

Parsons Brinckerhoff Washington Update - January 14, 2014 - Interim Update

Late yesterday, congressional appropriators released the text of the \$1.9 trillion, government-wide FY'14 appropriations bill. The current, temporary Continuing Resolution (CR) runs out this Wednesday, January 15 at midnight. Congress is expected to pass another, very short-term, three-day CR later today. They hope the extra three days will give them enough time to quickly pass the massive FY'14 funding bill before they go out on recess next week for the Martin Luther King holiday.

The House and Senate appropriations committees have been working to pull together the omnibus bill which covers all federal agencies - both domestic and defense - ever since the two-year budget deal was agreed to in early December. The budget agreement provided some relief from the sequester cuts and set overall funding levels for both FY'14 and FY'15. Few, if any, of the details of what is in the bill emerged during the negotiations, so once again, Congress will vote on a critical bill essentially sight unseen. The House is expected to vote on the bill as early as today, with the Senate following on Wednesday or Thursday.

As you may recall, neither the House nor the Senate were able to pass their respective FY'14 US DOT funding bills because of the \$10B difference in total funding levels. However, the House and Senate DOT bills were essentially the same on funding levels for those key programs funded through the Highway Trust Fund – the highway and transit formula programs. The primary focus of the DOT funding negotiations has been on funding for discretionary programs such as Amtrak, TIGER, transit New Starts, etc.

Here is a link to the full text of the 1,528-page bill - <http://goo.gl/OSc3uU> - the US DOT provisions are on pages 1407-1480 of the bill text PDF file.

Specific program funding levels are below. In addition:

- House language (Denham amendment) prohibiting federal funds for the California high-speed rail project was dropped.
- An Administration request to move the Research & Innovative Technology (RITA) modal administration to the US DOT Office of the Secretary (OST) was included. The head of RITA will now be an Assistant Secretary rather than a modal administrator. There is a slight reduction in funding.

Program	FY 2013 Enacted Post Sequestration Level	FY 2014 House Comte Passed	FY 2014 Senate Comte Passed	Final FY 2014 Bill
Core Highway Program	\$39.7B	\$40.3B	\$40.3B	\$40.3B
Supplemental Bridge Program	\$0	\$0	\$500M	\$0
Transit Formula Programs (including Bus and Bus Facilities)	\$8.5B	\$8.6B	\$8.6B	\$8.6B

Transit Capital Grants (New Starts/Small Starts/Core Capacity))	\$1.85B	\$1.8B	\$1.94B	\$1.94B plus unused prior year funding for a total of \$2.13B
Airport Improvement Program (AIP) Grants	\$3.1B	\$3.35B	\$3.35B	\$3.35B
Amtrak – Total	\$1.5B	\$0.95B	\$1.45B	\$1.39B
TIGER Discretionary Grants	\$474M	\$0	\$550M	\$600M
Washington DC WMATA	\$142M	\$125M	\$150M	\$150M
High Speed Rail	\$0	\$0	\$100M	\$0

Information about FY'14 funding for other infrastructure-related federal programs will be sent out shortly.