



## **TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2024**

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act provides a total discretionary allocation of \$89.484 billion. The defense portion of the allocation is \$362 million, and the non-defense portion of the allocation is \$89.122 billion.

Consistent with the topline agreement, the Act provides non-defense topline resources totaling \$97.122 billion, which is \$1.38 billion (1.4%) below the President's Budget Request. Within this amount, \$4.9 billion in new funding is provided to offset reduced housing receipts and an additional \$3.4 billion is provided to cover inflationary increases in the Act's housing assistance programs to maintain a basic level of assistance for our nation's most vulnerable citizens. Accounting for these factors, the Act represents a 1.8% decrease from Fiscal Year 2023 levels. Funding levels for the Department of Transportation prioritize highway, railway, and aviation safety programs.

### **TOP LINE MESSAGING**

- Refocuses Washington spending, cuts wasteful bureaucracy, and limits the Administration's regulatory agenda by:
  - Cutting \$3.245 billion from the FY23 enacted levels across 19 DOT and HUD grant programs that have been overfunded by Democrats in recent years. For example:
    - \$345 million for the RAISE grant program, which is \$455 million below the FY23 enacted level;
    - \$100 million for the Consolidated Rail Infrastructure Safety Improvements discretionary grant program, which is \$405 million below the FY23 enacted level;
    - \$45.6 million for discretionary transit infrastructure grants, which is \$135.9 million below the FY23 enacted level;
    - \$75 million for the Choice Neighborhoods program, which is \$275 million below the FY23 enacted level; and
    - \$1.25 billion for the HOME Investment Partnership program, which is \$250 million below the FY23 enacted level and equal to the FY19 enacted level.
  - Reducing excessive transportation infrastructure spending post-Infrastructure Investment and Jobs Act (IIJA).
  - Rejecting the Administration's request to increase government bureaucracy by 787 employees within DOT and HUD, including increases for wasteful climate and equity initiatives.

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- Rejecting the Administration’s request for additional programs and initiatives totaling nearly \$2.641 billion, including:
  - \$100 million DOT Thriving Communities, a woke and “Justice40” related program;
  - \$1.22 billion in additional funds to the Mega grant program;
  - \$26 million to electrify DOT’s federal vehicle fleet;
  - \$30 million transit research initiatives, including those related to climate;
  - \$565 million to expand HUD vouchers;
  - \$300 million in “Green New Deal” grants to promote environmental justice priorities in public housing;
  - \$100 million to resurrect the Build Back Better housing agenda, through the FirstHOME Downpayment Assistance Initiative; and
  - \$300 million in duplicative Federal Railroad Administration discretionary grant programs.
- Prohibiting funds from being used to require inward-facing cameras or require a motor carrier to be enrolled in the Department of Labor’s registered apprenticeship program as conditions for participation in the safe driver apprenticeship pilot program.
- Increasing the weight limitations for certain vehicles on the interstate in Mississippi and West Virginia by special permit.
- Prohibiting DOT from enforcing COVID-19 mask mandates on public transportation conveyances and transportation hubs.
- Funding the Inspectors General for DOT, HUD, and Amtrak above the FY23 enacted level to ensure assertive oversight over federal spending.
- Bolsters the safety and security of the American people by:
  - Funding safety-related agencies and missions within DOT modal administrations.
  - Providing \$362 million for defense activities in the Maritime Administration, including for the Maritime Security Program, Cable Security Fleet, Tanker Security Program, and the National Defense Reserve Fleet.
  - Enforcing the American Security Drone Act of 2023, which bans the procurement and use of drones produced by China and other hostile entities.
  - Reinforcing that illegal immigrants are ineligible for participation in federal housing programs.
- Supports American values and principles by:
  - Maintaining housing assistance for vulnerable Americans, including the elderly, disabled, and veterans, specifically:
    - Renewal for all currently leased tenant-based rental assistance vouchers, all project-based rental assistance contracts, and all housing for the elderly and persons with disabilities contracts;
    - New rental assistance vouchers for veterans and foster youth; and
    - Full funding for homeless assistance grant programs.

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- Providing funding for public housing agencies participating in the Moving-to-Work demonstration and for HUD’s Self-Sufficiency programs, including the Family Self-Sufficiency program and the Jobs-Plus initiative.
- Providing \$60 million for the Self-Help and Assisted Homeownership Opportunity Program, which is based on a “sweat equity” model of homeownership.

**LEGACY RIDERS MAINTAINED**

- Maintains longstanding, bipartisan riders, including:
  - Prohibiting HUD from requiring grantees to undertake specific zoning laws as a part of meeting fair housing obligations.
  - Prohibiting the enforcement of the electronic logging device rule with respect to carriers transporting livestock or insects.
  - Prohibiting Amtrak from reducing the total number of police patrolling stations below 2019 levels.
  - Prohibiting the dissemination of personal information obtained by a state department of motor vehicles with law enforcement exceptions.
  - Requiring the Federal Aviation Administrator (FAA) to block aircraft identifying flight tracking data upon the request of the aircraft owner.
  - Capping the number of political and presidential appointees at DOT.
  - Limiting funds for projects that use eminent domain.

**DETAILED FUNDING SUMMARY**

**Department of Transportation**

Provides a discretionary total of \$26.987 billion to the Department of Transportation, which is \$1.748 billion below the FY23 enacted level. Taken together with \$79.377 billion in obligation limitation for highway trust fund programs, the Act provides \$106.365 billion in total budgetary resources to improve the safety and efficiency of our nation’s transportation system.

