



COMMITTEES ON APPROPRIATIONS

Daniel K. Inouye (D-HI), Chairman
United States Senate

David R. Obey (D-WI), Chairman
U.S. House of Representatives

Tuesday, December 8, 2009

Contact: Rob Blumenthal / John Bray, w/Inouye (202) 224-7363
Ellis Brachman / Jenilee Keefe Singer, w/Obey (202) 225-2771

SUMMARY: FY 2010 TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT APPROPRIATIONS CONSOLIDATED APPROPRIATIONS BILL

Recognizing that Americans spend an average of 52 percent of their income on housing and transportation, the FY 2010 Transportation, Housing and Urban Development bill addresses the important challenges of keeping our transportation system safe and strong, ensuring that every American has adequate shelter, and doing so in a way that strengthens the economy and is environmentally responsible.

Priorities in the bill are focused on five major goals:

- Investing in our nation's transportation infrastructure;
- Providing assistance to vulnerable populations;
- Revitalizing local communities by making sustainable investments;
- Addressing the transportation and housing needs of rural communities; and
- Minimizing the number of people who lose their lives or are injured in their travels.

Overall, the 2010 bill provides \$122.1 billion in budgetary resources for programs funded in this bill, \$977.4 million below the President's request and \$13.4 billion (or 12 percent) above the 2009 level, excluding the Recovery Act funding.

Bill Total

	Budget Authority Only	Total Resources
FY 2009 Enacted	\$55 billion	\$108.7 billion
President's Request	\$68.9 billion*	\$123.1 billion
House Passed:	\$68.2 billion	\$123.1 billion
Senate Passed:	\$67.7 billion	\$121.9 billion
Final Bill:	\$67.9 billion	\$122.1 billion

**The President's request included \$39,450,171,000 in general fund appropriations for programs traditionally funded through obligation limitations on mandatory contract authority.*

KEY INVESTMENTS

TRANSPORTATION INFRASTRUCTURE

Highway Infrastructure: \$41.8 billion to improve and repair our nation's aging highway infrastructure, including \$41.1 billion for the Federal-aid highway program and an additional \$650 million for highway investments. Spanning more than one million miles, the Federal-aid highway system has faced increased demand as our population has grown and shifted and our economy has changed.

National Infrastructure Investment: \$600 million for grants to support significant transportation projects in a wide variety of modes, including highways and bridges, public transportation, passenger and freight railroads, and port infrastructure.

Federal Transit Administration: \$10.73 billion, \$397 million above the request and \$602 million above 2009. More than 10 billion people used public transit in 2008. Investment includes:

- **New Construction:** \$2 billion, \$172.7 million above the request and \$190.8 million above 2009, for Capital Investment Grants for the expansion of public transportation and commuter rail service to increase use of mass transit, alleviate traffic congestion, reduce gas consumption, and save commuters time and money.
- **Transit Formula Grants:** \$8.34 billion, matching the request and \$82.6 million above 2009, for Formula and Bus Grants for on-going capital and operating needs of urban and rural transit systems, including funding for new buses, stations, intermodal facilities, and technology improvements. Buses account for more than half of all public transit use.
- **Capital and Preventive Maintenance Grants for WMATA:** \$150 million in new funding for grants to the Washington Metropolitan Area Transportation Authority to address safety and maintenance deficiencies.

Energy Efficiency and Greenhouse Gas Reduction Grants: \$75 million in new funding for grants to help transit agencies make capital investments that will reduce the energy consumption or greenhouse gas emissions of their operations, replacing buses with electric hybrids and powering facilities with wind and solar power.

High Speed/Intercity Passenger Rail Grants: \$2.5 billion, \$1.5 billion above the request and \$2.4 billion above 2009, to provide grants to states or Amtrak for high speed/intercity passenger rail to create a 21st Century passenger rail system that reduces congestion and environmental impacts.

Amtrak: \$1.6 billion, \$81.7 million above the request and \$74.6 million above 2009, to support the national passenger rail system. Amtrak served more than 27 million passengers last fiscal year.

Airport Modernization, Safety and Efficiency Grants: \$3.5 billion, matching the request and slightly above 2009, to ease congestion and prepare our nation's airports for growing use. More than 10.7 million flights departed from U.S. airports in 2008.

Modernizing Air Traffic Control: \$2.9 billion, \$11 million above the request and \$194 million above 2009, including \$834 million for research and capital investments for the Federal Aviation Administration's next generation air traffic control system. This includes updating radar, navigation, communications, information processing systems, and new air traffic control facilities to increase aviation safety and efficiency.

