

AMENDMENT NO. _____ Calendar No. _____

Purpose: _____

IN THE SENATE OF THE UNITED STATES—115th Cong., 1st Sess.

(no.) _____

(title) _____

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. REED

Viz:

1 At the appropriate place, insert the following:

2 TITLE V

3 DEPARTMENT OF TRANSPORTATION

4 OFFICE OF THE SECRETARY

5 NATIONAL INFRASTRUCTURE INVESTMENTS

6 For an additional amount for “National Infrastruc-
7 ture investments”, \$1,000,000,000.

8 FEDERAL HIGHWAY ADMINISTRATION

9 BRIDGE REPLACEMENT AND IMPROVEMENT DRIVING A

10 GROWING ECONOMY (BRIDGE) PROGRAM

11 For an additional amount for bridge rehabilitation or
12 replacement projects on the National Highway System,
13 \$2,000,000,000 to remain available through September

1 30, 2021: *Provided*, That the Secretary shall distribute
2 funds provided under this heading as discretionary grants
3 to States, the District of Columbia, and Puerto Rico, for
4 projects on bridges rated in poor condition by the most
5 recent National Bridge Inventory: *Provided further*, That
6 the Secretary shall give priority to projects on bridges lo-
7 cated in a State with more than 10 percent of its total
8 deck area of bridges classified as in poor condition: *Pro-*
9 *vided further*, That funds provided under this heading
10 shall be administered as if apportioned under chapter 1
11 of title 23, United States Code: *Provided further*, That the
12 Federal share of the cost of a project funded under this
13 heading shall be 100 percent for bridges in rural areas,
14 as defined under section 101 of such title, and shall not
15 exceed 80 percent of the total project cost on all other
16 eligible bridges.

17 FEDERAL RAILROAD ADMINISTRATION

18 FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD

19 REPAIR

20 For an additional amount for “Federal-State Part-
21 nership for State of Good Repair”, \$500,000,000.

22 FEDERAL TRANSIT ADMINISTRATION

23 For an additional amount for “Transit Formula
24 Grants”, \$500,000,000 shall be available to carry out 49

1 U.S.C. 5307: *Provided*, That for an additional amount for
2 “Capital Investment Grants”, \$500,000,000.

3 DEPARTMENT OF HOUSING AND URBAN
4 DEVELOPMENT

5 PUBLIC AND INDIAN HOUSING

6 TENANT-BASED RENTAL ASSISTANCE

7 For an additional amount for “Tenant-Based Rental
8 Assistance”, \$230,000,000 shall be for additional incre-
9 mental rental voucher assistance under paragraph (6) of
10 such account.

11 PUBLIC HOUSING CAPITAL FUND

12 For an additional amount for “Public Housing Cap-
13 ital Fund”, \$1,525,000,000.

14 COMMUNITY PLANNING AND DEVELOPMENT

15 HOME INVESTMENT PARTNERSHIPS PROGRAM

16 For an additional amount for “HOME Investment
17 Partnerships Program”, \$1,270,000,000.

18 OFFICE OF LEAD HAZARD CONTROL AND HEALTHY

19 HOMES

20 LEAD HAZARD REDUCTION

21 For an additional amount for “Office of Lead Hazard
22 Control and Healthy Homes—Lead Hazard Reduction”,
23 \$200,000,000, of which \$200,000,000 shall be made avail-
24 able for the award of grants pursuant to section 1011 of
25 the Residential Lead-Based Paint Hazard Reduction Act

1 of 1992, which shall be provided to areas with the highest
2 lead-based paint abatement needs.

3 ADMINISTRATIVE PROVISION

4 SEC. 501. No part of any appropriations contained
5 in this title shall be made available for obligation or ex-
6 penditure, nor any authority granted herein be effective,
7 until the enactment into law of a subsequent Act entitled
8 “Bipartisan Budget Act of 2017”.

TITLE V

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

NATIONAL INFRASTRUCTURE INVESTMENTS

The recommendation includes an additional \$1,000,000,000 for National Infrastructure Investments, more popularly known as the TIGER grant program, for a total of \$1,550,000,000 in fiscal year 2018. This total funding level is \$1,550,000,000 more than the budget request and \$1,050,000,000 more than fiscal year 2017.

TIGER grants allow communities to make multi-modal transportation investments that address congestion, improve safety, create jobs, and expand economic opportunities nationwide. The TIGER grant program provides an important alternative resource for States and local governments to mobilize transportation projects that traditional formula grant programs are unable to accommodate.

