



MEMORANDUM

TO: Board of Directors

DATE: January 12, 2011

FROM: Celia McAdam, Executive Director

SUBJECT: FEDERAL LEGISLATIVE PROGRAM FOR 2011

ACTION REQUESTED

- 1) Adopt the Federal Legislative Program for 2011 as shown in Attachment 1.
- 2) Direct staff and federal advocates to represent these positions, including participation in the Sacramento Metropolitan Chamber of Commerce's Cap-to-Cap federal advocacy trip in May.

BACKGROUND

SAFETEA-LU Reauthorization

Federal transportation bills fund a tremendous number of transportation programs here in California and in Placer County, including Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and most all of the funding for maintaining and addressing safety on the state and federal highway system. The most recent Federal transportation bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) covered the years 2003 through 2009. Though the bill expired September 30, 2009, funding has continued via continuing resolutions by Congress.

Reauthorization is an opportunity to keep pressure on the Federal government to not only increase the stability of Federal funding, but to allow greater flexibility in its use by local entities to ensure that the money is used as effectively as possible in addressing our specific transportation needs.

Finally, eliminating unnecessary or overly time-consuming processes that increase cost, scope, and schedule of projects must be a continued focus to get the best result for the travelling public and the best use of our transportation dollars.

DISCUSSION

Staff recommends the Board adopt the policies and priorities as shown in the Federal Legislative Program for 2011, shown in Attachment 1.

Reauthorization

Good planning means knowing what the future holds. That is made difficult when the key mechanism for Federal transportation funding relies on short-term continuing resolutions to keep funds flowing since SAFETEA-LU expired more than two years ago.

SAFETEA-LU reauthorization provides an opportunity to stabilize funding, voice priorities and commitments for transportation, and streamline cumbersome and costly processes. PCTPA is not alone in recognizing these needs, and in 2009 a broad coalition of transportation interests around the State developed the California Consensus Principles for SAFETEA-LU

Reauthorization to express these priorities. Staff recommends that the reauthorization of SAFETEA-LU that includes these principles be the key to PCTPA's Federal Legislative Priorities for 2011.

Federal Earmarks

The current environment in Washington indicates that large earmarks, such as the \$71.6 million received by PCTPA in 2005 for the I-80 Bottleneck, are not likely. That said, it is likely there will be some opportunities for important regional projects with ample transportation justification of need and strong support to attract money.

Assuming the approach used in SAFETEA-LU and earlier Federal transportation bills continues, there will be at least two separate funding pots under which projects can be designated.

One source of project-specific SAFETEA-LU funding is Projects of National and Regional Significance. These are typically larger, multi-jurisdictional projects with larger dollar amounts; this was the source of the Federal funding for the I-80 Bottleneck project. Staff recommends that PCTPA join with our member agencies to sponsor a request to Senators Feinstein and Boxer, and Congressman Herger (representing Sutter County) for \$25M in Projects of National and Regional Significance funding for the Placer Parkway.

Another source is known as High Priority Projects, wherein Members of Congress each receive a dollar allocation which they can designate to transportation projects. These are typically smaller amounts of funds with more localized importance. In 2010, Congressman McClintock agreed to include \$4M for the Lincoln Bypass Phase 2 as part of his High Priority Project list in SAFETEA-LU reauthorization. Staff recommends we continue this request, so long as it does not compete with or jeopardize the Placer Parkway request above.

Finally, staff recommends the Board authorize a letter of support for an earmark request by the City of Roseville for the expansion of the Andorra rail undercrossing of Washington Blvd.

Federal Railroad Administration (FRA) Request

The Capitol Corridor Joint Powers Authority (CCJPA) continues to be well poised to take advantage of legislation that passed Congress to significantly expand rail funding. Staff recommends the Board's support for CCJPA request for FRA funding for track improvements on the Union Pacific Railroad east of Sacramento to expand passenger rail to Placer County.

Advocacy

Staff recommends these positions be forwarded to Sante Esposito of Federal Advocates to represent the agency's interests in Washington DC. Staff further recommends that the Board designate Chair Kirk Uhler to represent these positions as part of the Sacramento Metro Chamber of Commerce's annual Cap to Cap Advocacy trip in May.

The Technical Advisory Committee (TAC) has reviewed this program and expressed support, so long as the Federal earmark requests for the Lincoln Bypass and Placer Parkway are not in competition. If that were to be the case, the higher priority would be the Placer Parkway.



Federal Legislative Program for 2011

- Continue to support the California Consensus Principles for SAFETEA-LU reauthorization, including:
 - Ensuring the integrity of the Highway Trust Fund
 - Rebuilding and maintaining transportation infrastructure in a state of good repair
 - Establishing goods movement as a national economic priority
 - Enhancing mobility through congestion relief within and between metropolitan areas
 - Strengthening the federal commitment to safety and security
 - Strengthening comprehensive environmental stewardship
 - Streamlining project delivery

This would include opposing the recent change in the House rules to make the Highway Trust Fund discretionary (i.e. part of the General Fund).

- Continue to seek Federal High Priority Project funding in SAFETEA-LU reauthorization through Congressman McClintock for the Lincoln Bypass Phase 2 - \$4M
- Seek new Federal funding under Projects of National and Regional Significance in SAFETEA-LU reauthorization through Congressman Herger and Senators Feinstein and Boxer for the Placer Parkway - \$25M
- Seek new Federal rail funding through Senators Feinstein and Boxer for track improvements east of Sacramento to support expansion of Capitol Corridor Rail Service
- Support member jurisdiction efforts to obtain Federal funding for the following projects:
 - Expansion of undercrossing of Washington Blvd under the Union Pacific tracks, also known as Washington/Andorra (City of Roseville)
 - **Expansion of the undercrossing of SR 89 under the Union Pacific railroad tracks, also known as the Mousehole, for pedestrians and bicycles**