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To: Celia McAdam

From: Sante and Michael Esposito

Subject: September 2012 Monthly Report

### **Next Highway Bill**

Earlier this month, Senator Barbara Boxer announced she's already working on legislation to succeed MAP-21. MAP-21 expires in about 750 days. Congress is likely to be in legislative session for only about half or less that time, and is likely to be preoccupied with a number of higher priority issues. In her announcement, Boxer said that her *"goal is to find a dependable funding source and to work in a bipartisan way to find that funding source. I really believe that the Highway Trust Fund should be funded through user fees."* That might include indexing the gas tax to inflation, but probably not a vehicle miles traveled fee, which raises privacy concerns for the California senator. Even a gas tax bump won't be enough if vehicles keep getting more and more efficient. *"We've got to figure out other ways. For example, I drive a hybrid car and I get about 50 miles to the gallon, I'm not paying my fair share at all. If I get an electric car, I won't pay anything."*

### **TIGER V**

On April 18, the Senate Appropriations Committee approved a \$53.4 billion transportation appropriations bill that includes \$500 million (with \$120 million reserved for projects in rural communities) for a Tiger V program.

While there is a good chance that this funding will be approved by the full Senate, it's not clear when that will happen. Most observers predict that it will occur in the post-election lame duck session.

The House has opposed continuation of the TIGER program but the Senate, as was the case with respect to TIGER's I-III, was able to prevail and keep the program in the 2012 appropriations process.

The proposed FY13 \$500M in the Senate bill will come as good news to many communities and public agencies that have applied for and not received a TIGER grant in the past. The first four TIGER programs received nearly 2500 applications requesting more than \$100 billion; USDOT awarded 214 projects to split the \$3.1 billion approved by Congress.

## TIFIA

DOT recently announced an additional \$17B for loans for projects through the TIFIA program, as a result of MAP-21. The USDOT news release and Notice of Funding Availability were provided with the August report.

## FY13 Transportation Appropriations Bill

This month the Congress passed a six-month Continuing Resolution (CR) to provide continued government spending from the October 1 start of the new fiscal year through March 31, 2013, thereby avoiding any fears of a government shutdown before the elections which both parties could be blamed for. It is a "clean" CR, meaning it does not include any extraneous provisions or "riders". It provides partial-year FY'13 funding based on the current FY'12 funding levels (plus an additional \$8B government-wide). Unfortunately, the funding levels in the CR do not reflect the slightly higher FY'13 levels authorized for highway and transit programs in MAP-21 although the expectation is that the final version of the FY13 Transportation Appropriations bill, when enacted, will include the MAP21 funding amounts.

On June 29, 2012, the House voted to approve the FY'13 Transportation Appropriations bill, HR 5972. Only a few transportation-related amendments were offered on the Floor and most were rejected by voice vote. Many of the amendments were offered by fiscally conservative Republicans and focused on cutting funding for various DOT programs, particularly administrative expenses for several of the US DOT modes. House action is now complete. The Senate must still pass its version of the bill.

<b>Program</b>	<b>FY'12 Enacted</b>	<b>House FY'13 Comte Passed</b>	<b>Senate FY'13 Comte Passed</b>
FHWA Ob Limit	\$39.14B	\$39.14B	\$39.14B
Transit - New Starts/SS	\$1.95B	\$1.82B	\$2.04B
Transit- Formula & Bus	\$8.36B	\$8.36B	\$8.36B
Amtrak - Capital and Debt Service	\$952M	\$1.45B includes \$500M for tunnels & bridges	\$1.05B
Amtrak - Operating	\$466M	\$350M	\$400M
High Speed Rail	\$0	\$100M	\$0
Airport Improvement Program	\$3.35B	\$3.35B	\$3.35B
TIGER Grants	\$500M	\$0	\$500M
National Infrastructure Bank	\$0	\$0	\$0

## Federal Grants

The Firm works aggressively to proactively pursue Federal discretionary and non-discretionary grant opportunities. In doing so, the Firm has created a sophisticated grant research. The Firm monitors grant announcements from all 26 Federal agencies (over 1,000 individual grant programs) and provides a nexus between a grant opportunity and a potential project. Once a grant opportunity has been identified, the Firm utilizes a proven strategy that allows the client to engage several key Washington, D.C. contacts to support a specific grant request.