant Agreements (FFGAs). Under the House bill they would receive the following: Los Angeles Regional Connector (\$100 million – same as Senate bill), Los Angeles Westside Subway Extension (\$100 million – same as Senate bill), San Francisco Third Street Phase 2 (\$150 million – same as Senate bill), San Jose Berryessa Extension (\$125 million – an increase of \$25 million from Senate bill).

- There are currently three California Proposed New Starts FFGAs. Under the House bill they would receive the following: Los Angeles Westside Section 2 (\$100 million), San Diego Mid-Coast Corridor (\$100 million), and Santa Ana Garden Grove Streetcar (\$75 million). The Senate bill simply states that the three California projects are to share \$250 million among them.
- \$333 million is provided for core capacity projects (the same as the Senate bill), a \$283 million increase compared to FY16 enacted levels. The House bill allocates money to specific projects and includes \$100 million for the Caltrain Electrification project. The Senate bill does not allocate money to any specific projects.
- The big difference between the House and Senate versions is in Small Starts. The House bill provides \$408 million; this is \$167 million more than the Senate level of \$241 million for Small Starts projects. The House bill provides funds for every project proposed by the Administration to include \$50 million for the Sacramento Street Car project.
- The House bill provides \$5 million for the Technical Assistance and Training account; this is the same as the Senate bill.
- Funds for the expedited delivery pilot program are not included in the House bill, but the Senate bill includes \$20 million for the expedited delivery pilot program.

The House bill also contains a general provision that would prohibit the execution of any new FFGAs with a federal cost share above 50 percent. This has been proposed by the House before but never enacted into law (a 60 percent maximum federal share has been imposed previously).

- **TIGER Grants** – The House Subcommittee draft currently includes \$450 million for TIGER, a significant decrease from the Senate bill’s level of \$525 million for TIGER grants (also known as National Infrastructure Investments). Recall the FY16 enacted level was \$500 million.
- **FRA** – The FAST Act made significant changes in the structure of federal passenger rail programs. The law transformed the way that federal subsidies for Amtrak are structured – instead of the traditional division of the subsidy between operating and capital, the subsidy is now split between a Northeast Corridor account and an “everything else” account (National Network).
 - Just like the Senate, the House appropriators did manage to allocate funds to each of the three new FRA grant programs in the FY17 bill.
 - The Consolidated Rail Infrastructure and Safety Improvement program would receive \$25 million in the House bill, while the Senate would provide \$50 million (the FAST Act authorized up to \$190 million).
 - The House bill provides \$25 million for the Federal-State Partnership for the State of Good Repair grant program, while the Senate bill would provide \$20 million for the Federal-State Partnership for State of Good Repair grant program. The Administration wanted 20 times that amount, and the FAST Act authorized almost ten times as much.
 - The House bill does not include any funds for the Restoration and Enhancement grant program established by the FAST Act. However, the

Senate bill appropriates \$15 million for the Restoration and Enhancement grant program established by the FAST Act, but the Senate bill would also rewrite the FAST Act and refocus the program. Section 151 of the Senate bill amends the underlying FAST Act language establishing the Restoration and Enhancement Grants so as to focus the program towards operating assistance.

As in previous years, the House bill prohibits any federal funds for California High Speed Rail (CHSR) and also prohibits the FRA from administering a grant agreement with California that has a “tapering match requirement”. As you may recall, FRA amended the CHSR grant agreement in December 2012 to allow the ARRA stimulus money to be spent first (a tapered match) in order to meet the ARRA deadline of September 30, 2017.

Amendments of Note:

Transportation HUD Ranking Member David Price (D-NC) offered an amendment that would strike 6 out of 20 legislative riders, but ultimately failed by a partisan vote of 19-28. These riders will likely be addressed when the bill goes to conference. The amendment would have struck the following 3 riders:

- Section 134 – language preempting states from setting meal and rest break laws for commercial truck drivers. The language would impact California and 21 other states and territories that guarantee meal and rest breaks. This language was first included in the House STRR Act but was ultimately removed in conference for the FAST Act. The language was also included in the House FAA bill.
- Section 132 – language addressing trucker hours of service.
- Section 192 – language prohibiting funds for California High Speed Rail.

FASTLANE

Alameda CTC applied for the Department of Transportation’s newly created FASTLANE grant program with their Ground Operations at the Port of Oakland (GoPort!) application. DOT announced on May 20, that it had received 212 applications totaling nearly \$9.8 billion for grants through the newly created FASTLANE grant program. In the first year of this program, states and localities requested more than 13 times more funding than was made available through FASTLANE.

As a reminder, CJ Lake was able to obtain letters of support on behalf of Alameda CTC’s application from Reps. Swalwell, Lee, Honda, DeSaulnier, and Garamendi. CJ Lake continues to work with Senator Boxer and Senator Feinstein’s offices to obtain additional letters of support. At the same time, we are currently working with staff to place follow up calls to the Secretary’s office to reiterate support for the project at this critical time in the process.