

House Appropriations Committee

Chairman Hal Rogers

Website address: <http://appropriations.house.gov/>

FY 2014 Omnibus – Transportation, Housing and Urban Development Appropriations

Legislation includes funding for vital transportation infrastructure investments and maintains housing programs for low-income families and veterans

The Transportation, Housing and Urban Development (THUD) portion of the Omnibus prioritizes funding for transportation projects and programs that are essential to growing the nation's economy and commerce, as well as for programs that support the housing needs of our most vulnerable citizens. The legislation balances these needs with spending reductions in lower-priority programs, including cuts to accounts in both the Department of Transportation and the Department of Housing and Urban Development. The reasonable adjustments in this bill streamline these Departments by making long overdue reductions to ensure funding is available for more critical programs like staffing the nation's busy airports, maintaining roads and bridges, and providing housing assistance for low-income families and veterans.

In total, the bill provides \$50.8 billion in discretionary funding, a decrease of \$961 million compared to the fiscal year 2013 enacted level. The bill does not include funding for any new programs proposed by the Senate or the Administration.

Transportation – The bill includes \$17.8 billion in discretionary appropriations and allows \$53.5 billion in non-discretionary “obligation limitation” funding for the Department of Transportation. This is \$164 million below the fiscal year 2013 enacted level and \$4.9 billion below the President's request.

- **Highways** – The bill provides almost \$41 billion in obligation limitation funding for the Federal Highway program – the same level authorized in the MAP-21 transportation authorization legislation, which expires on September 30, 2014. This is an increase of \$557 million from the fiscal year 2013 level.
- **Air** – Included in the legislation is \$12.4 billion for the Federal Aviation Administration (FAA), \$168 million below the fiscal year 2013 enacted level. This funding will support the full operations of the air traffic control system, including the hiring and training of air traffic controllers and safety inspectors to ensure that facilities are fully staffed to serve the nation's flying public. The bill preserves funding for FAA's Next Generation air transportation systems (NextGen) – investments that will help ease future congestion and

reduce delays for travelers in U.S. airspace. In addition, \$3.35 billion in “obligation limitation” funding is provided for airport construction projects. The bill also rejects the Administration’s proposals for new passenger facility fees.

- **War Risk Insurance** - The bill extends war risk insurance for U.S. air carriers through September 30, 2014. This program insures airlines against catastrophic losses due to terrorism or other acts of war. The extension will allow time for Congress to consider a longer-term reauthorization of this program.
- **Rail** – The Federal Railroad Administration is funded at \$1.6 billion, a decrease of \$34.6 million below the fiscal year 2013 enacted level. The bill expands oversight and includes policy reforms for Amtrak to ensure the best use of tax dollars – such as requiring overtime limits on Amtrak employees to reduce unnecessary costs, and prohibiting federal funding for routes where Amtrak offers a discount of 50% or more off normal, peak fares. **No funding is provided for High Speed Rail.**
- **Transit** – The bill contains \$2.15 billion for the Federal Transit Administration (FTA), a decrease of \$100 million below the fiscal year 2013 enacted level. The legislation also allows \$8.6 billion in state and local transit grant funding from the Mass Transit Account (of the Highway Trust Fund), consistent with MAP-21, to help local communities build, maintain, and ensure the safety of their mass transit systems.

The legislation provides a total of \$2.1 billion for Capital Investment Grants (“New Starts”), full funding for state and local “Small Starts,” and funding for all current “Full Funding Grant Agreement” projects. These programs provide competitive grant funding for major transit capital investments, including rapid rail, light rail, bus rapid transit, and commuter rail, that are planned and operated by local communities.

- **Safety** – The legislation contains funding for the various transportation safety programs and agencies within the Department of Transportation. This includes \$819 million in both mandatory and discretionary funding for the National Highway Traffic Safety Administration (NHTSA), an increase of \$8.9 million over the fiscal year 2013 enacted level; and \$585 million for the Federal Motor Carrier Safety Administration, an increase of \$24 million above the fiscal year 2013 enacted level. Also included is a \$12.8 million increase over the fiscal year 2013 level for the Pipeline and Hazardous Materials Safety Administration.

Housing and Urban Development (HUD) – The legislation includes a total of \$32.8 billion for the Department of Housing and Urban Development, a decrease of \$687 million below the fiscal year 2013 enacted level. The bill does not contain funding for any new, unauthorized “sustainable,” “livable,” or “green” community development programs, and includes provisions to streamline and reduce costs of housing voucher programs to save taxpayer dollars.

- **Section 8 and Public Housing** – Included in the bill is \$26.3 billion for Public and Indian Housing. This is an increase of \$411 million above the fiscal year 2013 enacted level, and is \$1.5 billion below the President’s request. Within this total, the bill provides

funding to continue assistance to 2.2 million families served by the Housing Choice Voucher program. The bill also fully funds the President's request for 10,000 new veterans' housing vouchers at \$75 million.

- **Housing Programs** – Housing programs are funded at \$10.5 billion, \$561 million above fiscal year 2013's enacted level and \$381 million below the President's request. Within this total, the bill provides \$126 million for housing for the disabled and \$383.5 million for housing for the elderly.

Community Planning and Development – The bill contains \$6.6 billion for Community Planning and Development programs – a cut of \$145 million below last year's level. The Community Development Block Grant formula program is funded at slightly over \$3 billion, \$82 million above the fiscal year 2013 enacted level.

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