

**Chairman Tom Latham**  
**Subcommittee on Transportation, Housing and Urban Development, and Related Agencies**  
**House Committee on Appropriations**  
**Fiscal Year 2014 Transportation, Housing and Urban Development, and Related Agencies**  
**Appropriations Bill**  
**Subcommittee Mark Up**  
**June 19, 2013**  
**Opening Statement As Prepared**

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The Subcommittee will come to order.

Today we are meeting to consider the fiscal year 2014 Transportation and Housing and Urban Development bill.

The bill before the subcommittee today was written under an allocation of \$44.1 billion, compared to the fiscal year 2013 level of \$51.8 billion, before you factor in the sequester. Cutting over \$7 billion in programs was extremely challenging. This was not an easy task. We had to make some tough choices, and we were able to meet three main priorities: MAP-21 programs, air traffic controllers, and housing renewals.

The bill provides funding for the FAA to keep air traffic controllers on the job and not disrupt air traffic control.

We were able to preserve Highway, Safety and Transit programs at the MAP-21 authorized levels. This bill also funds all existing Transit Full Funding Agreements and all proposed new starts.

The bill funds housing aid for every family receiving assistance at the beginning of fiscal year 2014, and the bill funds renewals for homeless, elderly, and disabled programs. Veterans' vouchers are fully funded at \$75 million to serve an additional 10,000 homeless vets.

Unfortunately, to meet these priorities under our allocation, we had to provide lower numbers for other parts of the bill. CDBG is funded at \$1.6 billion, and HOME is funded at \$700 million.

These are difficult tradeoffs, but we still did our best to provide adequate funding, protect higher-priority programs, and eliminate duplication, waste, fraud, and abuse. We also had to make some tough choices to defer investments to future years. For example, we fund Next Gen programs currently being deployed, but had to make reductions in programs that can be deferred or scaled back without an impact to safety or operations in 2014. Despite these numbers, I hope you would agree that we tried to approach the bill with a spirit of fairness and balance, given the priorities in the bill and the allocation we received.

Finally, I would ask that Members hold any amendments until Full Committee, which is scheduled to meet next Thursday, June 27, to consider this bill.

And I'd like to thank the budget offices of the departments and agencies funded in the legislation. Your timely responses to our questions have proved invaluable to meeting the many challenges of drafting this bill.

I'd also like to thank each of the Members of this Subcommittee for your attendance at the hearings this year and for your interest and participation in this process. I'd especially like to thank Mr. Pastor and his staff for their communication and camaraderie in this endeavor. I won't say "cooperation" since you aren't a huge fan of this product, but thank you.

That concludes my remarks. I look forward to our [hopefully] brief discussion.

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