



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Meeting Agenda

Legislation Committee

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

*Scott Haggerty, Anne W. Halsted, Steve Kinsey,
Julie Pierce, James P. Spering*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, December 11, 2015

9:05 AM

Lawrence D. Dahms Auditorium

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's
Website: www.mtc.ca.gov

1. Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular voting members
(4).*

2. Consent Calendar

- 2a. [15-1065](#) Minutes of November 13, 2015 meeting.

Action: Committee Approval

Attachments: [2a Minutes Nov 2015.pdf](#)

3. Approval

- 3a. [15-1066](#) 2016 Final Advocacy Program

The final version of state and federal legislative priorities for 2016.

Action: Commission Approval

Presenter: Randy Rentschler

Attachments: [3a Final 2016 Advocacy Program.pdf](#)

4. Federal Legislation

- 4a. [15-1076](#) Federal Surface Transportation Reauthorization Update
- Update on the conference agreement between the House and Senate on a long-term surface transportation reauthorization bill, now titled "Fixing America's Surface Transportation (FAST) Act (H.R. 22).
- Action:** Information
- Presenter:** Randy Rentschler
- Attachments:** [4a Reauthorization Update.pdf](#)
- 4b. [15-1067](#) Tom Bulger's Report
- Report from MTC's advocate in Washington D.C.
- Action:** Information
- Presenter:** Randy Rentschler
- Attachments:** [4b Tom Bulger's DC Report Nov 2015.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be January 8, 2016, 9:05 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.810.5769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

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Oakland, CA

Legislation Details (With Text)

File #: 15-1065 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 11/12/2015 **In control:** Legislation Committee
On agenda: 12/11/2015 **Final action:**
Title: Minutes of November 13, 2015 meeting.
Sponsors:
Indexes:
Code sections:
Attachments: [2a_Minutes_Nov 2015.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of November 13, 2015 meeting.

Recommended Action:
Committee Approval

Attachments



Metropolitan Transportation Commission

101 Eighth Street,
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Meeting Minutes - Draft

Legislation Committee

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

*Scott Haggerty, Anne W. Halsted, Steve Kinsey,
Julie Pierce, James P. Spering*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacopini

Friday, November 13, 2015

9:40 AM

Lawrence D. Dahms Auditorium

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's Website: www.mtc.ca.gov

Present: 7 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Kinsey, Vice Chair Liccardo, Commissioner Pierce, and Commissioner Spering

Non-Voting Member Present: Commissioner Giacopini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Members Present: Commission Chair Cortese and Commission Vice Chair Mackenzie

Ad Hoc Non-Voting Members Present: Commissioner Bates, Commissioner Campos, Commissioner Rein Worth and Commissioner Wiener

2. Consent Calendar

Approval of the Consent Calendar

Upon the motion by Vice Chair Liccardo and second by Commissioner Halsted, the Consent Calendar was unanimously approved by the following vote:

Aye: 7 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Kinsey, Vice Chair Liccardo, Commissioner Pierce and Commissioner Spering

2a. [15-1000](#) Minutes of October 9, 2015 meeting.

Action: Committee Approval

3. Information

3a. [15-1027](#) 2015 Legislative Scorecard

Summary of outcomes on MTC priority bills and MTC 2015 Advocacy Program

Action: Information

Presenter: Rebecca Long

3b. [15-1002](#) Draft 2016 Advocacy Program

Initial ideas for state and federal legislative priorities for 2016

Action: Information

Presenter: Randy Rentschler

4. State Legislation

4a. [15-0925](#) AB x1-24 (Levine) Reconfiguration of MTC's Board

This bill would replace MTC's current 21-member board with a directly-elected board of an undetermined number of members and change MTC's name to the Bay Area Transportation Commission.

Action: Commission Approval

Presenter: Randy Rentschler

Upon the motion by Commissioner Kinsey and second by Commissioner Haggerty, an oppose psotion on AB x1-24 (Levine) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Kinsey, Vice Chair Liccardo, Commissioner Pierce and Commissioner Spering

5. Federal Legislation

5a. [15-1016](#) Overview of H.R. 3763 (Shuster): Surface Transportation Reauthorization and Reform Act

A summary and analysis of the House Transportation & Infrastructure Committee's six-year bill, including how it would affect funding for the San Francisco Bay Area.

Action: Information

Presenter: Randy Rentschler

5b. [15-1003](#) Tom Bulger's Report

Report from MTC's advocate in Washington D.C.

Action: Information

Presenter: Randy Rentschler

6. Public Comment / Other Business

Rich Hedges was called to speak

7. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be December 11, 2015, 9:40 a.m.
in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.



Metropolitan Transportation Commission

101 Eighth Street,
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Legislation Details (With Text)

File #:	15-1066	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	11/12/2015	In control:		Legislation Committee	
On agenda:	12/11/2015	Final action:			
Title:	2016 Final Advocacy Program				

The final version of state and federal legislative priorities for 2016.

Sponsors:

Indexes:

Code sections:

Attachments: [3a_Final 2016 Advocacy Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

2016 Final Advocacy Program

The final version of state and federal legislative priorities for 2016.

Presenter:

Randy Rentschler

Recommended Action:

Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a

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Memorandum

TO: Legislation Committee

DATE: December 4, 2015

FR: Executive Director

W.I. 1131

RE: Final 2016 Advocacy Program

The proposed Final Advocacy Program for 2016 is attached for your review and comment. New legislative initiatives for 2016 are shown in italic type, while modifications from the draft presented in November are underlined.

The Draft Advocacy Program has been shared with MTC's Policy Advisory Council along with key stakeholders from transportation agencies across the region through our informal Partnership Legislative Committee — which includes over 120 individuals who have signed up with MTC to receive state and federal legislative updates.

The proposed modifications to the draft shared last month are based on feedback received by commissioners, along with suggestions from other stakeholders, including staff from transit agencies, congestion management agencies, cities and other organizations.

Steve Heminger

Attachment

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METROPOLITAN
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COMMISSION

2016 DRAFT ADVOCACY PROGRAM (REVISED)

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Note: Changes from the 2015 Advocacy Program are shown in *italics*. Changes since the Draft Advocacy Program was presented in November are also underlined.

STATE		
Issue	Goal	Strategy
1. Transportation Funding	A. Secure new sources of statewide transportation funding	Continue to support efforts to establish new sources of statewide funding for transportation. Advocate that all transportation modes should benefit from increased transportation funding. <i>Based on the recommendation of MTC's Policy Advisory Council, explore the merits and potential of an oil extraction fee to fund transportation, among other purposes. California is the nation's third largest oil producing state and the only major mineral-rich state lacking any form of state extraction fee.</i>
	B. Raise the sales tax cap for local option transportation sales taxes	Support efforts by individual Bay Area counties to raise the cap on local sales taxes in order to accommodate additional transportation sales taxes. Ensure legislation to provide such an increase preserves a reasonable degree of local control over the development of the expenditure plan, subject to negotiation with the state on road maintenance issues.
	C. Authorize New Regional Bridge Toll Measure	Sponsor legislation providing authority for MTC to place on the ballot a measure allowing Bay Area voters to consider in 2018 a measure to raise tolls on state-owned bridges to fund transportation improvements in bridge corridors.
	D. FY 2015-16 State Budget	Advocate for a FY 2016-17 State Budget that focuses transportation funds on the state's most important needs, giving top priority to state of good repair and system operations. Seek opportunities to enhance the state's investment in public transportation, active transportation and highway operations/system management.

Issue	Goal	Strategy
	<p><i>E. Increase Transportation's Share of Cap & Trade Funding <u>and Revise Definition of Disadvantaged Community</u></i></p>	<p><i>In 2014, the Legislature enacted legislation to continuously appropriate 60 percent of Cap and Trade funds to various transportation-related programs. In 2015, the Legislature deferred action on appropriating the remaining 40 percent of Cap and Trade funding, leaving approximately \$735 million unappropriated for FY 2015-16. Given the state's vast transportation needs, MTC will support legislation to increase the share of Cap and Trade funds dedicated to transportation, <u>including increasing the share of funding for the Affordable Housing and Sustainable Communities Program, as well as increased funding for public transit, goods movement and other greenhouse gas emission reducing projects in line with our Climate Initiatives Program. In addition, MTC will support legislation to revise the definition of "disadvantaged communities" as it relates to Cap and Trade funding so that the definition is better aligned with the region's definition of "communities of concern," which include a much greater proportion of the region's low-income census tracts than the California Environmental Protection Agency's CalEnviroScreen definition.</u></i></p>
	<p><i>F. Authorize MTC to issue bonds backed by federal transit formula funds</i></p>	<p><i>In cooperation with Bay Area transit operators, seek legislation authorizing MTC to issue bonds backed by federal transit formula funds in order to expedite construction/delivery of priority transit capital projects, <u>such as the projects included in MTC's Transit Core Capacity Challenge Grant Program in 2013. The legislation would require concurrence from the operator whose project would be funded by bond proceeds and limit funds eligible to repay bonds to those associated with the urbanized area (s) served by the transit operator benefiting from the bond proceeds.</u></i></p>
<p><i>2. Senate Bill 375/ Plan Bay Area Implementation</i></p>	<p><i>A. Extend Regional Commuter Benefit Program</i></p>	<p><i>In partnership with the Bay Area Air Quality Management District, sponsor legislation to extend the authorization of the Regional Commuter Benefit Program, applicable to employers of 50 or more full-time Bay Area employees. As of June 2015, approximately 3,800 employers had registered with the program, of which 53 percent reported they were offering commuter benefits for the first time. An evaluation based on a randomized telephone survey of Bay Area commuters estimated that 44,400 employees switched from driving alone to an alternative commute mode as a direct result of the program, reducing vehicle miles traveled by approximately 3.2 million over the first year.</i></p>

