



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a

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Memorandum

TO: Legislation Committee

DATE: September 6, 2013

FR: Executive Director

W. I.

RE: FY 2014 Federal Appropriations

A flurry of Congressional activity around the FY 2014 appropriations bills in both the House (H.R. 2610) and the Senate (S. 1243) led many observers to believe that Congress might actually enact a Transportation, Housing & Urban Development (THUD) appropriations bill this year, rather than relying on stop-gap continuing resolutions as has become the norm in recent years. Both bills would have funded federal transit and highway programs at the levels authorized in the most recently approved authorization, Moving Ahead for Progress in the 21st Century (MAP 21).

Alas, our hopes were dashed. The Senate failed to reach the 60 votes required to limit debate on the bill and take a vote. In the House, the bill was simply pulled by the House Speaker allegedly due to lack of time. Attached is the House Appropriations Chairman Hal Rogers' statement sharply criticizing the transportation bill's demise. It sums up the situation in Washington on a single page.

Key Points of Contention

There were many areas of disagreement between the bills, including funding for high-speed rail, TIGER (the multimodal competitive grant program), New Starts funding for transit capital expansion, Amtrak, bridge funding and the new Transportation Alternatives Program.

Next Steps

The federal fiscal year for 2014 begins on October 1, 2013. Given the few days Congress is in session before then, we expect a continuing resolution to be taken up in mid-September that would last between one to two months. We will keep you advised as the situation progresses and work closely with our Washington representative to advocate for MAP 21 funding levels.

Steve Heminger