

Parsons Brinckerhoff Washington Update - April 28, 2015 - Interim Update – House FY'16 DOT Appropriations

The House Appropriations Committee released its draft FY'16 DOT appropriations bill late last night. The bill will be marked up in the House THUD (DOT) Subcommittee tomorrow morning. This is an usually early start for the annual appropriations process which usually does not get underway until late June or July. This is part of a Republican effort to get back to "regular order" and try to pass all the annual federal agency funding bills before the October 1 start of the new fiscal year.

Some highlights of the bill include:

- Highway and Transit formula programs are held at the same level as in FY'15 (and the same as FY'14) – highways at \$40.2B and transit at \$8.59B –pending a new MAP-21 bill.
- Transit Capital Investment Grants (New Starts/Small Starts/Core Capacity) are funded at \$1.92B, a 9.4% cut from the \$2.12B in FY'15. The bill provides requested funding levels for all current "Full Funding Grant Agreement" (FFGA) transit projects, and an additional \$250M for projects that will enter a FFGA by the end of FY'16. Also included is \$40M for core capacity projects, and full funding for all state and local "Small Starts" projects that will begin in FY'16. The bill caps the federal share of new FFGAs at 50%.
- TIGER is funded at \$100M, down from \$500M in FY'15. As in FY'15, no funding is available for planning projects.
- The Airport Improvement Program (AIP) is funded at \$3.35B, the same as FY'15.
- Amtrak Operating Grants are funded at \$289M, up from the \$250M in FY'15.
- Amtrak Capital and Debt Service Grants are funded at \$850M, a 25% decrease from the \$1.14B in FY'15.
- No funding is provided for high-speed rail.
- DC WMATA is funded at \$75M, down from the usual \$150M.

Here is link to the text of House THUD bill - <http://appropriations.house.gov/uploadedfiles/bills-114hr-sc-ap-fy2016-transhud-subcommitteedraft.pdf>

Here is a link to the House THUD Subcommittee press release: <http://appropriations.house.gov/news/documentsingle.aspx?DocumentID=394177>

The Senate has not yet introduced its version of the FY'16 THUD bill. In past years, the Senate (at least while under Democratic control) has frequently restored some or all of the funding for the TIGER, transit CIG, and Amtrak programs.

| Program | Final FY'14 Funding Level | Final FY'15 Funding Level | House THUD Proposed FY'16 Funding |
|---|---------------------------|---------------------------|-----------------------------------|
| Core Highway Program – Obligation Limit | \$40.25B | \$40.25B | \$40.25B |

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| Transit Formula – including Bus and Bus Facilities | \$8.6B | \$8.6B | \$8.6B |
| Transit Capital Improvement Grants (New Starts/Small Starts/Core Capacity) | \$1.94B plus unused prior year funding = \$2.13B total | \$2.12B | \$1.921B |
| Airport Improvement (AIP) Grants | \$3.35B | \$3.35B | \$3.35B |
| TIGER Discretionary Grants | \$600M | \$500M | \$100M |
| Amtrak Total | \$1.39B | \$1.39B | \$1.13B |
| High Speed Rail | \$0 | \$0 | \$0 |