	B. Improve <u>Roadway Safety for All Users</u> Bike and Pedestrian Safety	<i>In partnership with the <u>City and County of San Francisco</u>, San Francisco Municipal Transportation Agency, the City of San Jose and others, support legislation to help achieve Vision Zero — aimed at eliminating all traffic related fatal injuries by 2024. Support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists, and where appropriate, pursue new laws to improve safety.</i>
3. Reduce barriers to construction of new housing	Increase state <i>and/or regional</i> funding to support affordable housing	Consistent with the goal in Plan Bay Area to secure additional funding for affordable housing, continue to work with Bay Area and statewide affordable housing organizations and other interested parties to support efforts to establish a statewide <i>and/or regional</i> Affordable Housing Trust Fund through enactment of a new, dedicated statewide <i>and/or regional</i> revenue source.
4. Project Delivery	Speed up the design and construction of transportation projects	Support legislation to expedite transportation project delivery by increasing contracting and financing options, including increased flexibility in the Caltrans design review process and broad authority for the use of design-build by Caltrans and regional transportation agencies.
5. Bridge Toll Evasion	Require temporary license plates at the point of sale on new and used cars	Secure Senate passage and Governor's signature of AB 516 (Mullin), establishing a temporary license plate program applicable to new and used car dealers. The bill will mitigate for the loss of approximately \$7 million per year in uncollected toll revenue from vehicles using the region's state-owned toll bridges without license plates.

FEDERAL		
Issue	Goal	Strategy
1. Surface Transportation Authorization	A. Maintain structure of MAP 21 and restore financial stability for a multi-year surface transportation bill	Work with our partner Bay Area transportation agencies, Caltrans and other statewide and national organizations to build on the structure and performance-based framework established by MAP-21 and identify a new, permanent funding source of funding for the Highway Trust Fund.
2. Federal Appropriations	A. Maximize federal transportation appropriations for MAP-21 programs	Partner with local, regional and statewide transportation agencies as well as national associations to ensure that Congress appropriates funding in FY 2014-15 and 2015-16 consistent with amounts authorized in MAP-21.
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects	Support annual Capital Investment Grant appropriations to help implement the Regional Transit Expansion Program, Resolution 3434, consistent with the full funding grant agreements approved for the San Francisco Third Street Light Rail/Central Subway project and the BART to Berryessa extension. Seek New Starts commitments for the next generation of transit expansion projects, consistent with Plan Bay Area, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX) and BART to Silicon Valley: Phase 2. <u>Support requests for Core Capacity funding by BART for its new train control system and Caltrain for its electrification project.</u>
3. Increase Local/Regional Transportation Funding	Seek passage of the Marketplace Fairness Act in order to increase sales tax revenue available for transportation	Track and support any renewed efforts to enact the Marketplace Fairness Act (MFA), which seeks to apply state and local sales tax rates to e-commerce transactions. The MFA has the prospect of increasing funding for Bay Area transportation agencies as a result of increased revenue from county-based transportation sales taxes, the Transportation Development Act (TDA) funds — a key source of transit operating funding — and AB 1107, the permanent ½ cent sales tax for BART (applicable in Alameda, San Francisco and Contra Costa counties).
4. Pre-Tax Transportation Fringe Benefits	Preserve mode-neutrality in pre-tax transportation benefits	Continue our long-standing advocacy for parity between the pre-tax transportation fringe benefit allowed for public transit and vanpooling and that which is allowed for parking. Advocate for elimination of parking as an allowable pre-tax benefit, unless an employer also offers parking cash-out.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 15-1076 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/17/2015 **In control:** Legislation Committee
On agenda: 12/11/2015 **Final action:**
Title: Federal Surface Transportation Reauthorization Update

Update on the conference agreement between the House and Senate on a long-term surface transportation reauthorization bill, now titled "Fixing America's Surface Transportation (FAST) Act (H.R. 22).

Sponsors:

Indexes:

Code sections:

Attachments: [4a Reauthorization Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Federal Surface Transportation Reauthorization Update

Update on the conference agreement between the House and Senate on a long-term surface transportation reauthorization bill, now titled "Fixing America's Surface Transportation (FAST) Act (H.R. 22).

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a

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Memorandum

TO: Legislation Committee

DATE: December 4, 2015

FR: Executive Director

W. I. 1131

RE: Federal Surface Transportation Reauthorization Update

Negotiations between the House and Senate on a long-term surface transportation reauthorization bill bore fruit during the Thanksgiving recess —after which the conference committee released a detailed 1,301-page conference report reconciling the differences between the two bills. The revised bill, H.R. 22, now titled “Fixing America’s Surface Transportation (FAST) Act,” is a five-year program that provides modest funding increases and makes progress on a number of MTC’s federal advocacy priorities, notably:

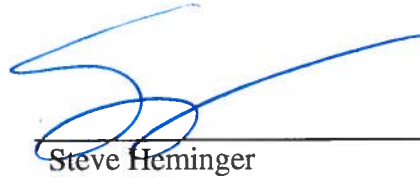
- Increasing both transit and highway formula funding
- Establishing a new federal freight program (both discretionary and formula-based)
- Increasing Surface Transportation Program suballocation to 55% by FY 2020 (by 1% per year)
- Retaining flexibility in the use of Congestion Mitigation & Air Quality Improvement Program (CMAQ) Funds

A Five-Year Bill with Modest Funding Increases

Contrary to a “split the difference” approach one might expect from a conference committee, the final spending totals in the bill are \$12.9 billion higher than the House-passed bill (the Surface Transportation Reauthorization and Reform Act) and \$681 million higher than the Senate-passed bill (Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act). Highway spending in FY 2016 would grow by \$2.1 billion (5 percent) above 2015 levels, while transit spending would grow by \$753 million (9 percent) above 2015 levels. Thereafter, both highway and transit spending grow by about 2 percent per year.

How is this funding growth paid for? Rather than adopt an increase in user fees to provide long-term financial sustainability for Highway Trust Fund (HTF), the bill transfers another \$70 billion from the General Fund to the fund to accommodate the growth in spending. By far the largest source of this cash infusion is a Federal Reserve Surplus Account that is used to provide reserve capital in the event of major bank losses. This diversion comprises \$53.3 billion of the \$70 billion, while another \$6.9 billion comes from reducing dividends paid by the Federal Reserve to its member banks. In other words, the Federal Reserve is paying for 86% of the General Fund transfers to the surface transportation bill.

Staff will provide additional details, including Bay Area funding estimates, at your meeting next week. By then, we expect Congress will have completed action on the bill.



Steve Heminger

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METROPOLITAN
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COMMISSION

Agenda Item 4a - Handout

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Memorandum

TO: Legislation Committee

DATE: December 11, 2015

FR: Executive Director

W. I. 1131

RE: Fixing America's Surface Transportation (FAST) Act

Fast Action by Congress to Sustain Federal Transportation Funding

On December 4, 2015, just a day after approval by Congress, President Obama signed H.R. 22, the FAST Act (Fixing America's Surface Transportation Act), establishing funding levels and federal policy for our nation's highways and public transit systems for fiscal years (FY) 2016 through FY 2020. The bill authorizes \$305 billion in spending over five-years, \$281 billion from the Highway Trust Fund, plus \$24 billion from the General Fund.

Relative to FY 2015, the FAST Act boosts transit funding by 10 percent in FY 2016, while highway funding is increased by 5 percent. Thereafter, the annual growth rate for both highways and transit is slightly above 2 percent. In lieu of raising the gas tax to close the gap between annual expenditures and annual revenue deposited in the Highway Trust Fund (HTF), the bill is paid for by a variety of budgetary sleights of hand that enable a transfer to the HTF of approximately \$70 billion in General Fund revenue. (Once transferred to the HTF, those funds are no longer considered General Fund revenue and are included within the \$281 billion referenced above.) The federal gas tax is a flat rate of 18.4 cents per gallon and has not been raised since 1993.

For the San Francisco Bay Area, the FAST Act will provide a welcome increase both in roadway and transit funding as is further outlined in Attachment 3 to this memo. Relative to FY 2015 funding levels, the FAST Act provides the region with approximately \$30 million more in transit formula funding in FY 2016, with the bump ramping up to \$64 million by FY 2020. With respect to highway formula funding, the FAST Act provides the region approximately \$14 million in FY 2016 over FY 2015 levels, rising to \$37 million by FY 2020.

Highway Funding

With respect to the Bay Area's share of highway formula funding, we estimate approximately \$834 million in Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding—the two sources of flexible federal highway funds that come directly to the Bay Area for decision. These funds are used for the region's One Bay Area Grant Program (OBAG), the second cycle of which was approved in November. This is about \$69 million more than anticipated over the five-year period, including \$30 million in additional CMAQ funding and \$39 million in additional STP funds. If we extrapolate the FAST Act's annual growth rate through FY 2022 (the final year of the OBAG 2 programming cycle), funding would be up by approximately \$93 million.

