

House Appropriations Committee

Chairman Rodney Frelinghuysen

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

FY 2017 Omnibus Summary – Transportation, Housing and Urban Development Appropriations

Legislation invests in critical infrastructure and safety programs to improve travel and commerce, and funds low-income housing programs

The Omnibus includes funding for the Department of Transportation, the Department of Housing and Urban Development, and other related agencies.

In total, the bill reflects an allocation of \$57.7 billion in discretionary spending for these agencies – an increase of \$350 million above fiscal year 2016, and a reduction of \$5.5 billion below President Obama’s request. Critical land, sea, and air transportation infrastructure investments are prioritized to improve commerce, safety, and reliability for the traveling public. The legislation also provides needed resources to continue housing for low-income and vulnerable households.

Bill Highlights:

Department of Transportation (DOT) – The bill includes \$19.3 billion in discretionary appropriations for the Department of Transportation for fiscal year 2017. This is \$681 million above the fiscal year 2016 enacted level and \$6.2 billion below the President’s request. In total budgetary resources, the bill provides \$77.1 billion to improve and maintain our nation’s transportation infrastructure.

The bill targets funding to programs and projects that will increase efficiency, safety, reliability, and quality of life for the traveling public, and that will help improve commerce and economic growth.

- **Highways** – The bill allows \$44 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program, which is \$905 million above the fiscal year 2016 level. This funding mirrors the levels authorized in the “Fixing America’s Surface Transportation Act” (FAST Act), and will provide much needed improvements to America’s highways and bridges.

The bill also includes language to provide permanent regulatory relief from two burdensome additions to the Hours of Service Restart rule made by the previous Administration.

- **Air** – Included in the legislation is \$16.4 billion in total budgetary resources for the Federal Aviation Administration (FAA) – \$127 million above the fiscal year 2016 enacted level and \$508 million above the request. This will provide full funding for all air traffic control personnel, including 14,500 air traffic controllers, 7,400 safety inspectors, and operational support personnel.

The bill also builds on several years of increased funding by providing \$1 billion for the FAA’s Next Generation Air Transportation Systems (NextGen), and funds Contract Towers at \$159 million. These investments will help ease future congestion and help reduce delays for travelers in U.S. airspace. In addition, the bill rejects the Obama Administration’s proposal for new passenger facility fees.

- **Rail** – The Federal Railroad Administration is funded at \$1.85 billion, an increase of \$173 million over the fiscal year 2016 enacted level and \$4.4 billion below the request.

The bill provides \$1.5 billion for Amtrak. The bill adopts the new Amtrak funding structure as authorized, providing \$328 million for Amtrak’s Northeast Corridor and \$1.2 billion to support the National Network. The bill requires overtime limits for Amtrak employees to reduce unnecessary costs.

Rail safety and research programs are funded at \$258 million, \$20 million above the fiscal year 2016 enacted level. This will fund inspectors, training, and research programs. In addition, the bill provides \$98 million in grants for safety improvements and investments to the physical rail infrastructure to help ensure the safety of passengers and local communities.

No funding is provided for high-speed rail.

- **Transit** – The bill provides \$12.4 billion in total budgetary resources for the Federal Transit Administration (FTA) – \$657 million above the fiscal year 2016 enacted level and \$7.5 billion below the request. Transit formula grants total \$9.7 billion – consistent with the authorization level – to help local communities build, maintain, and ensure the safety of their mass transit systems.

Within this amount, \$2.4 billion is provided for Capital Investment Grants, including \$1.5 billion for all current “Full Funding Grant Agreement” (FFGA) transit projects.

Core capacity projects receive \$333 million in the bill, and \$408 million is included to fund all state and local “Small Starts” projects that will begin in fiscal year 2017. 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.

- **Maritime** – The legislation includes \$523 million for the Maritime Administration, \$123 million above the fiscal year 2016 enacted level, to increase the productivity, efficiency

and safety of the nation's ports and intermodal water and land transportation. The Maritime Security Program is funded at the full authorized level of \$300 million.

- **Safety** – The legislation contains funding for the various transportation safety programs and agencies within the Department of Transportation. This includes \$911 million in total budgetary resources for the National Highway Traffic Safety Administration – an increase of \$42 million over the fiscal year 2016 enacted level – and \$644 million for the Federal Motor Carrier Safety Administration. Also included is \$236 million for the Pipeline and Hazardous Materials Safety Administration, an increase of \$13 million over the fiscal year 2016 enacted level.
- **TIGER Grants** – The legislation funds National Infrastructure Investment grants (also known as TIGER grants) at \$500 million, the same as the fiscal year 2016 enacted level and \$750 million below the request. These grants are awarded by the Department of Transportation to states and local communities for infrastructure construction and improvements.

Housing and Urban Development (HUD) – The legislation includes a net total of \$38.8 billion for the Department of Housing and Urban Development, a \$513 million increase above the fiscal year 2016 enacted level, and \$824 million below the request.

- **Section 8 and Public Housing** – Included in the bill is \$27.5 billion for Public and Indian Housing. This is an increase of \$623 million above the fiscal year 2016 enacted level and \$760 million below the requested level. This level will continue assistance to 2.2 million low-income households.
- **Office of Housing** – Other housing programs are funded at \$11.5 billion – an increase of \$259 million above the fiscal year 2016 enacted level. The bulk of this increase is needed to continue assistance to those currently served by these programs. Project-Based Rental Assistance is funded at \$10.8 billion; Housing for the Elderly is provided with \$502 million; and Housing for Persons with Disabilities receives \$146 million.
- The bill trims HUD's administrative payments to Public Housing Agencies by \$427 million below the previous Administration's request. It also includes a provision prohibiting HUD from guaranteeing mortgages seized by eminent domain.
- **Community Planning and Development** – The bill contains \$6.8 billion for Community Planning and Development programs – \$152 million above the fiscal year 2016 enacted level.
- Community Development Block Grants are funded at \$3 billion – the same as the fiscal year 2016 level. The HOME Investment Partnerships Program is funded at \$950 million – the same as the current year. Grants for Homeless Assistance are funded at \$2.4 billion, an increase of \$133 million over current level – which will not only renew high-performing housing programs, but further the goal of ending homelessness.

Emergency Funding for Disaster Relief – In addition to regular appropriations, the legislation includes an additional \$928 million in disaster relief. Of this amount, \$528 million is for the Emergency Relief Program for qualifying emergency road and bridge repair expenses, and \$400 million is for Community Development Block Grant disaster recovery assistance.

For the full Committee Report on the Transportation, Housing and Urban Development portion of the Omnibus, including a detailed funding table, please visit:

<https://rules.house.gov/sites/republicans.rules.house.gov/files/115/OMNI/DIVISION%20K%20-%20THUD%20SOM%20OCR%20FY17.pdf>
