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To: Celia McAdam
From: Federal Advocates
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Surface Transportation Reauthorization

The Senate will continue to work on a process for handling proposed amendments to their two-year, \$109 billion transportation bill. A number of amendments are controversial, and some are not related to transportation.

House Republican leadership late last week announced two major revisions to its transportation bill. It is unlikely the revisions can be made and get through the legislative process in time for the full House to act on the bill this week.

The revisions:

1. Removal of the provision to eliminate dedicated funding for transit. It was becoming clear the bill could not pass with that provision, as a number of suburban Republicans and nearly every Democrat opposed the provision.
2. Reduce the length of the bill from five years; the new length is not yet announced but expected to be close to the Senate's two-year bill. That will reduce the amount of non-transportation revenue needed to fund the bill, which should appease conservatives troubled by how the five-year bill was funded.

These modifications mean the Senate and House bill become more similar. The odds for enacting a new bill improve at least slightly. But many Democrats and environmental groups remain opposed to the House bill due to its provisions on energy exploration, project streamlining, and bicycle-pedestrian funding. There are other differences that presumably could be negotiated, such as freight provisions and a program to help fund projects of national and regional significance.

To review, on April 24, 2009, the City submitted to Congressman Gallegly a request for \$30 million for improvements to the 23/101 Interchange in the reauthorization of SAFETEA-LU. The request was accompanied by letters of support from Mayor Glancy and Darren Kettle on behalf of the Ventura County Transportation Commission. Congressman Gallegly submitted the City's \$30 million request to the House Committee on Transportation and Infrastructure, emphasizing to the Committee that this is his number one priority in SAFETEA-LU reauthorization. The Interchange Project was also submitted to the Senate Environment and Public Works Committee and Senator Feinstein, per Senator Boxer's "call for projects."

To review, PCTPA is seeking Federal funding for the following in SAFETEA-LU reauthorization: under Projects of National and Regional Significance through Congressman Herger and Senators Feinstein and Boxer for the Placer Parkway, \$25M; and via High Priority Project funding through Congressman McClintock for the I-80/SR65 Interchange Improvement, \$4M. A letter of support for the Parkway project was sent to the congressional delegation on behalf of Placer County, PCTPA, Sutter County, and the Cities of Roseville, Rocklin, and Lincoln.

President's FY13 Transportation Budget

The President has proposed a \$74 billion 2013 budget for USDOT, along with a six-year surface transportation reauthorization totaling \$476 billion.

- Invests a total of \$74 billion in discretionary and mandatory budgetary resources for the Department of Transportation, an increase of 2 percent, or \$1.4 billion, above the 2012 enacted level. This includes job-creating infrastructure investments as well as savings from reductions to grant programs for larger airports.
- Jump starts job creation in 2012 with \$50 billion in immediate investments to support critical infrastructure projects, improving America's roads, bridges, transit systems, border crossings, railways, and runways.
- Proposes an urgently needed six-year, \$476 billion surface reauthorization plan to modernize the country's transportation infrastructure, and pave the way for long-term economic growth.
- Pays for these investments with the "peace dividend" from ramping down overseas military operations. Because rebuilding the Nation's transportation infrastructure is an immediate need, the Budget uses near-term savings from reduced overseas operations to support increased investments in the reauthorization proposal.
- Provides \$2.7 billion in 2013 and \$47 billion over six years to develop high-speed passenger rail corridors and improve intercity passenger rail service to significantly enhance the national rail network.
- Supports a more robust, rigorous, and data-driven pipeline safety program to ensure the highest level of safety for America's pipeline system.
- Invests over \$1 billion for 2013 in the Next Generation Air Transportation System, a revolutionary modernization of our aviation system.

- Initiates Transportation Leadership Awards, which will encourage innovation by allowing States to compete for grants to pursue critical transportation policy reforms.
- Reduces funding for airport grants by over \$900 million, focusing Federal support on smaller airports, while giving larger airports additional flexibility to raise their own resources.

Federal Grants

With the potential shift of project funding from the appropriations process (Capitol Hill) to the grant selection process (agencies), the Firm works aggressively to proactively pursue Federal discretionary and non-discretionary grant opportunities. In doing so, the Firm has created a sophisticated grant research. The Firm monitors grant announcements from all 26 Federal agencies (over 1,000 individual grant programs) and provides a nexus between a grant opportunity and a potential City project. Once a grant opportunity has been identified, the Firm utilizes a proven strategy that allows the client to engage several key Washington, D.C. contacts to support a specific grant request. In doing so, the Firm has successfully secured over \$200 million in discretionary and non-discretionary Federal agency grant funding for its clients.