Transit Funding

Receiving the largest boost of any formula program is the State of Good Repair (SGR) Program (Section 5337, Federal Transit Administration (FTA) funds), increased almost 16 percent in FY 2016, plus almost 2 percent annual growth thereafter. This is good news for the Bay Area because of our tremendous transit capital replacement needs and because we receive a larger share of this program than any of the federal transit formula programs (8 percent of the nationwide amount vs. 4 percent for other programs). As shown on Attachment 3, the bill provides the region with approximately \$1 billion in 5337 SGR funds over the five-year period. This includes a \$27 million increase over FY 2015 funding levels in FY 2016, rising to a \$41 million boost by FY 2020.

With respect to Urbanized Area funding (Section 5307 FTA funds), the other major transit formula program, the FAST Act provides the Bay Area approximately \$1.1 billion over the five-year period. This includes a \$4 million increase over FY 2015 funding levels in FY 2016, rising to a \$22 million boost by FY 2020.

For a summary of the key aspects of the bill prepared by MTC staff, see Attachment 1. National, statewide and Bay Area funding estimates are shown in Attachments 2 and 3. The actual funding levels for the region will not be known until funds are apportioned each year, as the Bay Area's share of transit and highway funds changes slightly based on formula factors that vary year to year.



Steve Heminger

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MTC OVERVIEW OF FAST ACT

MAJOR FUNDING PROGRAM CHANGES

Federal Transit Administration

Capital Investment Grants

The FAST Act provides a 21 percent boost in Capital Investment Grant funding (Section 5309 FTA Funds), the major federal funding source for transit expansion projects, commonly known as New Starts. Funding is increased from \$1.9 billion in FY 2015 to \$2.3 billion per year for FY 2016 through FY 2020. It is important to note, however, that since the New Starts program is funded by the General Fund, each year's actual funding level will be determined in the annual appropriations bill.

New Starts is a high priority program for the Bay Area as it provides a key funding source for two major rail expansion projects currently under construction — BART to Silicon Valley (Phase 1 to Berryessa) and San Francisco Central Subway, both of which have Full Funding Grant Agreements from FTA. The next generation of Bay Area projects to be seeking New Starts funding are Caltrain Downtown Extension (DTX) project and BART Silicon Valley (Phase 2 to Santa Clara). In addition to these rail extensions, the region also has two Core Capacity projects that are seeking New Starts funding — BART's automated train control project as well as Caltrain electrification.

The Bay Area also has several smaller projects seeking funding under the program's "Small Starts" category for projects seeking less than \$75 million with a total construction cost below \$300 million, including San Francisco Municipal Transportation Authority's Van Ness Bus Rapid Transit (BRT) line. The FAST Act does not specify the share of funds to be used for major fixed guideway extensions, Small Starts or Core Capacity. This will be dealt with on an annual basis in each year's appropriations bill.

With respect to policy changes, the FAST Act removes all references to "policies and land use patterns that promote public transportation," a factor that has guided the FTA's scoring of projects in recognition of the strong relationship between land use and transit ridership. The bill also reduces from 80 percent to 60 percent the share that New Starts funds can comprise in the total budget for a New Fixed Guideway Project, but leaves it at 80 percent for Small Starts and Core Capacity Projects.

Bus and Bus Facilities

The FAST Act maintains the Bus and Bus Facilities (Section 5339 FTA funds) formula-based program at flat FY 2015 funding levels in FY 2016 — growing just 1.7 percent per year through the duration of the bill. Unfortunately, due to an increase in an annual set-aside for states, the funding distributed directly to operators declines so the region will see a 7 percent cut in bus formula funding in FY 2016, eventually catching up to FY 2015 funding levels by FY 2019. The bill restores a competitive Bus and Bus Facilities program that was eliminated by MAP 21, providing \$268 million per year in FY 2016, reaching \$344 million in FY 2020. Of this total, \$55 million is reserved each year for "low or no emission" vehicle purchases or related facilities and equipment, a program in which Bay Area operators should compete well.

Enhanced Mobility of Seniors & Individuals with Disabilities

The FAST Act provides \$263 million for the Enhanced Mobility of Seniors & Individuals with Disabilities formula program (Section 5310 FTA funds) in FY 2016, a modest increase over FY 2015, growing at about 2 percent per year through the duration of the bill. The bill also creates a new pilot program for "innovative coordinated access and mobility," with an emphasis on technology,

funded at \$2 million in FY 2016, reaching \$3.5 million in FY 2020 for the “transportation disadvantaged that improve the coordination of transportation services and nonemergency medical transportation services.” The region’s share of this program will grow from \$4.4 million in FY 2016 to \$4.8 million in FY 2020.

Federal Highway Administration

Surface Transportation Block Grant Program

The FAST Act changes the name of the longstanding Surface Transportation Program to the Surface Transportation Block Grant Program (STBGP). Other than repealing a report requirement that states submit to the Secretary of the Department of Transportation on their use of the funds, the STBGP will function much the same as STP. Congress responded to the calls by regional and local agencies to increase the share of funds suballocated on the basis of population by increasing it from 50 percent to 51 percent in FY 2015, growing by 1 percent each year to 55 percent by 2020).

The bill expands STBGP project eligibility to include, at the request of a state, administrative and subsidy costs related to providing a state with federal credit assistance under TIFIA (Transportation Infrastructure Finance and Innovation Act) and costs associated with the creation and operation of a public-private partnership (P3) office to assist in the design, implementation and oversight of transit or highway P3 projects. Notably, funds may be used to pay a stipend to “unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.”

California is slated to receive approximately \$4.7 billion in STBGP funds, of which the Bay Area will receive approximately \$463 million.

Transportation Alternatives Program

The FAST Act incorporated the House bill’s language with respect to the Transportation Alternatives Program (TAP), turning it into a set-aside of the Surface Transportation Block Grant Program — just as the former “Transportation Enhancements” program was a 10 percent set-aside of STP prior to MAP 21. Rather than receiving a percentage of STBGP funds, the share of TAP funds is specified in the bill at \$835 million in the bill’s first two years, rising to \$850 million for the final three years. The bill makes no eligibility changes to TAP, but allows MPOs to spend their share of TAP funds (50% are distributed on the basis of population) on any STP-eligible project. In California, TAP funds are incorporated into the state’s Active Transportation Program — limited to projects that improve bicycle and pedestrian safety and access — so this provision would not apply absent a change in state law.

California is slated to receive approximately \$349 million over the five-year period, of which the Bay Area will receive approximately \$30 million in formula funds, with the potential to receive additional TAP funds from the statewide competitive portion.

Congestion Mitigation & Air Quality

The FAST Act makes no significant changes to the CMAQ program affecting the Bay Area, a significant victory given restrictive language included in both the House and Senate-approved bills that would have required a large portion of the region’s CMAQ funds to be spent on diesel engine retrofit or replacement rather than variety of bicycle, pedestrian and transit improvements currently funded within the region’s OBAG program. In response to a coordinated lobbying effort to preserve flexibility led by MTC, this language was removed in the final conference report.

California is slated to receive approximately \$2.4 billion over the five-year period, of which the Bay Area will receive approximately \$371 million.

National Highway Freight Program

The FAST Act establishes the first ever federal highway program focused on freight, the National Highway Freight Program. Funds are distributed so that each state's share is equivalent to its share of the overall federal highway program. The bill would establish a National Highway Freight Network consisting of:

- The primary highway freight system (defined as the 41,518-mile primary freight network established pursuant to MAP 21)
- Critical rural freight corridors
- Critical urban freight corridors
- Portions of the Interstate system not designated as part of the primary highway freight system

States, including California, that have over 2 percent of the US total of mileage on the National Highway Freight Network are required to spend their annual freight funding on projects on the primary highway freight system, critical rural freight corridors, or critical urban freight corridors. Up to 10 percent of a state's total freight apportionment may be spent on intermodal or freight rail projects.

The bill requires the Administrator of the Federal Highway Administration to redesignate the Primary Highway Freight System five years after enactment of the FAST Act, and every five years thereafter. Notably, for urbanized areas with a population greater than 500,000, the MPO, in consultation with the state, may designate (at any time) a public road within its borders as a critical urban freight corridor if it meets the following criteria:

- Is located in an urbanized area
- Connects an intermodal facility to the primary highway freight system, the Interstate system or an intermodal freight facility
- Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- Is important to the movement of freight within the region, as determined by the MPO or the state.

Building on the new emphasis on performance measures in federal law, the law requires the FHWA Administrator to submit a report to Congress that describes the conditions and performance of the National Highway Freight Network within two years of enactment and biennially thereafter.

With respect to project eligibility, the bill enumerates 23 different types of projects, including, not strictly construction projects but also intelligent transportation systems (ITS) projects, railway-highway grade separation, truck parking facilities, real time traffic and multimodal transportation information systems, traffic signal optimization, ramp metering and environmental and community mitigation for freight movement.

California is slated to receive approximately \$582 million in NHFP funds over the five years.

