

Parsons Brinckerhoff Washington Update - June 25, 2013 - Interim Update

This morning, the Senate THUD Appropriations Subcommittee marked-up and approved its version of the FY'14 US DOT funding bill in a very short and uneventful session. The full Senate Appropriations Committee is scheduled to act on the bill this Thursday, June 27 at 10:00AM.

This follows House Subcommittee action on the FY'14 THUD bill last week. The full House Appropriations Committee will meet to consider the bill tomorrow. See below for information about individual FTA New Start/Small Start project allocations in the newly released House committee report.

It is very unusual to have both the House and Senate DOT funding bills out of full committee before the July 4th recess. However, the rapid pace so far is not necessarily an indicator of future progress. It is unclear when or if the bills will get to the floor and how they will be reconciled since they are over \$10B apart (including HUD funding).

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.

Highlights of the Senate bill include:

Fully funds the highway program at the MAP-21 authorized level of \$40.3B, as does the House bill. It also includes an extra \$500M for a new, discretionary "Bridges in Critical Corridors" program.

Fully funds the FAA's Airport Improvement Program (AIP) construction grants at the authorized level of \$3.35B, as does the House bill.

Fully funds the transit Formula program (including the Bus and Bus Facilities program) at the MAP-21 authorized level of \$8.6B, as does the House bill.

Funds the transit New Start/Small Start program at \$1.94B, higher than the proposed House level of \$1.81B. The Subcommittee bill does not include any specific New Start/Small Start/Core Capacity allocations.

Fully funds DC's WMATA transit system at the authorized level of \$150M, rather than the \$125M proposed in the House bill.

Funds Amtrak at a total of \$1.45B, a significant increase over the proposed House level of \$950M, but slightly less than the current level of \$1.5B.

Funds high-speed rail grants at \$100M, a very modest amount, but better than being zeroed out in the House bill.

Funds TIGER grants at \$550M while the House bill zeros out the program and rescinds some unobligated FY'13 funding -- current TIGER funding is \$474M.

Here is a [link](#) to a Senate Appropriations Committee press release which provides a summary of the Senate THUD bill.

The House THUD Appropriations Subcommittee has released its committee report to accompany the FY'14 THUD appropriations bill. The report includes a list of FTA New Start/Small Start projects to be funded. See the attached list reported by Transportation Weekly. The total New Start funding level proposed by the House is only \$1.816B. This amount will fund only those New Start projects with a Full

Funding Grant Agreement (FFGA), two previously funded Small Start projects and five proposed Small Starts. No Proposed New Start or Core Capacity projects are funded. The funded projects are recommended to receive the full amount requested by the Administration.