

TIGER funding may be reduced in FY15

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To: Brewer City Council; Brewer City Manager; Councilor Beverly Uhlenhake; Councilor Joseph Ferris; Councilor Kevin O'Connell; Deputy Mayor Matthew Vachon; Mayor Jerry W. Goss; Eddington Board of Selectman and Town Manager; Carol Woodcock / U.S. Senator Susan Collins; Elizabeth Montgomery Schneider MacTaggart / U.S. Senator Angus King; Representative Arthur Verow - District #21; Representative David Johnson - District#20; Rosemary Winslow / U.S. Congressman Mike Michaud; Senator Edward Youngblood - District#31;

Cc: personal addresses redacted.

Another important source of transportation funding may be drying up:

- FY 14: TIGER was funded @\$600 M and grants were recently awarded.
- FY 15: TIGER budget proposal from the House @ \$100 M OR \$500 M less than FY 14.
- FY 15: TIGER budget proposal from the Senate @ \$550 M OR \$50 M less than FY 14.

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Budget battles leave a cloud over transportation funding as lame duck session looms

10 Sep 2014 | Under Campaign Blog | Posted by Stephen Lee Davis | 0 Comments | 2015 budget, Appropriations, continuing resolution, highway trust fund, House, senate, shutdown

Same story, different year. Once again, we're nearing the beginning of a new fiscal year on October 1, and Congress has failed to pass a budget to fund the government for the upcoming year. Even if Congress adopts a temporary budget to avert a shutdown—which is looking likely—important transportation programs could be left on hold on until lawmakers pass a full budget.

The House and the Senate never resolved their disagreement over the annual appropriations for transportation for the upcoming fiscal year— one of many budget issues that they couldn't agree on this year. As in years past, the Senate provided more money for transportation programs in their appropriations bill than did the House. See the last column in the table below:

	FY14 USDOT actual	GROW AMERICA Act for FY15 (President's 4-year proposal)	HOUSE FY15 THUD Proposal (& difference vs FY14 actual)	SENATE FY15 THUD Proposal (& difference vs FY14 actual)	DIFFERENCE between House & Senate FY15 proposals
Federal-Aid Highways	\$40.26B	\$48.062B	\$40.26B	\$40.3B (+\$40M than FY14)	+\$40M in Senate proposal
Transit Formula Grants	\$8.6B	\$13.914B	\$8.6B	\$8.6B	-
Transit 'New & 'Small Starts'	\$1.943B	\$2.5B	\$1.691B (-\$252M than FY14)	\$2.163B (+\$220M than FY14)	+\$472M in Senate proposal
TIGER	\$600M	\$1.25B	\$100M (-\$500M than FY14)	\$550M (-\$50M than FY14)	+\$450M in Senate proposal
Amtrak Operating	\$340M	Proposes to roll passenger rail into two new programs that total \$4.775 billion*	\$340M	\$340M	-
Amtrak Capital	\$1.05B	same as above	\$850M (-\$200M than FY14)	\$1.04B (-\$10M than FY14)	+\$190M in Senate proposal
High speed rail	\$0	same as above	\$0	\$0	-

<http://www.t4america.org/2014/09/10/budget-battles-leave-a-cloud-over-transportation-funding-as-lame-duck-session-looms/>