Nationally Significant Freight and Highway Projects Program

The bill establishes a new discretionary (competitive) program for projects of national or regional significance. The goals of the program are to:

- Improve the safety, efficiency and reliability of the movement of freight and people
- Generate national or regional economic benefits and increase U.S. global competitiveness
- Reduce highway congestion and bottlenecks
- Improve connectivity between modes of freight transportation
- Enhance the resilience of critical highway infrastructure and help protect the environment
- Improve roadways vital to national energy security
- Address impact of population growth on movement of people and freight

The bill establishes a minimum grant award of \$25 million. Eligible applicants are states, MPOs serving an urbanized area with a population greater than 200,000, a unit or group of local government(s), a political subdivision of a state or local government, a special district, a port authority, a federal land management agency applying jointly with a state and a tribal government. Funding for freight rail or intermodal projects or projects to facilitate intermodal transfer or access into a freight rail, water or intermodal facility is capped at \$500 million over the 5-year lifetime of the bill.

Nationally, the program receives \$800 million FY 2016, growing to \$1 billion by FY 2020. As this is a competitive program, we cannot predict how much funding California or the Bay Area will receive. However, it seems reasonable to assume the state would receive at least 10 percent of the funds, equivalent to \$450 million over the five-year period.

OTHER PROGRAM CHANGES

Metropolitan Planning

The bill makes changes to the provisions related to a requirement added in MAP 21 that MPO boards include a representative of public transit operators to clarify that a board member may satisfy that requirement while also serving as a representative of a local jurisdiction. This is consistent with MTC's interpretation of the intent of the original statute, but in 2014, the Federal Transit Administration had issued a policy guidance suggesting that it would take a different view.

With respect to the metropolitan planning process, the bill requires consideration of resiliency and responsiveness to natural disasters, emphasizes intermodal transfer facilities, intercity bus services and facilities, public ports and tourism. The bill also authorizes an MPO to develop a congestion management plan that considers regional goals to reduce vehicle miles traveled during peak times and improve job access to low income areas. The bill clarifies that "private transportation" includes consideration of intercity bus operators and employer-based commuting programs.

Project Delivery

The FAST Act includes a separate "subtitle" focused on "Acceleration of Project Delivery," consisting of 18 individual sections. Of particular interest to California, which has its own rigorous California Environmental Quality Act (CEQA), is a new section named "Program for eliminating duplication of environmental reviews" designed to allow a state to substitute one or more state environmental laws for the National Environmental Policy Act (NEPA). The program is limited to five states. Participation in the program is at the discretion of the DOT Secretary, who has 120 days to approve or reject an application.

The general thrust of the other project delivery provisions is to require greater coordination, timely review and accountability by federal agencies responsible for reviewing environmental documents. The act includes these additional changes:

- Exempts a “common post-1945 concrete or steel bridge or culvert” from individual historic preservation review.
- Encourages the use of programmatic mitigation plans and planning documents in environmental review.
- Allows the use of an errata sheet when a minor change needs to be made to an environmental document.
- Requires the DOT Secretary to develop, within 18 months, a searchable database of projects requiring an environmental analysis or permit.
- Establishes a new “At Risk Project Preagreement Authority” option — similar to a “letter of no prejudice” for sponsors of federal highway-funded projects to begin preliminary engineering work before a project receives its official authorization to proceed. Federal reimbursement of such expenditures would therefore be at their own risk.

Public-Private Partnerships/Innovative Finance

The FAST Act reduces funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) from \$1 billion in MAP 21 to \$275 million in FY 2016, reaching \$300 million in FY 2020. The bill also broadened TIFIA flexibility to include transit-oriented development (TOD) as well as groups of projects, and lowers the cost threshold to \$10 million for intelligent transportation system, rural, and TOD projects.

The act establishes a new National Surface Transportation and Innovative Finance Bureau within the DOT to provide assistance and communicate best practices related to the use of TIFIA and public-private partnerships. The Bureau will administer the TIFIA program, the Railroad Rehabilitation and Improvement Financing Program and the new Nationally Significant Freight and Highway Projects Program.

Regional Infrastructure Demonstration Program

The bill establishes a new program to assist local governments interested in obtaining funding under TIFIA, providing \$11.7 million in grants for local entities that wish to serve as “regional infrastructure accelerators.” In evaluating applications by regional entities, the Secretary is required to consider geographic diversity, existence of a plan to evaluate and promote innovative financing methods, including TIFIA, and other methods of incorporating private capital into financing of transportation projects, and to increase transparency with respect to infrastructure project analysis.

Tolling Provisions

The bill makes a number of changes related to express lane provisions, starting with replacing all references to “state agencies” with “public authorities” in recognition that many toll roads are operated by entities other than the state. The bill retains the strict performance standard that requires facilities maintain a minimum average operating speed of 45 miles per hour during the morning or evening peak hour periods 90 percent of the time over a consecutive 180-day period, but provides a formal process for a state to seek a waiver from sanctions if such waiver is in the best interest of the traveling public and the public authority is meeting all conditions in a plan to improve performance.

In the event that a facility is failing the performance standard, the bill requires the public authority to submit a plan to the DOT Secretary within 180 days, and requires the Secretary to provide written notice within 60 days as to whether or not the plan will be approved or disapproved. Annual updates must be provided regarding steps taken to bring the facility into compliance with federal standards

until the facility is no longer considered “degraded.” The bill also adds new provision requiring that for any express lane on the Interstate System, the public authority consult with the MPO concerning the placement and amount of tolls on the facility.

Finally, the bill revises the Interstate System Reconstruction and Rehabilitation Pilot Program — established in 1998 by the Transportation Equity Act for the 21st Century (TEA 21), the only program that allows tolling of existing free lanes — to open it up to three more states by establishing a deadline by which states with provisionally approved applications must complete their environmental review and execute a toll agreement with the DOT Secretary. The program is limited to three projects on the Interstate system in three separate states, but those states with preliminary approval (Virginia, Missouri and North Carolina) have not moved forward with their projects.

Electric Vehicles

The Fast Act requires the DOT Secretary to designate national electric vehicle (EV) charging and hydrogen, propane, and natural gas fueling corridors that identify the near and long term need for and location of charging and fueling infrastructure at strategic locations along major national highways to improve the mobility of passenger and commercial vehicles using these technologies. The bill requires the DOT Secretary to solicit nominations from state and local officials, incorporate existing corridors designated by a state or group of states and consider demand for and location of existing charging and alternative fuel fueling stations and infrastructure. The bill requires the corridors to be updated at least every 5 years.

Intelligent Transportation Systems

In recognition of the important role that technology plays in addressing our transportation challenges, the FAST Act includes a separate “Innovation” title, referred to as the “Transportation for Tomorrow” act within the bill. Comprised of 28 different sections, the key highlights include:

- A new Technology and Innovation Deployment Program, funded at \$68 million per year, to accelerate the deployment of new technology and innovations and analyze Federal, State, and local cost savings, project delivery time improvements, reduced fatalities, and congestion impacts.
- A new Advanced Transportation and Congestion Management Technologies Deployment Program, funded at \$60 million per year, to provide competitive grants to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The program receives estimated to fund between 5 - 10 grants per year will be awarded to deploy a wide array of ITS and technology strategies to reduce congestion, improve safety, improve access and mobility and for other purposes
- New eligibility for installation of vehicle-to-infrastructure (V2I) communication equipment within all major highway formula programs.

Funding Authorizations Under the Conference Agreement on H.R. 22, the FAST Act

DRAFT Subject to Later Revision. Millions of Dollars of Budget Authority.