TIGER grants from fiscal year 2016 alone are leveraging nearly \$500,000,000 in Federal investment, which will support \$1,740,000,000 in overall transportation spending. Since 2009, the TIGER grant program has provided a combined \$5,100,000,000 to 421 projects in all 50 States, and demand still significantly outpaces available resources. The Department has received more than 7,300 applications, collectively requesting more than \$143,000,000,000 for transportation projects across the country, which is nearly 30 times the amount of available funding.

The recommended level of funding will help the Department to meet more of this demand, allowing communities to make transformative investments in their transportation infrastructure to fix freight bottlenecks, shorten commutes, and expand access to jobs and schools. Based on the average size of a TIGER grant, an additional \$1,000,000,000 in funding will create 13,000 jobs and help up to 75 communities across the country make necessary transportation investments to remain competitive in the global economy.

FEDERAL HIGHWAY ADMINISTRATION

BRIDGE REPLACEMENT AND IMPROVEMENT DRIVING A GROWING
ECONOMY [BRIDGE] PROGRAM

The recommendation includes \$2,000,000,000 in funding to repair or replace bridges on the National Highway System. Bridges connect communities, enable the movement of people and goods, and support a growing economy. When bridges fall into disrepair, there are real consequences for the workforce, family access to essential goods and services, and businesses trying to move freight to market. When weight loads are restricted or traffic is rerouted around a deficient bridge, congestion is exacerbated, placing more stress on other roads on the system.

While the overall percentage of structurally deficient bridges has declined in recent years, the remaining needs are significant. In fact, Americans make more than two hundred million trips every day across almost 59,000 structurally deficient bridges. The current

maintenance, repair, and replacement backlog for structurally deficient bridges nationwide is \$123,000,000,000. The unfortunate reality is funding for the BRIDGE Program is still grossly insufficient for what is needed to substantially address our aging bridge infrastructure; therefore, these resources will be targeted to critical corridors on bridges that represent the greatest safety risk. The American people need a safe, efficient highway system to transport passengers and freight, and this additional funding will help states to restore bridges to modern engineering standards.

FEDERAL RAILROAD ADMINISTRATION

FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR

The recommendation includes an additional \$500,000,000 for the Federal-State Partnership for State of Good Repair program, bringing the total recommendation to \$526,000,000. This funding level is \$500,055,000 more than the budget request and \$501,000,000 more than the fiscal year 2017 enacted level.

These resources will support the repair and replacement of aging infrastructure on Amtrak's network. Amtrak has negotiated agreements with states throughout the country to jointly support service on routes critical to regional economies. Grants from the program will leverage funding from those states and transit systems that share the infrastructure and will increase the impact of the funding to lessen delays and improve safety on America's rail system, while also creating or sustaining 8,450 jobs.

The Northeast Corridor alone faces a \$38,000,000,000 backlog in state of good repair projects. Every day, 750,000 people travel on the Northeast Corridor, contributing \$50,000,000,000 to the American economy. The recommendation will jump-start critical projects through a Federal commitment that will bring state and local investment to match.

FEDERAL TRANSIT ADMINISTRATION

FORMULA GRANTS

URBANIZED AREA FORMULA GRANTS

The recommendation includes an additional \$500,000,000 for the Federal Transit Administration's Section 5307 Urbanized Area Formula Grants, bringing the total recommendation for fiscal year 2018 up to \$5,779,680,000. These grants provide capital and operating assistance for transit systems across the country in both cities and rural areas. The total recommendation represents a 9-percent increase to this account and will address some of the \$90,000,000,000 repair backlog faced by transit systems nationwide.

Public transit is a key connector for people of all income levels to get to work and school, as well as to access medical care. While transit is effective at easing congested commuter routes on busy corridors, it also connects residential areas with job centers and economic opportunities. In addition, transit assists the elderly and people with disabilities with living independently and traveling safely in rural and urban environments. The recommendation helps

to provide all of those services through a necessary funding increase to the Nation's diverse transit systems.

The additional \$500,000,000 will be distributed according to the current formula, which will result in State-by-State allocations as follows:

State	\$500,000,000 Allocation
Alabama	\$2,370,460
Alaska	1,661,464
Arizona	7,689,741
Arkansas	1,295,784
California	80,510,714
Colorado	7,603,230
Connecticut	9,682,809
Delaware	2,009,530
District of Columbia	2,194,975
Florida	25,678,564
Georgia	9,323,629
Hawaii	3,114,022
Idaho	1,013,252
Illinois	27,058,266
Indiana	5,688,037
Iowa	2,085,603
Kansas	1,753,722
Kentucky	2,565,693
Louisiana	3,526,929
Maine	1,236,970
Maryland	16,392,442
Massachusetts	20,359,107
Michigan	8,657,045
Minnesota	6,267,194
Mississippi	826,843
Missouri	4,857,622
Montana	433,778
Nebraska	1,130,791
Nevada	4,253,794
New Hampshire	841,992
New Jersey	39,762,216
New Mexico	2,407,007
New York	65,103,579
North Carolina	7,028,935
North Dakota	504,364
Ohio	10,559,419
Oklahoma	1,797,909
Oregon	5,640,720
Pennsylvania	18,103,339
Puerto Rico	4,532,688
Rhode Island	2,790,005
South Carolina	2,560,074
South Dakota	401,596
Tennessee	4,970,902
Texas	29,507,306
Utah	4,949,804
Vermont	245,098
Virgin Islands	109,487
Virginia	13,008,988
Washington	14,397,496
West Virginia	920,972
Wisconsin	4,965,080
Wyoming	208,083
Subtotal	496,559,070
Oversight	3,440,930

