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

TIGER V

On April 22, the U.S. Department of Transportation announced the availability of \$473.8 million in funds to be awarded for National Infrastructure Investments (TIGER funds). These funds will be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. Key changes from previous TIGER rounds include:

1. There is no pre-application. That means you have to prepare only one application.
2. Short-term benefits of project now become part of the Primary Selection Criteria.
3. A project must be ready to go by June 30, 2014.
4. The Notice of Funding Availability (NOFA), was shortened, with key pieces of previous notices moved to separate appendices.
5. Applicants with co-applicants or project partners must now include a signature or support letter from them.

A NOFA is provided (<http://www.dot.gov/policy-initiatives/tiger/tiger-notice-funding-availability-2013>) for more information about project eligibilities, application requirements, and other important information.

DOT's TIGER webpage (<http://www.dot.gov/tiger/application-resources>) contains information on past awards, Benefit/Cost Analysis, and other application resources. Applications will be

accepted starting April 29, 2013. Final applications are due by June 3, 2013. Unlike previous years, a pre-application is not required. By law, all funds must be obligated by September 30, 2014.

MAP21 Reauthorization

To review, both the Senate Environment and Public Works Committee and the House Committee on Transportation and Infrastructure are beginning to formulate hearings on MAP21 reauthorization. Some will be field hearings. The House Committee has announced a Task Force on Freight Movement that will explore freight issues within the context of reauthorization. In anticipation of reauthorization funding opportunities, we have provided PCTPA's Federal Legislative Program for 2013 to both Committees and its congressional delegation.

FY14 President's Budget

The following are highlights from the President's transportation budget request:

1. A one-time \$50B appropriation for immediate needs. This would include \$40B for a "Fix it First" program, which the President first mentioned in his State of the Union address, targeted towards improving existing infrastructure needs, and \$10B for various competitive programs to encourage state and local innovation in infrastructure improvements.

The \$40B "Fix It First" program would include:

\$25B - critical highway infrastructure

\$9B - critical transit infrastructure (\$500M for the New Starts Core Capacity Improvement program, \$6B for State of Good Repair (SOGR) projects, \$2.5B for urban and rural transit capital programs)

\$2B - existing Amtrak passenger rail service capital investments

\$2B - Airport Improvement Program (AIP) grants

\$2B - Land Ports of Entry/cross border projects

The remaining \$10B is proposed to fund:

\$4B - TIFIA loan financing and TIGER programs

\$2B - new Transportation Leadership Awards to encourage states and regions to implement innovative strategies

\$3B - existing or new intercity passenger rail corridors - 100% federal share

\$1B - FAA NextGen modernization program (\$225M for New York area NextGen facility)

2. The creation of a "Partnership to Rebuild America" that would include \$10B to create a National Infrastructure Bank, establish new tax-credit "American Fast Forward Bonds", lift the national cap and expand eligibility for tax-exempt Private Activity Bonds (PABs) used in public-private partnerships, and change the tax treatment of foreign pension funds to attract increased infrastructure investment.

3. A proposal for a five-year \$40B rail reauthorization bill that would boost investments in high-speed and high performance (intercity passenger) rail, improve existing corridors, and strengthen the economic competitiveness of the freight rail system. Funding would be provided through a newly created Rail Account in the Transportation Trust Fund (the proposed new name for the Highway Trust Fund). First-year funding under the proposal would total \$6.7B. The current PRIIA rail authorization legislation expires on September 30, 2013. Congress has indicated that passing a rail reauthorization bill is a priority this year.

4. The creation of a "reserve fund" in FY'15 to provide for a significantly increased (potentially as much as 25%) reauthorization of MAP-21. The Administration proposes transferring \$214B of general funds to the new Transportation Trust Fund to cover shortfalls in gas tax revenue and fund the growth in highway, transit and rail programs.

5. FTA - the DOT Budget includes a list of Capital Investment Grants (New Start/Small Start/Core Capacity projects) the Administration is proposing to fund in FY'14. FTA is recommending a total of \$2.13B for FY'14 for the New Starts program, including \$1.98B in FY'14 Section 5309 (New Starts) funds as well as \$151 million in unused, prior-year funds from the Bus and Bus Discretionary Program, the Alternatives Analysis Program, and the Section 5309 Program. Recommendations include \$1.88B for 17 existing and 3 recommended Full Funding Grant Agreements (FFGAs), \$113M for 2 existing and 5 proposed Small Starts Construction Grants, and \$120M for unnamed core capacity projects. The New Starts Report (pp. 6-7) also identifies eight new projects which have been approved to advance into Project Development.

6. FAA - the Administration Budget proposes to reduce funding for the construction-related Airport Improvement Program (AIP) from the authorized level of \$3.35B down to \$2.90B by eliminating AIP funding for large Hub airports and allowing those airports to increase their Passenger Facility Charges (PFCs), if Congress approves, from the current \$4.50 up to \$8 to fund airport construction.

DC Visit

On April 16 Board Chair Sandra Calvert met with key staff of Senators Feinstein (Matt Nelson) and Boxer (Kyle Chapman) and Congressman McClintock (Chris Tudor) to discuss funding for the Placer Parkway, I-80/SR65 Interchange and the Capitol Corridor Rail Service expansion projects, and to present the Agency's Federal Legislative Program for 2013.

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.