Bill Section	Program		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-year
Federal Highway Administration									
1101(a)(1)	Federal-Aid Highway Program (Formulas)	HTF CA	37,798.0	39,727.5	40,547.8	41,424.0	42,358.9	43,373.3	207,431.5
	National Highway Performance Program		21,908.2	22,332.3	22,827.9	23,262.0	23,741.4	24,235.6	116,399.1
	Surface Transportation Block Grant Program		10,077.1	11,162.6	11,424.4	11,667.8	11,876.3	12,137.0	58,268.1
	Highway Safety Improvement Program		2,192.4	2,225.6	2,275.1	2,317.8	2,359.6	2,407.4	11,585.4
	Railway-Highway Grade Crossings		220.0	225.0	230.0	235.0	240.0	245.0	1,175.0
	Congestion Mitigation & Air Quality Program		2,266.9	2,309.1	2,360.3	2,405.2	2,449.2	2,499.0	12,022.7
	Metropolitan Planning Program		313.6	329.3	336.9	343.0	350.4	358.5	1,718.1
	National Highway Freight Program		0.0	1,140.2	1,090.7	1,189.8	1,338.5	1,487.3	6,246.5
	Transportation Alternatives/STBGP Set-Aside		819.9	835.0	835.0	850.0	850.0	850.0	4,220.0
1418	SAFETEA-LU Legacy Allocated Safety Programs		0.0	3.5	3.5	3.5	3.5	3.5	17.5
1101(a)(2)	Transp. Infra. Finance & Innovation Prog.	HTF CA	1,000.0	275.0	275.0	285.0	300.0	300.0	1,435.0
1101(a)(3)(A)	Tribal Transportation Program	HTF CA	450.0	465.0	475.0	485.0	495.0	505.0	2,425.0
1101(a)(3)(B)	Federal Lands Transportation Program	HTF CA	300.0	335.0	345.0	355.0	365.0	375.0	1,775.0
	FLTP: National Park Service			268.0	276.0	284.0	292.0	300.0	1,420.0
	FLTP: Fish and Wildlife Service			30.0	30.0	30.0	30.0	30.0	150.0
	FLTP: Forest Service			15.0	16.0	17.0	18.0	19.0	85.0
1101(a)(3)(C)	Federal Lands Access Program	HTF CA	250.0	250.0	255.0	260.0	265.0	270.0	1,300.0
1101(a)(4)	Territorial and Puerto Rico Highways	HTF CA	190.0	200.0	200.0	200.0	200.0	200.0	1,000.0
1115	Puerto Rico Set-Aside		150.0	158.0	158.0	158.0	158.0	158.0	790.0
1115	Territories Set-Aside		40.0	42.0	42.0	42.0	42.0	42.0	210.0
1101(a)(5)	Nat. Signif. Freight & Highway Projects	HTF CA	0.0	800.0	850.0	900.0	950.0	1,000.0	4,500.0
1104(a)	Administrative Expenses	HTF CA	440.0	453.0	459.8	466.7	473.7	480.8	2,334.0
1110	Highway Use Tax Evasion Set-Aside		10.0	4.0	4.0	4.0	4.0	4.0	20.0
	SAFETEA-LU Legacy Allocated Safety Programs		3.0	Transferred to set-aside from FAHP formula programs above					
23USC\$140	On-the-job training		10.0	10.0	10.0	10.0	10.0	10.0	50.0
23USC\$140	DBE training		10.0	10.0	10.0	10.0	10.0	10.0	50.0
1112	Ferry Boats and Facilities	HTF CA	67.0	80.0	80.0	80.0	80.0	80.0	400.0
1123	Fed./Tribal Nat. Signif. Projects	GF Auth.	0.0	100.0	100.0	100.0	100.0	100.0	500.0
1438	Rescission Effective July 1, 2020	HTF CA	0.0	0.0	0.0	0.0	0.0	-7,569.0	-7,569.0
1441	Regional Infra. Accelerator Demo	GF Auth.	0.0	12.0	0.0	0.0	0.0	0.0	12.0
6002(a)(1)	Highway R&D Program	HTF CA	115.0	125.0	125.0	125.0	125.0	125.0	625.0
6020	Surface Transpo. Funding Alternatives Studies		0.0	15.0	20.0	20.0	20.0	20.0	95.0
6021	Future Interstate Study		0.0	5.0	0.0	0.0	0.0	0.0	5.0
6028	Performance Management Data Support		0.0	10.0	10.0	10.0	10.0	10.0	50.0
6002(a)(2)	Tech. & Innov. Deployment	HTF CA	62.5	67.0	67.5	67.5	67.5	67.5	337.0
6002(a)(3)	Training and Education	HTF CA	24.0	24.0	24.0	24.0	24.0	24.0	120.0
6002(a)(4)	Intelligent Transpo. Systems	HTF CA	100.0	100.0	100.0	100.0	100.0	100.0	500.0
6002(a)(5)	University Transpo. Centers	HTF CA	72.5	72.5	75.0	75.0	77.5	77.5	377.5
6002(a)(6)	Bureau of Transpo. Statistics	HTF CA	26.0	26.0	26.0	26.0	26.0	26.0	130.0
23 USC §125	Emergency Relief (Statutory - Not In Bill)	HTF CA	100.0	100.0	100.0	100.0	100.0	100.0	500.0
Total FHWA Contract Authority (Gross)			40,995.0	43,100.0	44,005.1	44,973.2	46,007.6	47,104.1	225,190.0
Total FHWA Contract Authority (Net)			40,995.0	43,100.0	44,005.1	44,973.2	46,007.6	39,535.1	217,621.0
Total Gross FHWA Contract Authority Subject to Limitation			40,256.0	42,361.0	43,266.1	44,234.2	45,268.6	46,365.1	221,495.0
1102(a)	Highways Obligation Limitation		40,256.0	42,361.0	43,266.1	44,234.2	45,268.6	46,365.1	221,495.0
Federal Transit Administration									
3016	Formula and Bus Grants	HTF CA	8,595.0	9,347.6	9,534.7	9,733.4	9,939.4	10,150.3	48,705.4
5338(a)(2)(A)	Planning Programs (§5305)		128.8	130.7	133.4	136.2	139.1	142.0	681.5
5338(a)(2)(B)	Metropolitan Planning (20005(b))		10.0	10.0	10.0	10.0	10.0	10.0	50.0
5338(a)(2)(C)	Urbanized Area Formula Grants (§5307)		4,458.7	4,538.9	4,629.7	4,726.9	4,827.1	4,929.5	23,652.1
5338(a)(2)(D)	Elderly/Disabled (§5310)		258.3	262.9	268.2	273.8	279.6	285.6	1,370.2
5338(a)(2)(E)	Mobility of Seniors/Disabled (3006(b))		0.0	2.0	3.0	3.3	3.5	3.5	15.3
5338(a)(2)(F)	Rural Formula Grants (§5311)		607.8	620.0	632.4	645.6	659.3	673.3	3,230.6
5338(a)(2)(G)	R&D Demo. & Deployment (§5312)		0.0	28.0	28.0	28.0	28.0	28.0	140.0
5338(a)(2)(H)	Technical Assistance/Standards (§5314)		0.0	4.0	4.0	4.0	4.0	4.0	20.0
5338(a)(2)(I)	National Transit Institute (§5322(d))		5.0	5.0	5.0	5.0	5.0	5.0	25.0
5338(a)(2)(J)	Bus Testing Facility (§5318)		3.0	3.0	3.0	3.0	3.0	3.0	15.0
5338(a)(2)(K)	National Transit Database (§5335)		3.9	4.0	4.0	4.0	4.0	4.0	20.0
5338(a)(2)(L)	State of Good Repair (§5337)		2,165.9	2,507.0	2,549.7	2,593.7	2,638.4	2,683.8	12,972.5
5338(a)(2)(M)	Bus and Bus Facility Formula (§5339(a))		427.8	427.8	436.4	445.5	455.0	464.6	2,229.2
5338(a)(2)(N)	Bus and Bus Facility Discretionary (§5339(c))		0.0	268.0	283.6	301.5	322.1	344.0	1,519.2
5338(a)(2)(O)	Fast Growth/High Density (§5340)		525.9	536.3	544.4	552.8	561.3	570.0	2,764.8
3016	R&D, Demonstration & Deployment	GF Auth.	70.0	20.0	20.0	20.0	20.0	20.0	100.0
3016	Technical Assistance and Training	GF Auth.	7.0	5.0	5.0	5.0	5.0	5.0	25.0

