

TITLE V

INVESTING IN AMERICAN SECURITY, GROWTH, AND
OPPORTUNITY

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

NATIONAL INFRASTRUCTURE INVESTMENTS

The recommendation includes an additional \$250,000,000 for National Infrastructure Investments, more popularly known as the TIGER program, for a total of \$750,000,000 in fiscal year 2016. This total funding level is \$500,000,000 less than the budget request; however, the President's budget assumed that the program would receive mandatory funding through a comprehensive reauthorization bill. The total funding level is also \$250,000,000 more than the fiscal year 2015 enacted level.

TIGER grants allow communities to make transformative investments in their surface transportation infrastructure, which creates jobs, generates economic development, and improves safety. The TIGER program provides an important alternative resource for States and local governments as funding for most transportation programs remains flat under budget constraints and the solvency of the Highway Trust Fund faces uncertainty on a regular basis. In the six rounds of TIGER funding to date, the Department of Transportation received more than 6,000 applications from all 50 States and the District of Columbia. These applicants requested over \$124,000,000,000, more than 30 times the amount of available funding. The recommended level of funding will help the Department of Transportation meet more of this demand for multi-modal capital projects that are difficult to fund under traditional DOT programs. Based on the average size of TIGER grants, an additional \$250,000,000 in TIGER grants will help up to 20 additional communities across the country make the necessary transportation investments to remain competitive in the global economy.

FEDERAL AVIATION ADMINISTRATION

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

The recommendation includes an additional \$255,000,000 for the Federal Aviation Administration's [FAA] facilities and equipment, for a total of \$2,855,000,000 in fiscal year 2016. This total funding level is equal to the budget request and \$255,000,000 more than the fiscal year 2015 enacted level.

The funding provided under this recommendation will allow the FAA to invest in its effort to modernize our Nation's air traffic control system ("NextGen") while performing needed maintenance on its facilities and equipment. The agency's backlog of maintenance needs has grown to a total of \$5,000,000,000, and deferred maintenance increases the risk of breakdowns in the air traffic control system.

FEDERAL RAILROAD ADMINISTRATION
RAILROAD SAFETY GRANTS

The recommendation includes an additional \$50,000,000 for railroad safety grants, of which \$25,000,000 is for railroad technology grants as authorized by 49 U.S.C. 20158; and, \$25,000,000 is for railroad grade crossing safety grants as authorized by 49 U.S.C. 22501. This total doubles the amount of safety grants in the underlying subcommittee bill, but is still \$725,000,000 less than the budget request. These funds will support implementation of positive train control and other safety technology systems, as well as rail grade crossing separation projects. Grade crossing accidents are the second leading cause of fatalities on our Nation's railroads.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD
PASSENGER CORPORATION

This recommendation includes an additional \$610,000,000 for capital grants to the National Railroad Passenger Corporation (Amtrak), of which \$555,000,000 is for state-of-good repair maintenance and infrastructure improvements identified in the Northeast Corridor [NEC] Infrastructure and Operations Advisory Commission's 5-year capital plan. This amount is \$450,000,000 less than the President's budget request and \$610,000,000 more than the fiscal year 2015 enacted level. These additional resources will allow FRA and Amtrak to meet the investment commitments under the Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy Agreement as mandated by section 212 of the Passenger Rail Investment Act of 2009 (Public Law 110-432).

The NEC serves more than 17 million passengers and 22,000 freight trains every year on century old infrastructure with key electrical and signal systems that date to the 1930s. This level of funding will help address the NEC's \$21,000,000,000 state-of-good repair backlog. Without investment in NEC maintenance and capital projects, Amtrak services and safety will be compromised.

FEDERAL TRANSIT ADMINISTRATION
CAPITAL INVESTMENT GRANTS

The recommendation includes an additional \$1,310,000,000 for the Federal Transit Administration's Capital Investment Grants program, for a total of \$2,895,000,000 in fiscal year 2016. This total funding level is \$355,000,000 less than the budget request; however, the President's budget assumed that the program would receive mandatory funding through a comprehensive reauthorization bill. The total funding level is also \$775,000,000 more than the fiscal year 2015 enacted level.

