

PROPOSED RESCISSION OF BUDGET AUTHORITY

Report Pursuant to Section 1012 of Public Law 93-344

Agency: DEPARTMENT OF TRANSPORTATION

Bureau: Federal Transit Administration

Account: Formula Grants (069-1129 /X)

Amount proposed for rescission: \$46,560,000

Proposed rescission appropriations language:

Of the unobligated balances available for Transit Formula Grants from fiscal year 2005 and prior fiscal years, \$46,560,000 are permanently rescinded.

Justification:

This proposal would rescind \$47 million in prior year balances, of which there were nearly \$48 million available on October 1, 2017. This General Fund program provided formula grant funding to transit agencies in FY 2005 and earlier. Formula funding for transit agencies is now carried out exclusively by the Mass Transit Account of the Highway Trust Fund (HTF), and these balances are the residual balances remaining from funds provided in FY 2005 and earlier. Enacting this rescission would have a negligible impact on overall transit investments, as the Consolidated Appropriations Act, 2018, provided \$9.7 billion for Transit Formula Grants within the HTF.

PROPOSED RESCISSION OF BUDGET AUTHORITY
Report Pursuant to Section 1012 of Public Law 93-344

Agency: DEPARTMENT OF TRANSPORTATION
Bureau: Federal Railroad Administration
Account: Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service (069-0719 /X)

Amount proposed for rescission: \$53,404,128

Proposed rescission appropriations language:

Of the unobligated balances available under this heading from the Consolidated Appropriations Act, 2010 (Public Law 111-117) \$53,404,128 are rescinded.

Justification:

This proposal would rescind \$53 million in prior year balances, of which there were nearly \$56 million available on October 1, 2017. The High Speed Rail program provided capital grants to States to invest and improve intercity passenger rail service, including the development of new high-speed capacity. Approximately \$47 million of these funds were awarded in 2011, but not obligated, for the Chicago to Iowa City rail corridor project. The obligation of these funds is contingent upon work done to construct improvements necessary to restart passenger rail service between the two regions, which is long stalled and still in the design phase. No new funding has been provided to the High Speed Rail program since FY 2010, when these balances were appropriated. Rescinding these funds will not have a significant impact on high speed passenger rail projects.