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To: Celia McAdam
From: Sante and Michael Esposito
Subject: March Monthly Report

TIGER V

Note...Note...Note: included in the FY13 Continuing Resolution is \$475M for TIGER 5 (the \$500M included in the Senate version less a 5% cut). We will keep you posted regarding solicitation/guideline announcements by the U.S. DOT.

Projects of National and Regional Significance

Note....Note...Note: no funds included for projects of national and regional significance in the final FY13 CR.

MAP21 Reauthorization

To review, both the Senate Environment and Public Works Committee and the e are beginning to formulate hearings on MAP21 reauthorization. Some will be field hearing. The House Committee has announced a Task Force on Freight Movement that will explore freight issues within the context of reauthorization. Hearings are expected on the reauthorization effort this year. In anticipation of reauthorization funding opportunities, we have provided overall Federal Legislative Program for 2013 to both Committees and Congressman McClintock

FY13 Infrastructure Spending

Below is information about the final FY13 funding levels for various infrastructure programs contained in the latest CR which Congress passed on March 21 funding the Federal government from March 27 to the end of the current fiscal year:

Program	FY'12 Funding	Final FY'13 Funding
Highway Obligation Limit	\$39.14B	\$39.69B - MAP-21 authorized level
Airport Improvement Program (AIP)	\$3.35B	\$3.35B
Transit Formula and Bus	\$8.36B	\$8.47B - MAP-21 authorized level
Transit Capital Investments - New Starts	\$1.95B	\$1.95B minus 5% sequester = \$1.86B
Amtrak Capital and Debt	\$952M	\$952M minus 5% sequester = \$909.9M
Clean Water Loan Fund	\$1.47B	\$1.45B
Drinking Water Loan Fund	\$919M	\$908M

Infrastructure Investment Act

On February 26, Chairman John D. (Jay) Rockefeller IV (D-WV) and Senator Frank R. Lautenberg (D-NJ), Chairman of the Surface Transportation and Merchant Marine Infrastructure, Safety, and Security Subcommittee, introduced legislation that would leverage federal investment to rebuild and expand transportation infrastructure and create American jobs. S. 387, “*The American Infrastructure Investment Fund Act of 2013*,” would establish a \$5B fund that would incentivize private, State, and regional investments in transportation projects around the country by providing eligible products with financial assistance. Specifically the bill would:

- Establish within the Department of Transportation (DOT) a Fund designed to leverage federal dollars to incentivize private investment in transportation projects that maintain American economic competitiveness, which would be authorized at \$5 billion for fiscal years 2014 and 2015;
- Use a variety of tools, such as loans and loan guarantees, to provide financial assistance to eligible projects that would be evaluated in an objective and transparent manner to encourage private, State, regional, and local entities to make capital investments into these critical projects;
- Define eligible types of projects including rail lines, marine ports, pipelines, airports, highways, bridges, public transportation systems, and other transportation-related projects. The Fund would be designed to allow it to broaden its investment portfolio in the future into other infrastructure projects, including telecommunications, energy, and water projects; and,

- Authorize a multimodal National Infrastructure Investment Grant program within DOT at \$600 million for fiscal years 2014 and 2015, which would provide funds to build new or improve existing transportation infrastructure.

DC Visit

In mid-April, electeds and staff of the City will be visiting DC for meetings with key congressional Members and staff.

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 the specific grant request.