The recommendation includes \$1,250,000,000 to fully fund existing grant agreements in fiscal year 2016; \$792,000,000 to fully fund the President's request level for New Starts projects that are recommended for grant agreements; \$351,000,000 to fully fund the President's request level for Core Capacity projects; \$353,000,000 to fully fund the President's request level for Small Starts projects that are recommended for grant agreements; \$5,000,000 for a pilot program of expedited project delivery as authorized under section

20008(b) of MAP-21; and \$44,000,000 for oversight activities. The recommendation also includes \$100,000,000 for projects that will be ready for full funding grant agreements in fiscal year 2016, but had not yet been rated when the President's budget request was released.

The following table compares funding levels under the recommendation with the President's budget request:

| Project | Location | Fiscal year | |
|---|--------------------------|----------------------|----------------------|
| | | 2016 estimate | 2016 recommendation |
| Existing New Starts Full Funding Grant Agreements: | | | |
| Regional Connector Transit Corridor | Los Angeles, CA | \$115,000,000 | \$100,000,000 |
| Westside Subway Extension—Section 1 | Los Angeles, CA | 115,000,000 | 100,000,000 |
| Third Street Light Rail—Central Subway Project. | San Francisco, CA | 165,000,000 | 150,000,000 |
| Silicon Valley Berryessa Extension. | San Jose, CA | 165,000,000 | 150,000,000 |
| RTD Eagle, Denver | Denver, CO | 165,000,000 | 150,000,000 |
| High Capacity Transit Corridor | Honolulu, HI | 265,000,000 | 250,000,000 |
| Cambridge to Medford, Green Line Extension ... | Boston Area, MA | 165,000,000 | 150,000,000 |
| Charlotte, Blue Line Extension—Northeast Corridor. | Charlotte, NC | 115,000,000 | 100,000,000 |
| Portland—Milwaukie LRT | Portland, OR | 115,000,000 | 100,000,000 |
| Total, existing New Starts ¹ | | 1,385,000,000 | 1,250,000,000 |
| New Starts Projects Recommended for Funding Grant Agreements: | | | |
| Westside Section 2 | Los Angeles, CA | 100,000,000 | 100,000,000 |
| Mid-Coast Corridor | San Diego, CA | 150,000,000 | 150,000,000 |
| Southeast Extension | Denver, CO | 92,000,000 | 92,000,000 |
| Red Line | Baltimore, MD | 100,000,000 | 100,000,000 |
| Maryland National Capital Purple Line | Washington DC Area | 100,000,000 | 100,000,000 |
| Southwest LRT | Minneapolis, MN | 150,000,000 | 150,000,000 |
| TEX Rail | Fort Worth, TX | 100,000,000 | 100,000,000 |
| Total, recommended New Starts | | 792,000,000 | 792,000,000 |
| Core Capacity (projects listed for illustrative purposes): | | | |
| Red and Purple Line Modernization Project | Chicago, IL | | |
| Canarsie Line Power Improvements | New York, NY | | |
| DART Platform Extension | Dallas, TX | | |
| Total, core capacity | | 351,000,000 | 351,000,000 |
| Small Starts Projects Recommended for Small Starts Grant Agreements: | | | |
| FAX Blackstone/Kings Canyon BRT | Fresno, CA | 11,000,000 | 11,000,000 |
| Van Ness Avenue BRT | San Francisco, CA | 30,000,000 | 30,000,000 |
| San Rafael to Larkspur Regional Connector | San Rafael, CA | 20,000,000 | 20,000,000 |
| CityLYNX Gold Line Phase 2 | Charlotte, NC | 75,000,000 | 75,000,000 |
| 4th Street/Prater Way Corridor | Reno, NV | 6,000,000 | 6,000,000 |
| Cleveland Avenue BRT | Columbus, OH | 38,000,000 | 38,000,000 |
| Montana Corridor BRT | El Paso, TX | 27,000,000 | 27,000,000 |
| Provo Orem BRT | Provo, UT | 71,000,000 | 71,000,000 |
| Tacoma Link Light Rail Expansion | Tacoma, WA | 75,000,000 | 75,000,000 |
| Total, small starts | | 353,000,000 | 353,000,000 |
| Accelerated Project Delivery and Development: | | | |
| Existing projects ready for grant agreements but not rated before the budget request. | | 120,000,000 | 100,000,000 |

| Project | Location | Fiscal year | |
|--|----------|---------------|---------------------|
| | | 2016 estimate | 2016 recommendation |
| New program requested for accelerated project development. | | 200,000,000 | |
| Total, accelerated projects | | 320,000,000 | 100,000,000 |
| Pilot Project under MAP-21 2008(b) | | | 5,000,000 |
| Oversight Activities | | 49,000,000 | 44,000,000 |
| Total | | 3,250,000,000 | 2,895,000,000 |