- \$20.082 billion in total budgetary resources for the Federal Aviation Administration (FAA), \$1.085 billion above the FY23 enacted level.
  - \$12.730 billion to fully fund air traffic control operations and allow the FAA to hire 1,800 air traffic controllers to replace the retiring workforce.
  - \$3.191 billion for facilities and equipment, which is \$246 million above the FY23 enacted level.
- \$62.991 billion in total budgetary resources for the Federal Highway Administration, which is \$69.8 million above the FY23 enacted level.
  - \$60.835 billion in highway trust fund programs.
  - Minimizes funding for discretionary highway programs duplicative of the advanced appropriations provided by the IJA.

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- \$2.970 billion in total budgetary resources for the Federal Railroad Administration, which is \$434 million below the FY23 enacted level and \$1.8 billion below the President’s Budget Request.
  - Prioritizes rail safety programs, including \$268 million for safety and operations, which is \$17 million above the FY23 enacted level.
  - Reduces funding for Amtrak by \$25 million from the FY23 enacted level and \$640 million below the President’s Budget Request.
  - \$199 million for the Consolidated Rail Infrastructure Safety Improvement (CRISI) program.
- \$16.604 billion in total budgetary resources for the Federal Transit Administration, which is \$365 million below the FY23 enacted level and \$425 million below the President’s Budget Request.
  - \$13.99 billion in highway trust fund transit programs.
  - \$2.205 billion for Capital Investment Grants, which is \$5 million below the FY23 enacted level and \$645 million below the President’s Budget Request.
- \$940.7 million for the Maritime Administration, which is \$39.5 million below the President’s Budget Request.
  - \$12 million for a vessel design and construction manager to start the recapitalization of the National Defense Reserve Fleet in order to support the nation’s strategic sealift operations with American-built ships.
- \$2.536 billion for transportation safety administrations.
  - Provides full contract authority of \$927.3 million for the Federal Motor Carrier Safety Administration.
  - \$1.238 billion for the National Highway Traffic Safety Administration to fund critical safety activities, which is \$35.3 million above the FY23 enacted level.
  - \$371.2 million, which is \$51.9 million above the FY23 enacted level, to fully fund safety efforts within the Pipelines and Hazardous Materials Safety Administration, with increases to help communities prevent, prepare for, and respond to hazardous materials incidents like the train derailment in East Palestine, Ohio.
- \$1.058 billion for the Office of the Secretary, which is \$1.043 billion below the President’s Budget Request.
  - \$348.5 million to fully fund the Essential Air Service program, which provides air service to rural communities otherwise unserved.
  - \$345 million for the RAISE grant program, which is in addition to the \$1.5 billion provided by the IJA in FY24.
  - Does not provide additional appropriations for the Mega grant program, as the program receives \$1 billion in advanced appropriations for FY24 through the IJA.
- \$116 million for the DOT Office of the Inspector General (OIG), which is \$8.4 million above the FY23 enacted level, to ensure the OIG has the tools it needs to eliminate waste, fraud, and abuse, especially as it relates to the implementation of the IJA.



## Department of Housing and Urban Development

Provides a net discretionary total of \$70.069 billion for the Department of Housing and Urban Development, which is \$504 million below the President's Budget Request.

- Public and Indian Housing
  - \$32.387 billion for the Tenant-Based Rental Assistance Program (voucher program), which will maintain housing support for 2.4 million households.
  - \$1.344 billion for Native American programs, upholding our nation's tribal trust obligations.
  - \$195.5 million for Self-Sufficiency programs.
  - \$8.811 billion for the Public Housing Fund, which is \$297 million below the FY23 enacted level and \$82 million below the President's Budget Request.
- Community Planning and Development
  - \$3.3 billion for the Community Development Block Grant program.
  - \$60 million for the Self-Help and Assisted Homeownership Opportunities Program (SHOP), including \$42 million for the Section 4 Capacity Building program.
  - \$4.051 billion for Homeless Assistance Grants, which is \$302 million above the President's Budget Request.
  - \$1.250 billion for the HOME Investment Partnerships program, which is \$250 million below the FY23 enacted level to reflect the nearly \$5 billion yet to be spent from the Democrats' American Rescue Plan.
- Project-Based Housing Programs
  - \$16.010 billion for Project-Based Rental Assistance, which provides a full renewal of housing contracts serving 1.3 million households.
  - \$913 million for Housing for the Elderly, which provides a full renewal of housing contracts serving 123,000 households.
  - \$208 million for Housing for Persons with Disabilities, serving 31,000 households.
- Federal Housing Administration
  - \$400 billion limitation on guaranteed loans for the Mutual Mortgage Insurance Program and \$150 million to carry out the program.
  - \$35 billion limitation on guaranteed loans for the General and Special Risk Insurance Program.
  - \$550 billion limitation on guaranteed loans for the Government National Mortgage Association and \$54 million to carry out the program.
- \$345 million for the Office of Lead Hazard Control and Healthy Homes, which is \$65 million below the FY23 enacted level and the President's Budget Request.
- \$152.9 million for the HUD Office of the Inspector General (OIG), which is \$6.9 million above the FY23 enacted level, to ensure that the OIG has the tools it needs to eliminate waste, fraud, and abuse at HUD.



### **Related Agencies**

- \$10 million for the Access Board.
- \$40 million for the Federal Maritime Commission.
- \$29.2 million for the Amtrak OIG.
- \$140 million for the National Transportation Safety Board, a critical independent agency in the wake of near-misses at airports nationwide and train derailments.
- \$158 million for Neighborhood Reinvestment Corporation (NeighborWorks).
- \$47.4 million for the Surface Transportation Board.
- \$4.3 million for the U.S. Interagency Council on Homelessness.

### **Community Project Funding**

The list of Community Project Funding requests included in final Fiscal Year 2024 bills is available here: <https://appropriations.house.gov/fiscal-year-2024-community-project-funding>