CAPITAL INVESTMENT GRANTS

The recommendation includes an additional \$500,000,000 for Capital Investment Grants, including \$200,000,000 for New Starts Full Funding Grant Agreements [FFGAs], \$200,000,000 for Core Capacity FFGAs, and \$100,000,000 for Small Starts grant agreements, for a total spending level of \$2,632,910,000 in fiscal year 2018. This total funding level is \$220,279,000 more than the fiscal year 2017 enacted level and \$1,400,910,000 more than the budget request. The budget request assumed the elimination of this program in the future, and this recommendation soundly rejects that misguided proposal. This funding level will construct projects generated by local governments, which have undergone a rigorous evaluation process, have consolidated significant local match funding and political support, and deserve funding.

The Administration's budget request incorrectly characterized all transit projects as local investments with local benefits, while maintaining that Federal investment in highways in the same location is of regional or national significance. That duplicitous and counterproductive mindset fails to take into account the interconnected nature of our transportation system. Every transit rider represents fewer vehicles on the road, reducing wear and tear on roads and bridges while also easing congestion. Traffic and congestion now waste 5.5 billion hours nationwide each year, at a cost of \$154,200,000,000 per year—a new record. According to the Department, public transit saves 4 billion gallons of gasoline, prevents 37 million metric tons of carbon dioxide emissions, and saves travelers 646 million hours of commute time per year.

Public transit ridership has increased by 37 percent over the last 20 years. America cannot address the growing demands of transit systems and congestion around the country without funding the projects needed to meet that demand.

The recommended funding level would increase Capital Investment Grant spending to a sufficient level of funding to build state-of-the-art transit systems that alleviate congestion and create 45,000 jobs nationwide.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

The recommendation includes an additional \$230,000,000 for incremental rental voucher assistance for veterans experiencing homelessness, as authorized under section 8(o)(19) of the United States Housing Act of 1937. The recommendation is \$190,000,000 more than fiscal year 2017 and results in a total of \$21,595,120,000 in Tenant-based Rental Assistance for fiscal year 2018.

Since 2010, veteran homelessness has declined by 47 percent nationally; however, it is estimated that 39,000 veterans are still experiencing homelessness in America. While a majority of these veterans, who served on active duty in the armed forces, are sheltered, there are still more than 13,000 veterans living on the street. In order to meet the housing and supportive services needs of veterans experiencing housing instability, the recommendation in-

cludes funding for approximately 28,800 new HUD–VASH vouchers, which would eliminate veteran homelessness nationally.

PUBLIC HOUSING CAPITAL FUND

The recommendation includes an additional \$1,525,000,000 for Capital Grants, resulting in a total of \$3,470,000,000 for the Public Housing Capital Fund in fiscal year 2018. The total funding level is \$2,842,000,000 more than the President’s budget request and \$1,528,500,000 more than fiscal year 2017. This additional funding will support the rehabilitation, development, and preservation of the Nation’s public housing stock, which will help to address the estimated \$3,400,000,000 backlog of deferred capital need that is anticipated in 2018.

Since the 1940s, public housing has enabled millions of low- and extremely low-income residents to access affordable housing across America. Today, public housing is home to more than 1.1 million low- and extremely low-income households, of which more than half are headed by elderly or disabled residents on fixed-incomes, and approximately 700,000 households earn 30 percent or less than area median income. However, as this housing stock ages, nearly 10,000 existing units are at risk of becoming obsolete each year as a result of significant disrepair and ailing infrastructure. In an effort to preserve the Nation’s public housing stock, public housing agencies across the country require increased Federal resources to make necessary capital repairs, conduct significant rehabilitation, and, in some cases, demolish and replace units with newly-constructed affordable housing. In an effort to preserve the supply of public housing, the recommended funding level allows public housing agencies to make necessary capital repairs in order to help ensure currently assisted low-income residents continue to have access to affordable housing that is safe, accessible, and secure.

