

Parsons Brinckerhoff Washington Update - June 27, 2013 - Interim Update

The U.S. Senate voted earlier today to confirm Anthony Foxx, mayor of Charlotte, North Carolina, to be US DOT Secretary replacing Secretary Ray LaHood. The vote was 100 to 0.

The full House and Senate Appropriations Committees both met this morning and approved their respective FY'14 THUD (DOT) funding bills. The House bill passed on a party-line vote of 28 to 20. The Senate vote was 21 to 8. As previously reported, the bills differ significantly in several of their program funding levels – particularly those programs not funded through the Highway Trust Fund, such as Amtrak and transit New Starts/Small Starts, as well as some very popular programs such as TIGER. Fortunately, both bills fund the highway program and the FTA Formula program (both funded through the Highway Trust Fund) at the MAP-21 authorized levels.

During the House Appropriations Committee mark-up, in addition to a Manager's amendment, two amendments were passed by voice vote. One offered by Rep. Ed Pastor (D-AZ), the THUD Subcommittee Ranking Democrat, would add \$82.6M for safety, grade crossings, and NEC planning to be funded by rescinding unobligated maglev funding. And an amendment by freshman Rep. David Valadao (R-CA) would prevent the Surface Transportation Board (STB) from approving further California high-speed rail construction on a piecemeal basis, saying that the Board can only approve permits with respect to the project in its entirety. Other than a Manager's amendment, no other amendments were offered during the Senate mark-up.

The next step for both bills is a floor vote. This will not occur until sometime after the week-long July 4<sup>th</sup> recess. However, while the bills may pass their respective bodies, it is unclear if they will ever be reconciled because of the over \$10B difference in the two bills' funding levels and the close to \$100B difference in the overall House and Senate FY'14 budget allocations for government-wide discretionary spending.

Program	FY 2013 Enacted	FY 2014 House	FY 2014 Senate
Core Highway Program	\$39.7B	\$40.3B	\$40.3B
Supplemental Bridge Program	0	0	\$0.5 B
Transit Formula Programs (including Bus and Bus Facilities)	\$8.5B	\$8.6B	\$8.6B
Transit Capital Grants (New Starts/Small Starts)	\$1.85B	\$1.8B	\$1.94B
Airport Improvement Program (AIP) Grants	\$3.1B	\$3.35B	\$3.35B
Amtrak – Total	\$1.5B	\$0.95B	\$1.45B
TIGER	\$0.474B	0	\$0.55B