¹The President's budget request had included \$15,000,000 for each project in addition to the amounts necessary to fulfil their full funding grant agreements in fiscal year 2016.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

The recommendation includes an additional \$37,500,000, for incremental rental voucher assistance for victims and survivors of domestic or dating violence, sexual assault, and stalking, as established by the Violence Against Women Act Reauthorization Act of 2013. The recommendation is consistent with the President's budget request, and results in a total of \$19,972,143,000 in Tenant-Based Rental Assistance for fiscal year 2016.

The Violence Against Women Act of 2013 (Public Law 113-4) expanded assistance for victims of domestic or dating violence by authorizing housing assistance providers to develop emergency transfer plans. The recommendation includes funding for approximately 5,000 new vouchers to support the emergency transfer of currently assisted residents, which will ensure victims seeking safety and security have necessary protections in place. Such protections are critical in mitigating future incidences of harm or danger and reducing risk of homelessness among this vulnerable population.

PUBLIC HOUSING CAPITAL FUND

The recommendation includes an additional \$227,500,000 for Capital Grants, resulting in a total of \$1,970,370,000 for the Public Housing Capital Fund in fiscal year 2016. This total funding level is equal to the President's budget request, and \$95,370,000 above fiscal year 2015. This additional funding supports the rehabilitation, development, and preservation of the Nation's public housing stock, which will help address the estimated \$3.4 billion backlog of deferred capital need. The recommended funding level protects currently assisted low-income families, elderly, and persons with disabilities by ensuring existing affordable housing units remain available, safe, accessible, and secure.

COMMUNITY PLANNING AND DEVELOPMENT

COMMUNITY DEVELOPMENT FUND

The recommendation includes an additional \$100,000,000 for Community Development Block Grants, for a total of \$300,000,000,000 for the Community Development Fund in fiscal

year 2016. This total funding level is \$200,000,000 above the President's budget request and the same as the 2015 enacted level of funding. The Community Development Block Grant program is the primary Federal funding source for States and local governments to make and leverage critical investments in community and economic development. The recommended funding increases capacity at the local level, making community improvement projects, innovative partnerships, and housing and economic revitalization more viable across urban and rural communities.

HOME INVESTMENT PARTNERSHIPS PROGRAM

The recommendation includes an additional \$990,000,000 for the HOME Investment Partnerships Program, a total of \$1,056,000,000 for fiscal year 2016. The recommendation provides \$156,000,000 above fiscal year 2015 for an increase in affordable housing activities. The HOME program is the primary Federal funding stream for communities to target affordable housing production. This funding level will allow States and local governments to produce nearly 40,000 affordable housing units and provide tenant-based rental assistance to more than 8,000 families in fiscal year 2016. This Federal investment spurs housing affordability production where units are otherwise limited or unavailable, ensuring low-income individuals and families who require assistance are not at risk of homelessness.

CHOICE NEIGHBORHOODS INITIATIVE

The recommendation includes an additional \$100,000,000 for the Choice Neighborhoods Initiative, for a total of \$165,000,000 in fiscal year 2016. This total funding level is \$85,000,000 below the budget request and \$85,000,000 more than the fiscal year 2015 enacted level. This program is a critical resource for community-led transformation, leveraging private investment at the local level. It is also a key tool for State and local governments to redevelop severely distressed public or HUD-assisted housing to bring comprehensive neighborhood revitalization to devastated areas. This level of funding could support expanding assistance to at least seventeen additional communities in fiscal year 2016.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

LEAD HAZARD REDUCTION

The recommendation provides an additional \$10,000,000 for the Office of Lead Hazard Reduction and Healthy Homes for a total funding level of \$120,000,000, equal to the budget request and \$10,000,000 more than fiscal year 2015. This would result in 1,250 additional lead-based paint abatement projects in extremely low-income households with children under the age of 6, and prevent lead poisoning for more than 1,800 at-risk children.

ADMINISTRATIVE PROVISION

SEC. 501. Bill language is included limiting the availability of funds in this title until enactment of the Bipartisan Budget Act of

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2015, an act increasing the post-sequester discretionary caps contained in the Budget Control Act of 2011.

June 23, 2015 (3:12 p.m.)