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To: RAILCET
From: Ray Chambers
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Subject: Intelligence Report- Transportation Appropriations enacted

Late last night, Congress made a significant move toward getting transportation appropriations out the door and onto the President's desk. Up to this point appropriations have been stalemated which has caused Congress to pass a short-term Continuing Resolution for "CR" that sets spending at last year's levels. This CR expires this Friday, December 23. The "Omnibus Bill" was developed through bipartisan negotiations and funds programs through fiscal year 2023 at new levels. The Agreement reached last night it is expected to be approved by both the House and the Senate later this week before the CR expires. While we are all still going through details, the transportation accounts did well. The full bill text can be found [here](#).

The following is a summary of programs that fund rail projects outside the FTA programs. It was prepared by the Coalition on America's Gateways and Trade Corridors of which RAILCET is a member. I will provide a more complete analysis once the bill passes.

- Total FY23 funding for USDOT: \$106.3 billion in total budgetary resources, \$3.4 billion above FY22.
- RAISE/BUILD/TIGER grants: \$800 million for FY23, \$25 million more than appropriators provided in FY22 – as a reminder, this is additional to the \$1.5 billion provided by the Bipartisan Infrastructure Law for FY23 RAISE grants. While RAISE grants funded by the BIL may not exceed \$25 million, the maximum grant size for RAISE funding provided by the omnibus is \$45 million. At least 5 percent must go toward planning projects, which will not be subject to the minimum grant size mandated by the BIL (\$5 million for urban projects and \$1 million for rural projects). \$20 million is set aside for projects in historically disadvantaged communities or areas of persistent poverty.
- CRISI grants: \$560 million in addition to the \$1 billion made available by the BIL for FY23. Of this \$560 million, \$150 million is reserved for the development of new intercity passenger rail service routes, \$25 million for trespassing prevention projects, \$30 million for earmarked projects, \$5 million for magnetic levitation planning activities, and \$5 million for workforce development and training activities.

- PIDP grants: \$212 million in addition to the \$450 million provided by the BIL. Of the amount made available by the appropriations bill, at least \$187 million must go toward coastal seaport or Great Lakes port projects.
- Earmarks: approximately \$1.86 billion for transportation projects in Community Project Funding/Congressionally Directed Spending. The list of projects can be found [here](#). OK