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Bill Section	Program		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-year
3016	Capital Investment Grants	GFAuth.	1,907.0	2,301.8	2,301.8	2,301.8	2,301.8	2,301.8	11,508.9
3016	Administration	GF Auth.	110.0	115.0	115.0	115.0	115.0	115.0	575.1
3028	Positive Train Control Grants	HTF CA	0.0	0.0	199.0	0.0	0.0	0.0	199.0
Total FTA Contract Authority			8,595.0	9,347.6	9,733.7	9,733.4	9,939.4	10,150.3	48,904.4
Total FTA General Fund Authorizations			2,094.0	2,441.8	2,441.8	2,441.8	2,441.8	2,441.8	12,209.0
3018	Obligation Limitation		8,595.0	9,347.6	9,534.7	9,733.4	9,939.4	10,150.3	48,705.4
National Highway Traffic Safety Administration (Highway Safety)									
4001(a)(1)	Highway Safety Programs (\$402)	HTF CA	235.0	243.5	252.3	261.2	270.4	279.8	1,307.2
4001(a)(2)	Highway Safety R&D (\$403)	HTF CA	113.5	137.8	140.7	143.7	146.7	149.8	718.7
4001(a)(3)	National Priority Safety Programs (\$405)	HTF CA	272.0	274.7	277.5	280.2	283.0	285.9	1,401.3
4001(a)(4)	National Driver Register (chapter 309)	HTF CA	5.0	5.2	5.2	5.3	5.4	5.5	26.6
4001(a)(5)	High-Visibility Enforcement (\$404)	HTF CA	29.0	29.3	29.5	29.9	30.2	30.5	149.4
4001(a)(6)	Administrative Expenses	HTF CA	25.5	25.8	26.1	26.3	26.6	26.8	131.7
Total NHTSA Contract Authority			680.0	716.3	731.3	746.6	762.3	778.3	3,734.9
Federal Motor Carrier Safety Administration									
5101(c)	Motor Carrier Safety Assistance Program	HTF CA		0.0	292.6	298.9	304.3	308.7	1,204.5
5101(c)	High Priority Activities	HTF CA		0.0	42.2	43.1	44.0	44.9	174.2
5101(c)	CMV Operations Grant Program	HTF CA		0.0	1.0	1.0	1.0	1.0	4.0
5101(c)	CDL Program Implementation Program	HTF CA		0.0	31.2	31.8	32.5	33.2	128.7
5103(a)	Administrative Expenses	HTF CA	259.0	267.4	277.2	283.0	284.0	288.0	1,399.6
5105(a)	Extension of Existing MCSAP	HTF CA	218.0	218.0	0.0	0.0	0.0	0.0	218.0
5105(b)	Extension of Existing Grants	HTF CA	95.0	95.0	0.0	0.0	0.0	0.0	95.0
Total FMCSA Contract Authority			572.0	580.4	644.2	657.8	665.8	675.8	3,224.0
TOTAL HIGHWAY TRUST FUND CONTRACT AUTHORITY (GROSS)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	58,708.6	281,053.3
TOTAL HIGHWAY TRUST FUND CONTRACT AUTHORITY (NET)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	51,139.6	273,484.3
TOTAL OB. LIMITS PLUS EXEMPT OBLIGATIONS			50,842.0	53,744.3	54,915.3	56,111.0	57,375.1	58,708.6	280,854.3
Pipeline and Hazardous Materials Safety Administration									
7101	Hazardous Materials Transportation	GF Auth.	42.8	53.0	55.0	57.0	58.0	60.0	283.0
7101	Emergency Preparedness Fund	EPF Auth.	23.8	23.8	23.8	23.8	23.8	23.8	118.8
7101	HazMat Training Grants	EPF Auth.	4.0	4.0	4.0	4.0	4.0	4.0	20.0
Total PHMSA Authorizations			70.5	80.8	82.8	84.8	85.8	87.8	421.8
Federal Railroad Administration									
11101(a)	Amtrak Grants - Northeast Corridor	GF Auth.		450.0	474.0	515.0	557.0	600.0	2,596.0
11101(g)	Set-Aside: NEC Commission			5.0	5.0	5.0	5.0	5.0	25.0
11101(b)	Amtrak Grants - National Network	GF Auth.		1,000.0	1,026.0	1,085.0	1,143.0	1,200.0	5,454.0
11101(f)	Set-Aside: State-Supported Route Cmte.			2.0	2.0	2.0	2.0	2.0	10.0
Subtotal, Amtrak Grants vs. FY 2015 Appropriation			1,390.0	1,450.0	1,500.0	1,600.0	1,700.0	1,800.0	8,050.0
11102	Consolidated Rail Grants (\$11301)	GF Auth.		98.0	190.0	230.0	255.0	330.0	1,103.0
11103	Good Repair Partnership Grants (\$11302)	GF Auth.		82.0	140.0	175.0	300.0	300.0	997.0
11104	Restoration/Enhancement Grants (\$11303)	GF Auth.		20.0	20.0	20.0	20.0	20.0	100.0
11105	Amtrak Inspector General	GF Auth.		20.0	20.5	21.0	21.5	22.0	105.0
Total FRA Authorizations				1,670.0	1,870.5	2,046.0	2,296.5	2,472.0	10,355.0
National Highway Traffic Safety Administration (Vehicle Safety)									
24101(a)	Vehicle Safety Activities	GF Auth.		132.7	135.5	138.4	141.3	144.2	692.1
24101(b)	Extra VSA Auth. If OIG Recs. Implemented	GF Auth.		46.3	51.5	57.3	63.0	69.8	287.9
Total NHTSA General Fund Authorizations				179.0	187.1	195.7	204.3	214.1	980.1
TOTAL U.S. DEPARTMENT OF TRANSPORTATION FUNDING AUTHORIZATIONS									
Highway Trust Fund Contract Authority (Gross)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	58,708.6	281,053.3
Rescission of Highway C.A. on July 1, 2020								-7,569.0	-7,569.0
Highway Trust Fund Contract Authority (Net)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	51,139.6	273,484.3
General Fund Authorizations Subject to Appropriation			2,136.8	4,455.8	4,654.4	4,840.5	5,100.6	5,287.9	24,339.1
Emergency Preparedness Fund Authorizations			27.8	27.8	27.8	27.8	27.8	27.8	138.8
TOTAL GROSS FUNDING AUTHORIZATIONS FOR USDOT			53,006.5	58,227.9	59,796.4	60,979.2	62,503.4	64,024.2	305,531.1

Source: Eno Center for Transportation

SUMMARY OF ESTIMATED FY 2016 - FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)
(before post-apportionment set-asides; before penalties; before sequestration)

State	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Set-aside	STBGP set-aside: Recreational Trails Program	Highway Safety Improvement Program ¹	Railway-Highway Crossings Program	CMAQ Program	Metropolitan Planning	National Freight Program	Apportioned Total
Alabama	2,376,361,706	1,097,004,461	78,896,756	8,748,935	236,195,156	24,330,066	59,168,350	15,967,692	121,553,595	4,018,226,717
Alaska	1,503,781,098	718,552,415	26,037,733	7,639,610	158,980,298	5,875,000	142,730,532	11,775,386	80,297,146	2,655,669,218
Arizona	2,147,423,362	988,132,635	78,276,298	9,674,315	221,178,085	14,232,640	269,067,379	30,388,778	116,757,939	3,875,131,431
Arkansas	1,607,942,773	745,575,898	49,066,419	7,469,845	156,208,950	20,071,508	63,867,523	8,922,553	83,012,548	2,742,138,017
California	10,032,529,736	4,680,460,102	348,533,054	28,780,945	1,017,592,522	82,135,958	2,406,968,478	259,831,965	582,360,087	19,439,192,847
Colorado	1,551,723,500	717,263,564	53,082,555	7,958,260	153,203,318	16,901,928	219,373,417	27,465,980	85,169,004	2,832,141,526
Connecticut	1,443,708,482	679,950,379	39,938,814	4,811,080	151,404,555	6,858,117	229,462,021	23,967,260	80,053,845	2,660,154,553
Delaware	496,202,821	229,975,469	14,156,949	4,528,400	48,521,072	5,875,000	60,484,623	9,253,879	26,924,907	895,923,120
Dist. of Col.	470,709,734	219,454,356	12,195,967	4,125,490	45,726,707	5,875,000	52,393,838	9,217,352	25,381,753	845,080,197
Florida	5,941,963,917	2,705,025,195	243,828,684	13,012,660	606,260,363	45,169,660	70,524,881	107,524,898	301,452,866	10,034,763,124
Georgia	3,875,854,455	1,768,517,600	161,444,393	8,700,685	382,921,031	41,978,401	352,419,474	40,348,671	206,462,334	6,838,647,044
Hawaii	500,535,140	231,913,045	13,935,211	4,802,320	48,996,506	5,875,000	53,726,281	9,082,235	26,926,286	895,792,024
Idaho	866,282,379	404,714,029	19,728,220	8,552,800	85,528,204	9,440,855	66,459,820	8,408,240	45,751,097	1,514,865,644
Illinois	4,123,876,556	1,920,627,025	140,251,892	7,626,485	397,169,878	54,903,394	571,015,544	88,612,583	225,960,873	7,530,044,230
Indiana	2,871,811,259	1,320,397,663	109,577,683	6,008,545	275,857,166	38,973,030	244,368,633	27,181,674	152,440,729	5,046,616,382
Iowa	1,526,483,408	708,028,829	46,567,136	6,874,085	139,482,074	27,867,925	58,583,584	10,300,997	78,741,326	2,602,929,364
Kansas	1,169,655,487	529,893,154	46,815,208	6,921,250	96,395,244	31,834,886	49,356,983	10,115,488	60,478,139	2,001,465,839
Kentucky	2,069,399,597	964,860,478	60,095,307	7,121,975	207,763,160	19,107,932	71,052,946	13,155,793	106,478,496	3,519,035,684
Louisiana	2,190,747,622	1,031,006,011	53,818,117	7,588,215	218,848,636	21,326,525	59,367,620	22,326,957	112,213,621	3,717,243,324
Maine	549,831,819	257,810,653	10,167,646	7,213,705	53,693,191	6,582,903	53,406,737	9,566,644	29,398,243	977,671,541
Maryland	1,720,287,778	801,532,358	56,680,701	5,618,100	176,329,080	12,252,028	278,496,367	36,012,403	95,552,765	3,182,761,580
Massachusetts	1,702,044,620	795,871,003	54,408,841	5,933,645	173,661,471	12,915,481	328,935,103	46,682,210	96,251,660	3,216,704,034
Michigan	3,086,113,481	1,410,826,586	121,535,796	14,269,775	298,166,762	40,147,155	383,836,647	53,778,384	167,704,024	5,576,378,610
Minnesota	1,962,199,235	895,343,991	73,853,714	12,080,240	183,424,213	31,686,920	167,142,445	23,745,210	104,162,389	3,453,638,357
Mississippi	1,502,678,157	694,934,335	47,833,049	6,809,620	146,668,877	18,071,378	58,188,668	8,831,084	77,530,046	2,561,545,214
Missouri	2,930,021,224	1,361,232,668	92,464,802	8,316,995	291,937,491	29,282,725	122,254,691	26,993,513	151,454,999	5,013,959,108
Montana	1,255,899,859	596,885,189	22,292,144	8,033,525	127,751,982	9,931,647	77,214,136	9,336,478	65,714,307	2,173,059,267
Nebraska	884,154,786	406,738,554	28,754,988	6,086,935	77,788,335	19,141,020	53,359,463	8,607,293	46,230,825	1,530,862,199
Nevada	1,041,993,321	490,970,097	25,364,784	6,789,750	108,350,519	5,875,000	168,924,348	17,047,817	57,884,877	1,923,200,513
New Hampshire	488,611,388	225,027,009	13,327,163	6,339,720	47,689,319	5,875,000	53,676,922	8,209,724	26,324,334	875,080,579
New Jersey	2,806,132,562	1,319,668,095	85,477,526	6,133,785	288,160,588	19,446,681	539,887,810	64,650,906	158,611,189	5,288,169,142
New Mexico	1,130,385,201	526,604,737	30,524,463	7,149,155	115,497,479	8,426,741	59,194,902	8,358,885	58,816,373	1,944,957,936
New York	4,677,462,506	2,207,697,185	135,421,899	11,022,780	480,086,376	32,650,619	950,148,294	129,690,662	265,994,763	8,890,175,084
North Carolina	3,144,133,283	1,452,032,821	112,020,820	8,067,800	310,584,885	34,099,450	265,823,391	30,207,918	166,840,945	5,523,811,313
North Dakota	753,047,236	354,251,121	16,441,719	5,659,405	62,844,994	19,710,413	54,564,460	8,719,304	39,667,849	1,314,906,501
Ohio	3,928,985,930	1,824,957,754	135,726,256	8,359,255	385,043,377	45,670,089	496,650,436	60,159,150	213,763,215	7,099,315,462
Oklahoma	1,979,115,272	913,387,352	64,578,848	8,935,415	189,178,013	27,795,502	60,969,525	13,427,750	101,609,004	3,358,996,681
Oregon	1,521,199,507	713,261,770	38,737,565	8,050,765	151,414,631	15,352,693	100,622,605	18,798,716	79,823,401	2,647,261,653
Pennsylvania	4,855,148,248	2,289,554,983	131,796,500	9,956,330	497,738,628	34,510,276	542,002,878	67,361,097	261,852,454	8,689,921,394
Rhode Island	658,302,206	312,863,154	12,014,144	4,325,170	66,293,092	5,875,000	54,097,893	9,644,009	34,882,187	1,158,296,855
South Carolina	2,086,003,038	959,077,862	75,208,107	6,056,100	206,278,685	22,412,713	67,942,582	16,357,904	107,214,664	3,546,551,655
South Dakota	854,802,691	399,820,770	21,723,862	5,685,965	81,332,795	12,377,837	63,623,418	9,177,110	45,082,063	1,493,626,511
Tennessee	2,561,993,534	1,185,914,351	86,342,787	8,203,065	255,862,973	25,004,299	192,121,822	24,964,842	135,164,833	4,475,572,506
Texas	10,405,747,969	4,796,861,080	386,229,769	19,974,110	1,045,444,157	95,314,806	853,873,808	127,107,637	551,341,597	18,281,894,933
Utah	1,056,323,551	494,290,615	25,699,346	7,809,260	107,518,924	8,284,541	67,009,421	16,828,893	55,337,562	1,839,102,113
Vermont	602,560,063	285,462,690	11,059,348	5,140,050	60,181,283	5,875,000	61,440,092	10,886,721	32,310,882	1,074,916,129
Virginia	3,045,494,695	1,410,966,389	105,090,102	7,635,805	310,093,080	23,775,236	284,843,416	39,262,078	162,484,018	5,389,644,819
Washington	2,020,299,085	946,763,254	54,926,192	9,431,350	199,880,956	21,597,324	191,656,459	38,026,024	107,873,727	3,590,454,371
West Virginia	1,343,440,590	634,976,638	29,170,897	6,555,375	136,815,682	10,465,627	74,286,181	8,840,081	70,028,323	2,314,579,394
Wisconsin	2,298,754,936	1,050,636,233	86,723,415	10,838,770	221,924,721	30,086,071	142,099,729	23,743,184	120,305,648	3,985,112,707
Wyoming	778,983,972	370,509,324	11,356,411	7,372,380	79,524,025	5,875,000	54,045,958	8,210,346	40,957,220	1,356,834,636
Apportioned Total	116,399,144,775	54,048,082,929	3,799,200,000	420,800,000	11,585,393,509	1,175,000,000	12,022,732,534	1,717,082,358	6,246,586,977	207,414,023,082