Essential Air Service (EAS): \$200 million, \$25 million above the request and \$63.8 million above 2009, to continue essential air service to small and/or rural communities. The EAS program allows small communities, which prior to deregulation were served by certificated airlines, to maintain commercial air service. More than 150 U.S. communities receive funding to maintain EAS.

Maritime Guaranteed Loan (Title XI) Program: \$5 million in loan guarantees to allow U.S. vessels and shipyards to obtain long-term financing of up to \$80 million to grow and modernize the U.S. maritime industry.

Assistance to Small Shipyards: \$15 million in grant assistance to qualified U.S. shipyards for capital and infrastructure improvements. The grants are awarded to facilitate efficient, cost effective, and quality domestic ship construction.

TRANSPORTATION SAFETY

National Transportation Safety Board (NTSB) Investigators: \$98.1 million, \$2.7 million above the request and \$7.1 million above 2009, to modernize the NTSB crash investigation laboratory and provide 14 additional investigators and technical support to respond to and investigate transportation crashes in the aviation, rail, highway, marine and pipeline sectors.

Highway Safety Programs: \$872.8 million for the programs of the National Highway Traffic Safety Administration, \$5.5 million above the request and \$16.8 million above 2009, to make America's roads safer by encouraging safety belt use, preventing drunk driving, improving child safety, motorcyclist safety, and other initiatives.

Positive Train Control: \$50 million for grants to invest in railroad safety technology, including positive train control, which helps prevent train-to-train collisions, over-speed derailments, and casualties or injuries to roadway workers. This system helps railroads meet the requirement included in the Rail Safety Improvement Act of 2009 that Class I railroads implement positive train control systems by the end of calendar year 2015.

Aviation Safety Programs: \$1.2 billion, \$17.7 million above the request and \$69.5 million above 2009, including \$14 million above the budget request to increase aviation safety oversight, and hire 186 additional flight standard inspectors, aircraft certification inspectors and related safety staff.

Pipeline Safety: \$105.2 million, matching the request and \$12 million above 2009, for the state pipeline safety grant program to help improve safety on the more than 2 million miles of pipelines that run through communities across the country.

HOUSING

Public Housing: With approximately 1.2 million households in public housing, managed by some 3,300 public housing authorities (PHAs), the bill invests in:

- **Public Housing Capital Fund:** \$2.5 billion, \$256 million above the request and \$50 million above 2009, to help Public Housing Authorities make critical repairs and improvements to public housing units and improve living conditions for residents.
- **Public Housing Operating Fund:** \$4.775 billion, \$175 million above the request and \$320 million above 2009, for maintenance, crime prevention and energy costs.

Housing for the Elderly: \$825 million, \$60 million above the request and 2009, to rehabilitate and build housing for low-income elderly people. Currently, there are ten eligible seniors on the waiting list for every unit of housing available.

Housing for the Disabled: \$300 million, \$50 million above the request and 2009, for grants to rehabilitate and construct housing for disabled Americans and to allow housing options for the disabled to live independently.

Housing for Persons with AIDS: \$335 million, \$25 million above the request and 2009, to help address homelessness within this vulnerable population. More than 1.1 million Americans are living with AIDS, and studies suggest that up to 50% of them are either homeless or at risk of becoming homeless.

Homeless Assistance Grants: \$1.865 billion, \$71 million above the request and \$188 million above 2009, for grants to local communities to provide housing and services for the homeless. This increase will help fund new competitive projects in communities with capacity and demonstrated need for this housing. As many as 3.5 million Americans are likely to experience homelessness in a given year.

Housing Vouchers:

- **Section 8 Tenant Based Vouchers:** \$18.2 billion, \$348 million above the request and \$1.2 billion above 2009, to support 2.1 million vouchers to individuals and families.
- **Veterans Affairs Housing Vouchers:** \$75 million, matching 2009 and \$75 million above the request, to provide 10,000 new housing vouchers for homeless veterans.
- **Family Unification Vouchers:** \$15 million, \$5 million below 2009 and \$15 million above the request, to assist youth aging out of foster care and families separated because of a lack of housing.
- **Section 8 Project Based Vouchers:** \$8.5 billion, \$457 million above the request and \$1.4 billion above 2009, to provide affordable housing to 1.3 million low-income families and individuals, two-thirds of whom are elderly or disabled.

