

Parsons Brinckerhoff Washington Update - June 19, 2013 - Interim Report – House FY'14 THUD Appropriations Bill

This morning in a very short, non-controversial session, the House THUD Appropriations Subcommittee approved its version of the FY'14 annual US DOT funding bill. There were no amendments offered to the draft bill. The next step is for the full House Appropriations Committee to act on the bill which is tentatively scheduled for June 27. If not, the mark-up will not take place until sometime after the July 4th congressional recess.

The bill does not currently include any project earmarks, including "earmarks" for FTA New Starts projects. Earmarks, if there are any, are usually included in the Committee Report, not the bill itself. The Committee Report will be issued at some point before the full Committee acts.

The House THUD Subcommittee was forced to work under a very tight allocation prescribed by the FY'14 House Budget Resolution. The Senate has a higher funding allocation and many of the programs cut in the House bill could be restored by the Senate. However, there is significant speculation that because of the huge \$100B difference in the overall House and Senate FY'14 Budget Resolutions (which have yet to be reconciled) and the continuing pressure of sequestration, that once again Congress may be unable to pass full-year funding bills for most, if not all, federal agencies. Another Continuing Resolution (CR) which simply funds programs at their current levels is possible. As a reminder, programs funded through the Highway and Airport Trust Funds are not subject to sequestration.

The Senate is tentatively scheduled to mark-up its version of the DOT funding bill on June 25. They have not yet released a draft of their bill.

Here is a [link](#) to the full text of the House bill.

Here is a [link](#) to a summary of the bill produced by the House Appropriations Committee.

FHWA

\$40.3B for the Highway Obligation Limitation – the same level as authorized in MAP-21 - \$600M over the FY'13 level.

FTA

\$10.52B in total funding - \$400M less than FY'13 and \$200M less than the MAP-21 authorized level.

\$8.6B for the Formula program (which includes the Bus and Bus Facilities program) – the same level authorized in MAP-21.

\$1.82B for the New Starts/Small Starts/Core Capacity program – \$92M less than the MAP-21 authorized level and 2.1% below the FY'13 level.

\$125M for the DC WMATA transit system – a \$25M cut from the authorized level.

\$25M previously appropriated for the FY'12/'13 FTA Alternative Analysis (AA) program is rescinded. The program was not reauthorized in MAP-21.

No FFGA can be entered into with any New Start project that provides less than a 50% non-federal share – similar to previous House language.

FRA

\$950M for Amtrak Operating (\$350M) and Capital and Debt Service (\$600M) programs – a \$393M cut from the FY'13 level.

\$1.97M in previously appropriated funding for high-speed rail is rescinded. No new funding is provided. \$4.42M in previously appropriated funding for the Northeast Corridor Improvement Program is rescinded.

None of the funds in the bill may be used for the California High-Speed Rail project - similar to what the House proposed in last year's bill which did not become law because Congress opted to pass a CR rather than a new full-year bill.

FAA

\$3.35B for the Airport Improvement Program (AIP) construction grants – the same as the authorized level.

Other

No funding is provided for the President's \$50B infrastructure stimulus funding request –previous upfront funding requests by the Administration have also been denied by Congress.

The extremely popular TIGER program is zeroed out and \$237M of existing funds is rescinded which could impact the pending allocation of the \$473M in FY'13 funds– however if Congress opts to fund DOT under a CR in FY'14, then the current FY'13 funding level for TIGER would continue.

FTA, FHWA, and FRA Hurricane Sandy Emergency Relief (ER) funding is zeroed out.

The Administration's proposal to move RITA – the Research & Innovative Technology Administration - into the Secretary's office under a new Office of the Assistant Secretary for Research & Technology is included.