

**NEWS from Congressman John W. Olver (MA-1)
Chair, House Appropriations Subcommittee on Transportation, Housing
and Urban Development**

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**OPENING REMARKS BY CHAIRMAN JOHN OLVER
2011 TRANSPORTATION,
HOUSING AND URBAN DEVELOPMENT APPROPRIATIONS
FULL COMMITTEE MARKUP
3:00 pm, July 20, 2010**

I am pleased to present the fiscal year 2011 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill to the full committee.

The bill before us provides \$67.4 billion in discretionary resources, a decrease of \$500 million from the FY 2010 enacted level and more than \$1.3 billion below the President's request. Even with an allocation below last year, we were able to create a bill that continues to invest in our transportation and housing programs.

With regard to transportation, investments are targeted to areas that will create jobs and build the infrastructure that will underpin future economic growth. Notably, the bill provides an additional \$3.9 billion above the President's request for the Federal Highway Administration so that states can complete additional infrastructure projects, spur the economy, and create tens of thousands of additional jobs. The bill also increases public transportation funding by \$508 million, as compared to the president's request, in order to help address the nearly \$80 billion maintenance backlog needed to meet a state of good repair on the nation's fixed guideway and bus systems.

Regarding housing, this bill recognizes that as the foreclosure crisis continues, with experts estimating that a record one million households will lose homes in 2010, access to affordable housing and support services are critical. To that extent, the bill continues the National Foreclosure Mitigation Counseling program as homeowners who receive counseling through this program are 60% more likely to avoid foreclosure than those who do not. In addition, the bill provides \$2.1 billion for Homeless Assistance Grants to shelter families forced from their homes and to reduce chronic homelessness. Further, the bill provides \$75 million for 10,000 new housing vouchers for homeless veterans, and restores funding to construct housing units for the elderly and disabled. Overall, HUD programs are maintained at levels that will ensure affordable housing opportunities are available as families recover from the economic downturn.

In conclusion, we worked hard to balance many competing needs to produce a bill that both reflects the bipartisan needs of transportation and housing and supports economic recovery.