



## Federal Update

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## Team Members



**[Eve O'Toole](#)** is a senior policy advisor with Holland & Knight. Ms. O'Toole has over 20 years of experience in assisting transportation agencies and local governments navigate federal funding opportunities and crafting successful legislative strategies. Prior to joining Holland & Knight Ms. O'Toole served as senior vice president and director of the Intergovernmental Group practice of the federal relations consulting firm MARC Associates.



**[Dustin McDonald](#)** is a senior public affairs advisor with Holland & Knight. Mr. McDonald has over ten years of experience in assisting transportation operators and municipal clients maneuver their policy and funding priorities through the federal legislative process. Prior to joining Holland & Knight Mr. McDonald also served in the Intergovernmental Group practice at MARC Associates.



**[Lauri Hettinger](#)** is a senior policy advisor at Holland & Knight. Ms. Hettinger advocates for transportation entities and local governments on their infrastructure priorities. Prior to joining Holland & Knight, Ms. Hettinger served as staff director for the Senate Environment and Public Works Committee's Subcommittee on Transportation and Infrastructure. In this role, she served as the primary advisor on transportation infrastructure for the subcommittee's ranking member.

## FY 2013 Transportation Appropriations

FY 2013 transportation funding to be guided by SAFETEA-LU reauthorization.

### Senate Transportation Appropriations

- \$300 million funding increase over FY 2012
- Level funding for federal highway programs - \$39.14 billion
- \$96 million increase for mass transit programs - \$10.7 billion
- Increased funding for New Starts program by \$88 million
- Fund the TIGER grant program - \$500 million
- Fund the HSIPR grant program - \$100 million
- Fund the Sustainable Communities Initiative - \$50 million



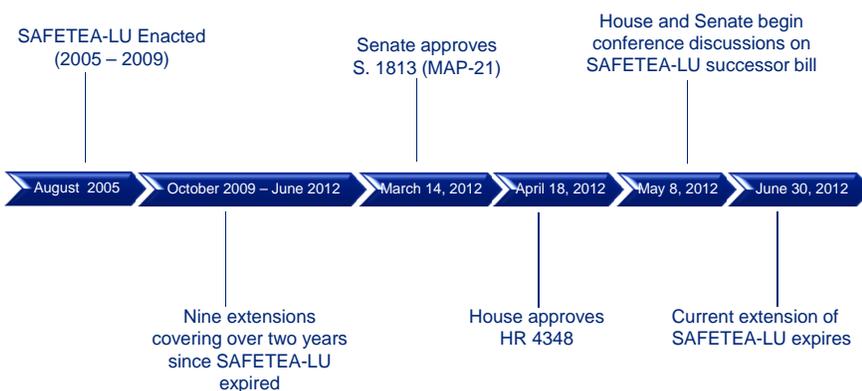
### House Transportation Appropriations

- Awaiting action
- House FY 2013 budget would cut transportation program funding by ~40%

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## SAFETEA-LU Reauthorization Timeline



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## SAFETEA-LU Reauthorization – Project Delivery

### Project Delivery

- Provisions included in House and Senate bills.
- Senate language would expand the use of innovative contracting methods, allow for early right-of-way acquisition, reduce bureaucratic hurdles for projects with no significant environmental impact and encourage early coordination between relevant agencies.
- House language would allow all states to substitute their environmental laws for NEPA if the Secretary of Transportation deems such laws to be substantially equivalent to NEPA.
  - Caltrans already participates on highway projects (CEQA for NEPA).
  - House and Senate bills would extend substitution beyond highway projects to railroad, public transportation and multimodal projects.



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## SAFETEA-LU Reauthorization – New Funding



- **Transit Oriented Development** : \$20 million
  - MAP-21 would require FTA to consider mixed use, transit-oriented development in awarding federal transit funding.
  - The bill would also create a new \$20 million grant program to provide funding to communities to assist with TOD.
- **ITS Deployment**: \$50 - \$100 million
  - MAP-21 would authorize a competitive grant program to deploy ITS technologies and strategies aimed at reducing traffic congestion.
- **Projects of National and Regional Significance**: \$1 billion
  - MAP-21 would establish a grant program for large-scale highway, transit and intermodal projects.

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## SAFETEA-LU Reauthorization – New Funding



- **Transportation Infrastructure Finance and Innovation (TIFIA)** : Funding increased

- Increased from \$122 million to \$1 billion annually



- **Railroad Rehabilitation and Improvement Financing (RRIF)** : Modified

- Would allow applicants to use future dedicated revenues as collateral to help secure a RRIF loan.
- Expands the type of projects eligible under the program to include positive train control and pre-construction activities.

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## SAFETEA-LU Reauthorization – Advocacy Strategy

- Continue collaborative advocacy efforts with state and national partners:



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## SAFETEA-LU Reauthorization – Advocacy Strategy

- **Continue discussions with conferees and congressional champions:**
  - Senator Boxer's office
  - San Mateo County Congressional Delegation
  - California Congressman Gary Miller's office
- **Work with TA on post-enactment strategy to pursue funding**
  - Local and Washington, DC meetings with DOT, MTC and County Congressional Delegation
  - Increase profile of SMCTA projects
  - Prepare to respond to new grant solicitations



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Questions?

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