

General Manager's Report April 13, 2015

GOVERNMENT AFFAIRS UPDATE

FEDERAL

The House and Senate are both in recess. Congress will return for legislative activity on April 14.

During the week of March 30th, the House and Senate each passed budget blueprints for FY16. While the two plans differ in many ways, they are identical on the base amount of appropriations that the two committees should be allocated in 2016 (the amounts are identical to those currently written into the Budget Control Act). This makes it more likely that a final 2016 budget blueprint could be adopted in a few weeks. Although both chambers of Congress are in recess right now, this week marks the start of the period during which the House and Senate Appropriations Committees can start writing their annual appropriations bills for FY16.

On March 30, Transportation Secretary Foxx unveiled a revised version of the GROW AMERICA Act, the Administration's proposal for a multi-year surface transportation bill. The new GROW AMERICA Act would authorize a funding level of \$478 billion over six years (as opposed to \$302 billion over four years authorized in the previous version). As in the previous version, the Administration recommends that highway, transit, and passenger rail programs be funded through a restructured Transportation Trust Fund. Funding for that Trust Fund would be a combination of current Highway Trust Fund revenue supplemented by a 14 percent transition tax on the approximate \$2 trillion of foreign earnings that U.S. companies have accumulated overseas ("repatriation"). The new version of GROW AMERICA authorizes \$115 billion for public transportation programs, up from the \$72 billion in the previous version. The new GROW AMERICA Act again includes increases to address the bus and rail state of good repair backlog, and would provide substantial investment in expanded transit capacity. Additionally, the bill would provide \$28.5 billion over the six years for high performance and passenger rail programs with a focus on improving the connections between key regional cities throughout the country. As in the original GROW AMERICA Act, the Administration proposes creation of two new programs, the Rapid Growth Area Transit Program, and the Fixing and Accelerating Surface Transportation (FAST) Grants. The Rapid Growth Area Transit Program initiative would fund, through a discretionary grant program, bus rapid transit projects in urbanized areas that have experienced significant population growth between the 2000 and 2010 censuses. This program would be supplemental to the existing Capital Investment Grants (New Starts) Program, which would also see a significant increase under the Administration's proposal. The FAST program is a TIGER-like program that would be administered by the Secretary of Transportation and funded at a total of \$6 billion over six years with funds derived equally from the Highway and Mass Transit Accounts of the Transportation Trust Fund and encompassing wide, multi-modal project eligibility.

On April 2, Transportation Secretary Foxx announced that \$500 million will be made available for transportation projects across the country under a seventh round of the Transportation

Investment Generating Economic Recovery (TIGER) competitive grant program. The Pre-Application deadline is 11:59 E.D.T. on May 4, 2015. The Final application deadline is 11:59 E.D.T. on June 5, 2015

STATE

Nothing to report at this time.

AD HOC STSTEM IMPROVEMENT COMMITTEE UPDATE

Regional Transit (RT) is implementing an agreement with the Sacramento Area Council of Governments (SACOG) to create a partnership to expand our capability to evaluate opportunities to implement service improvements, including;

1. The evaluation and recommendation of transit stop and station improvements. In this work, SACOG can help RT assess the advantages and disadvantages of proposals to open new light rail stations, or close existing ones.
2. Prioritization of strategic development opportunities and complementary transportation investments near transit that are likely to attract new choice riders.
3. Working together (insights and strategies) that can be shared to ensure that service improvements benefit both the choice and transit-dependent rider.

On another note, RT has entered into a contract with Doug Carter to conduct a diagnostic review of our organization. Doug has over 34 years of experience in assisting transit systems. The focus of the review is to identify opportunities for cost reduction and revenue growth. RT has solid recommendations for improvement from a recent safety and security peer review, the Ad Hoc System Improvement Committee review, and other efforts like the Triennial Performance Audits. This effort will seek cost savings and revenue growth opportunities to help implement system wide improvements prioritized by RT for the benefit of its countywide customer base. Mr. Carter began his work last week with data collection. He is in Sacramento the week of April 13th to collect more data, and to conduct a series of interviews with you and your staff. This is a great opportunity for us as we look for additional ideas to enhance and increase the cost effectiveness of our service.

Ad Hoc Committee Meeting

June 12, 2015
RT Auditorium
11:30-1:30 P.M.

September 11, 2015
RT Auditorium
11:30-1:30 P.M.

December 11, 2015
RT Auditorium
11:30-1:30 P.M.

RT CALENDAR

Regional Transit Board Meeting

April 27, 2015
RT Auditorium
6:00 P.M

May 11, 2015
RT Auditorium
6:00 P.M

June 8, 2015
RT Auditorium
6:00 P.M

Mobility Advisory Council

May 7, 2015
RT Auditorium
2:30 P.M

July 2, 2015
RT Auditorium
2:30 P.M

September 3, 2015
RT Auditorium
2:30 P.M

Quarterly Retirement Board Meeting

June 17, 2015
RT Auditorium
9:00 A.M

September 16, 2015
RT Auditorium
9:00 A.M

December 16, 2015
RT Auditorium
9:00 A.M

Paratransit Board Meeting

May 28, 2015
2501 Florin Road
6:00 P.M

June 25, 2015
2501 Florin Road
6:00 P.M