COMMUNITY PLANNING AND DEVELOPMENT

HOME INVESTMENT PARTNERSHIPS PROGRAM

The recommendation includes an additional \$1,270,000,000 for the HOME Investment Partnerships Program, for a total of \$2,220,000,000 in fiscal year 2018. The recommendation provides \$1,320,000,000 more than the fiscal year 2017 enacted level for an increase in affordable housing activities.

The Nation’s affordable housing stock is insufficient to meet the rental demand for low- and extremely-low income Americans, with only 25 percent of eligible households receiving HUD rental assistance each year. While there are Federal programs that provide resources to help preserve existing affordable housing, the HOME program serves as the primary Federal funding stream for communities to target resources to new affordable housing production. This program is critical to both the preservation and expansion of affordable housing, and serves as a tool for communities to leverage additional public and private resources that benefit low-income Americans. This funding level will allow States and local governments to produce nearly 57,000 affordable housing units and provide tenant-based rental assistance to more than 17,000 families in fiscal year 2018. This Federal investment spurs affordable housing

production where units are otherwise limited or unavailable, ensuring that low-income individuals and families, who require assistance, are not at risk of homelessness.

The additional \$1,270,000,000 will result in a State-by-State allocation as outlined in the table below:

State	\$950,000,000 Allocation	\$2,220,000,000 Allocation
Alabama	\$12,775,543	\$29,854,427
Alaska	3,560,861	8,321,170
Arizona	15,774,505	36,862,527
Arkansas	7,742,832	18,093,776
California	129,203,619	301,928,457
Colorado	13,224,242	30,902,966
Connecticut	10,854,983	25,366,381
Delaware	4,129,847	9,650,800
District of Columbia	3,881,774	9,071,093
Florida	45,096,385	105,383,131
Georgia	25,714,883	60,091,621
Hawaii	5,280,233	12,339,071
Idaho	4,147,210	9,691,375
Illinois	40,430,837	94,480,482
Indiana	18,699,081	43,696,800
Iowa	7,918,096	18,503,340
Kansas	7,547,791	17,637,996
Kentucky	13,224,729	30,904,104
Louisiana	12,965,181	30,297,581
Maine	4,247,302	9,925,274
Maryland	12,514,042	29,243,340
Massachusetts	24,336,789	56,871,233
Michigan	29,321,913	68,520,681
Minnesota	13,414,472	31,347,503
Mississippi	8,081,746	18,885,764
Missouri	16,730,047	39,095,478
Montana	3,771,405	8,813,178
Nebraska	5,482,879	12,812,623
Nevada	8,881,683	20,755,091
New Hampshire	3,767,401	8,803,821
New Jersey	24,606,663	57,501,886
New Mexico	5,387,197	12,589,029
New York	91,239,293	213,211,822
North Carolina	26,088,397	60,964,465
North Dakota	3,353,557	7,836,733
Ohio	38,328,654	89,568,013
Oklahoma	10,001,407	23,371,709
Oregon	13,233,503	30,924,607
Pennsylvania	39,891,903	93,221,079
Rhode Island	4,954,603	11,578,125
South Carolina	12,156,766	28,408,443
South Dakota	3,384,883	7,909,937
Tennessee	17,414,065	40,693,920
Texas	63,974,027	149,497,200
Utah	6,519,050	15,233,991
Vermont	3,417,566	7,986,312
Virginia	18,301,438	42,767,571
Washington	18,778,199	43,881,686
West Virginia	5,343,442	12,486,780
Wisconsin	17,839,566	41,688,249
Wyoming	3,519,799	8,225,215

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES LEAD HAZARD REDUCTION

The recommendation provides an additional \$200,000,000 for lead-based paint hazard reduction and abatement activities for fis-

cal year 2018, increasing the total funding level to \$360,000,000. This amount is \$230,000,000 more than the budget request and \$215,000,000 more than the fiscal year 2017 enacted level.

The prevalence of lead-based paint hazards in the United States, especially in low-income housing, undermines the future of our communities. The CDC estimates that 535,000, or roughly 1 out of every 38, American children under the age of 6 have elevated blood lead levels. Exposure to even small amounts of lead can have severe, lasting consequences for children under the age of 6 due to their ongoing neurological development. The resulting harms can include reduced IQ, behavioral problems, and learning disabilities. This additional funding will be targeted for communities with the highest rates of childhood lead poisoning and the oldest housing stock in the Nation, and will support lead-based paint hazard reductions in up to 14,000 additional units, providing safer homes for nearly 49,700 low-income families and individuals, including almost 13,000 children under the age of 6.

ADMINISTRATIVE PROVISION

SEC. 501. Bill language is included limiting the availability of funds in this title until enactment of the Bipartisan Budget Act of 2017, an act increasing the post-sequester discretionary caps contained in the Budget Control Act of 2011.