¹ Reflects \$3,500,000 takedown for safety-related programs for each fiscal year.

ESTIMATED FTA APPORTIONMENTS/ALLOCATIONS BY STATE PER YEAR

	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
State	State Total	State Total	State Total	State Total	State Total	State Total
Alabama.....	\$ 52,838,746	\$ 53,895,400	\$ 54,882,913	\$ 55,938,294	\$ 56,975,799	\$ 58,082,843
Alaska.....	\$ 44,509,181	\$ 51,625,429	\$ 52,586,431	\$ 53,606,720	\$ 54,555,033	\$ 55,609,594
American Samoa.....	\$ 825,834	\$ 830,951	\$ 838,295	\$ 846,118	\$ 854,176	\$ 862,408
Arizona.....	\$ 107,526,627	\$ 109,929,569	\$ 112,124,626	\$ 114,481,119	\$ 117,005,463	\$ 119,470,089
Arkansas.....	\$ 30,744,551	\$ 31,650,538	\$ 32,281,902	\$ 32,956,660	\$ 33,585,909	\$ 34,292,591
California.....	\$ 1,253,984,980	\$ 1,317,468,210	\$ 1,343,523,066	\$1,371,406,841	\$1,399,901,100	\$ 1,428,800,364
Colorado.....	\$ 111,531,891	\$ 114,618,713	\$ 116,920,877	\$ 119,391,655	\$ 122,239,166	\$ 124,818,533
Connecticut.....	\$ 157,663,159	\$ 166,747,877	\$ 169,453,629	\$ 172,171,163	\$ 175,543,758	\$ 178,524,502
Delaware.....	\$ 24,593,444	\$ 25,309,286	\$ 25,701,073	\$ 26,092,624	\$ 26,603,153	\$ 27,042,819
District of Columbia.....	\$ 168,198,179	\$ 199,737,485	\$ 203,238,336	\$ 206,883,698	\$ 210,465,763	\$ 214,222,831
Florida.....	\$ 360,848,078	\$ 370,830,314	\$ 378,287,718	\$ 386,278,461	\$ 393,569,020	\$ 401,881,816
Georgia.....	\$ 174,055,051	\$ 183,012,059	\$ 186,581,763	\$ 190,380,254	\$ 194,509,592	\$ 198,474,317
Guam.....	\$ 1,353,130	\$ 1,366,494	\$ 1,385,726	\$ 1,406,210	\$ 1,427,308	\$ 1,448,864
Hawaii.....	\$ 41,053,996	\$ 42,177,804	\$ 43,033,630	\$ 43,960,581	\$ 45,307,477	\$ 46,277,457
Idaho.....	\$ 23,242,376	\$ 24,198,622	\$ 24,647,159	\$ 25,127,247	\$ 25,567,579	\$ 26,069,692
Illinois.....	\$ 537,023,178	\$ 574,434,635	\$ 585,480,846	\$ 597,240,902	\$ 609,101,428	\$ 621,263,354
Indiana.....	\$ 87,621,924	\$ 89,514,098	\$ 91,340,644	\$ 93,302,797	\$ 95,799,196	\$ 97,858,794
Iowa.....	\$ 38,625,980	\$ 39,618,960	\$ 40,423,483	\$ 41,287,628	\$ 42,829,880	\$ 43,747,990
Kansas.....	\$ 34,721,200	\$ 35,647,051	\$ 36,359,895	\$ 37,123,575	\$ 38,031,055	\$ 38,833,884
Kentucky.....	\$ 51,536,663	\$ 52,622,836	\$ 53,664,547	\$ 54,781,805	\$ 55,940,231	\$ 57,109,859
Louisiana.....	\$ 59,629,607	\$ 61,355,354	\$ 62,580,348	\$ 63,890,686	\$ 65,058,832	\$ 66,425,793
Maine.....	\$ 30,348,165	\$ 32,222,947	\$ 32,840,133	\$ 33,500,527	\$ 34,314,921	\$ 35,003,493
Maryland.....	\$ 230,324,429	\$ 240,125,310	\$ 244,171,732	\$ 248,283,480	\$ 252,138,184	\$ 256,597,797
Massachusetts.....	\$ 339,311,761	\$ 359,729,860	\$ 365,677,024	\$ 371,687,458	\$ 377,572,975	\$ 384,082,886
Michigan.....	\$ 131,602,215	\$ 133,673,157	\$ 136,425,114	\$ 139,382,241	\$ 142,597,929	\$ 145,691,410
Minnesota.....	\$ 101,583,605	\$ 106,375,143	\$ 108,481,379	\$ 110,741,154	\$ 113,535,596	\$ 115,897,694
Mississippi.....	\$ 28,244,679	\$ 29,251,670	\$ 29,815,340	\$ 30,417,129	\$ 31,135,281	\$ 31,769,726
Missouri.....	\$ 94,320,943	\$ 97,989,234	\$ 99,942,315	\$ 102,028,634	\$ 104,260,944	\$ 106,439,219
Montana.....	\$ 19,129,871	\$ 20,189,160	\$ 20,547,538	\$ 20,930,711	\$ 21,513,897	\$ 21,920,038
N. Mariana Islands.....	\$ 811,990	\$ 816,885	\$ 823,922	\$ 831,416	\$ 839,135	\$ 847,021
Nebraska.....	\$ 23,591,337	\$ 24,436,766	\$ 24,902,865	\$ 25,401,365	\$ 25,867,517	\$ 26,389,450
Nevada.....	\$ 57,172,866	\$ 58,568,600	\$ 59,745,130	\$ 61,010,636	\$ 62,094,164	\$ 63,408,583
New Hampshire.....	\$ 15,671,744	\$ 16,348,701	\$ 16,655,446	\$ 16,984,448	\$ 17,279,946	\$ 17,623,298
New Jersey.....	\$ 573,263,437	\$ 600,206,411	\$ 610,554,099	\$ 621,157,490	\$ 630,788,783	\$ 642,180,359
New Mexico.....	\$ 43,810,139	\$ 45,479,144	\$ 46,375,940	\$ 47,339,618	\$ 48,338,006	\$ 49,341,315
New York.....	\$ 1,342,157,884	\$ 1,444,263,279	\$ 1,470,596,038	\$1,498,180,729	\$1,523,909,156	\$ 1,552,716,390
North Carolina.....	\$ 114,759,873	\$ 116,782,034	\$ 119,136,874	\$ 121,659,719	\$ 124,046,200	\$ 126,683,975
North Dakota.....	\$ 13,689,174	\$ 14,500,492	\$ 14,754,249	\$ 15,025,978	\$ 15,536,147	\$ 15,826,002
Ohio.....	\$ 174,852,836	\$ 179,927,728	\$ 183,526,137	\$ 187,376,240	\$ 190,956,911	\$ 194,964,160
Oklahoma.....	\$ 47,171,865	\$ 49,690,521	\$ 50,502,207	\$ 51,368,977	\$ 52,170,951	\$ 53,079,553
Oregon.....	\$ 93,960,863	\$ 98,155,574	\$ 100,089,189	\$ 102,160,155	\$ 104,230,003	\$ 106,381,040
Pennsylvania.....	\$ 387,365,825	\$ 413,084,498	\$ 420,935,822	\$ 429,280,566	\$ 438,670,071	\$ 447,340,760
Puerto Rico.....	\$ 67,260,623	\$ 68,960,340	\$ 70,403,091	\$ 71,970,086	\$ 74,078,304	\$ 75,705,729
Rhode Island.....	\$ 36,370,777	\$ 37,669,483	\$ 38,224,248	\$ 38,764,678	\$ 39,263,151	\$ 39,875,752
South Carolina.....	\$ 46,830,050	\$ 47,871,638	\$ 48,819,578	\$ 49,830,587	\$ 50,819,486	\$ 51,881,824
South Dakota.....	\$ 15,500,616	\$ 16,615,357	\$ 16,877,303	\$ 17,157,454	\$ 17,499,311	\$ 17,794,271
Tennessee.....	\$ 85,414,174	\$ 87,455,463	\$ 89,210,411	\$ 91,091,850	\$ 92,833,519	\$ 94,795,606
Texas.....	\$ 415,592,412	\$ 418,547,079	\$ 427,069,295	\$ 436,204,251	\$ 444,293,604	\$ 453,806,215
Utah.....	\$ 70,692,671	\$ 72,409,921	\$ 73,855,775	\$ 75,411,205	\$ 76,951,916	\$ 78,567,470
Vermont.....	\$ 8,370,585	\$ 8,993,579	\$ 9,149,649	\$ 9,316,920	\$ 9,830,307	\$ 10,013,037
Virgin Islands.....	\$ 1,843,783	\$ 1,858,440	\$ 1,887,738	\$ 1,919,754	\$ 1,946,186	\$ 1,979,038
Virginia.....	\$ 161,234,228	\$ 164,111,816	\$ 167,491,647	\$ 171,144,995	\$ 175,630,030	\$ 179,443,568
Washington.....	\$ 231,768,948	\$ 244,940,420	\$ 249,771,733	\$ 254,951,297	\$ 261,144,863	\$ 266,532,075
West Virginia.....	\$ 24,824,408	\$ 25,763,816	\$ 26,230,110	\$ 26,729,734	\$ 27,796,756	\$ 28,331,742
Wisconsin.....	\$ 80,216,787	\$ 82,142,223	\$ 83,785,699	\$ 85,552,786	\$ 88,028,303	\$ 89,887,719
Wyoming.....	\$ 10,937,600	\$ 11,597,917	\$ 11,808,489	\$ 12,033,228	\$ 12,253,695	\$ 12,489,441
Source: Federal Transit Administration courtesy of Eno Center for Transportation						