Housing Counseling and Foreclosure Prevention: More than 6 in 10 homeowners delinquent in their mortgage payments are not aware of services that can help them. To help households at risk, the bill invests in:

- **Neighborhood Reinvestment Corporation (NRC):** \$233 million, \$66 million above the request and \$52 million above 2009, to provide counseling for families in danger of losing their homes to foreclosure.
 - **National Foreclosure Mitigation Counseling:** \$65 million to continue providing information and assistance to homeowners seeking to avoid foreclosure.
- **Housing Counseling Assistance:** \$87.5 million, \$12.5 million below the request and \$22.5 million above 2009, to continue pre-purchase counseling for prospective homebuyers and foreclosure prevention counseling.

NeighborWorks Organizations: \$35 million for additional capital grants for NeighborWorks organizations to develop and finance affordable housing projects across the country.

URBAN DEVELOPMENT

Community Development Block Grants: \$4.45 billion, matching the request and \$550 million above 2009, to fund community and economic development projects in 1,180 localities. This funding will help struggling states and communities to support the needs of their low-income populations.

- **Sustainable Communities Initiative:** \$150 million within the Community Development Block Grants program, as requested, for new sustainable community initiatives to provide grants to assist local communities with integrated housing, transportation and energy planning efforts.

HOPE VI: \$200 million, \$130 million above 2009, to fund competitive grants to transform neighborhoods of extreme poverty into sustainable mixed-income neighborhoods through the demolition of severely distressed public housing.

- **Choice Neighborhoods Initiative:** \$65 million for a new initiative to make a range of transformative investments in high-poverty neighborhoods where public and assisted housing is concentrated. The goal of the initiative is to create sustainable communities with a range of services and support including better access to public transportation and access to early childhood interventions.

Brownfields Redevelopment: \$17.5 million, \$7.5 million above 2009 and \$17.5 million above the request, to remove blight and spur economic development on formerly vacant commercial and industrial sites. The U.S. Government Accountability Office estimates that there are as many as 425,000 sites throughout the United States.

RURAL HOUSING AND DEVELOPMENT

Rural Innovation Fund: \$25 million, matching the request, for a new initiative that will encourage innovative practices to further economic development in rural communities, including in the areas of housing and sustainability.

Native American Housing Block Grants: \$700 million, \$55 million above the request and 2009, to rehabilitate and construct housing on Native American lands. This formula grant program provides a range of affordable housing activities including housing development, housing services, crime prevention and safety, and activities that provide creative approaches to solving affordable housing problems on Indian reservations and Indian areas.

SIGNIFICANT CUTS

National Infrastructure Bank: The President's \$5 billion request has not been provided. Due to the complexity of this proposal, it should be considered through the regular authorization process.

Energy Innovation Fund: The President requested \$100 million for the Energy Innovation Fund, which encourages private sector investment in energy efficiency in the nation's housing. The bill provides \$50 million, as some activities of this new initiative are duplicative of other Federal programs, particularly those at the Department of Energy.

IMPORTANT POLICY ITEMS

Amtrak Inspector General: The bill establishes a separate account for the Amtrak Inspector General to promote independent, effective and objective oversight of Amtrak and the national passenger rail system. The Amtrak OIG supervises and conducts audits and investigations of fraud, waste, and abuse affecting Amtrak.

Reverse Mortgages: The bill provides for the continuation of the Home Equity Conversion Mortgage program, which provides an important option for seniors to remain in their homes through the use of reverse mortgages. A reverse mortgage allows homeowners over 62 to convert part of the equity in their home into tax-free income, either in a lump sum or in multiple payments. Homeowners do not have to sell the home, give up title, or take on a mortgage payment; rather, the homeowner's obligation to repay the loan is deferred until the owner dies, is placed in care or the home is sold.

Contingent Commitment Authority: The bill ensures that the Department of Transportation will be able to keep large transit projects moving through the pipeline by allowing the Federal Transit Administration to enter into multi-year, and not just single year, federal funding commitments during fiscal year 2010.

Federal Truck Weight Limits: The bill establishes a 1-year pilot program allowing heavier trucks to travel on certain Interstate routes in the States of Maine and Vermont and requires the Department of Transportation to issue a report on the impact of the pilot program on bridge safety and weight impacts.

Firearms on Amtrak: The bill gives Amtrak one year to implement a new policy regarding unloaded firearms in checked baggage. Before the policy is implemented Amtrak will submit a report to Congress with a security evaluation and proposed guidelines and procedures. Once implemented, Amtrak passengers who give 24 hours notice to Amtrak will be able to put unloaded firearms and/or ammunition in checked baggage. This option will be available at Amtrak stations that accept checked baggage.