Preliminary Estimate of Bay Area Formula Funding from FAST Act, H.R. 22

(Dollars in millions)

**Item 4a
Attachment 3**

Highway Formula Funding

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
STP	\$ 71	\$ 85	\$ 89	\$ 93	\$ 96	\$ 100
CMAQ	\$ 72	\$ 71	\$ 73	\$ 74	\$ 76	\$ 77
Subtotal STP/CMAQ	\$ 143	\$ 156	\$ 162	\$ 167	\$ 177	\$ 179
TAP	\$ 5	\$ 6	\$ 6	\$ 6	\$ 6	\$ 6
Grand Total	\$ 148	\$ 162	\$ 168	\$ 173	\$ 183	\$ 185
Change from FY 2015	--	\$ 14	\$ 20	\$ 25	\$ 35	\$ 37

5-Year Total	Increase over OBAG (5 Year)
FY 2016-2020	
\$ 463	\$ 39
\$ 371	\$ 30
\$ 834	\$ 69
\$ 30	--
\$ 864	--
\$ 130	

Transit Formula Funding

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Urbanized Area 5307 (inc. 5340)	\$ 208	\$ 212	\$ 216	\$ 221	\$ 225	\$ 230
State of Good Repair (5337)	\$ 171	\$ 198	\$ 202	\$ 205	\$ 209	\$ 212
Bus Formula (5339)	\$ 13	\$ 12	\$ 12	\$ 13	\$ 13	\$ 13
Subtotal Transit Capital Program Funds	\$ 393	\$ 423	\$ 431	\$ 439	\$ 447	\$ 456
Seniors & Disabled (large UAs)	\$ 4	\$ 4	\$ 4	\$ 5	\$ 5	\$ 5
Non-Urbanized Area (inc. 5340)	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2
Total	\$ 399	\$ 429	\$ 437	\$ 445	\$ 454	\$ 462
Change from FY 2015	--	\$ 30	\$ 38	\$ 46	\$ 55	\$ 64

5-Year Total	Increase over Transit Capital Program (3 Year)
FY 2016-2020	
1,105	\$ 10
1,027	\$ 80
64	\$ 3
2,588	87
23	--
8	--
2,620	--
\$ 233	



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1067 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/12/2015 **In control:** Legislation Committee
On agenda: 12/11/2015 **Final action:**
Title: Tom Bulger's Report

Report from MTC's advocate in Washington D.C.

Sponsors:

Indexes:

Code sections:

Attachments: [4b Tom Bulger's DC Report Nov 2015.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Tom Bulger's Report

Report from MTC's advocate in Washington D.C.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments

GOVERNMENT RELATIONS, INC.1050 17TH STREET

SUITE 510

WASHINGTON, DC 20036

(202) 775-0079

November 2015 Monthly Report for MTC

To: Steve Heminger, Executive Director
From: Tom Bulger, President, GRI
Re: Monthly Report for November 2015
Date: November 30, 2015

This month's report is unusually short on activities and actions due to the House and Senate Conference Committee has yet to finalize the differences between the House and Senate versions of H.R.22, the DRIVE Act. Additionally, the Senate failed to move the FY 2016 Transportation – Housing Appropriations Bill H.R. 2257 after two days of debate. The measure was derailed over an amendment related to Syrian refugee policy.

House and Senate Conference Committee on H.R.22

During the week of November 19, a big announcement was predicted for November 20, 2015 on a broad outline deal on the pending surface transportation bill. That announcement did not occur and now we wait for Congress to return from the Thanksgiving break on December 1, 2015.

We have heard that the House and Senate Conferees have agreed to a five-year surface transportation bill versus the Senate's three-year funded bill and the House six-year bill.

To enact a five-year bill the Highway Trust Fund would need \$60.5 billion in General Fund support.

It is very unlikely that the House and Senate Conferees will announce an agreement on December 1 in order to avoid the current December 4, 2015 deadline for the surface transportation program. So look for another short-term extension for about a week.

Senate Abandons FY 16 USDOT Appropriations Bill

During the week of November 20, 2015, the Senate was unsuccessful in moving the FY 2016 Transportation – Housing Appropriations Bill H.R.2257. The FY 2016 spending bill can be beefed up by \$1.6 billion because of the recent budget deal that has \$50 billion additional spending authority. This bill will most likely be reconciled and included in the omnibus appropriations bill at the end of the year.

Coming and Going

Sound Transit in Seattle, Washington hired Peter Rogoff as their next CEO. Mr. Rogoff is the former Federal Transit Administration head and is currently the undersecretary for policy for the U.S. Department of Transportation. He will start in January 2016.