



U.S. Senate Committee on Appropriations

PRESS RELEASE

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SUMMARY: FISCAL YEAR 2014 TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL

Full Committee Mark

**Please note: The Pipeline and Hazardous Materials Safety has been updated.*

	Budget Authority Only	Total Resources
FY 2013 Enacted: ¹	\$51.7 billion	\$104.4 billion
Subcommittee Mark	\$54.0 billion	\$107.5 billion

¹Excludes \$29.1 billion in emergency funding provided by the Disaster Relief Appropriations Act, 2013 (P.L. 113-2)

Washington, DC - Overall, the fiscal year 2014 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill includes proposed budget authority of \$54.0 billion, \$2.3 billion more than the 2013 enacted level. Total funding, including limitations on obligations related to programs funded by the Highway Trust Fund, is \$107.5 billion. Excluding disaster funding, the total funding level is \$3.1 billion, or 3.0 percent, above the equivalent 2013 enacted level.

Senator Patty Murray (D-Wash.), Chairman of the Appropriations Subcommittee on Transportation, Housing and Urban Development, issued the following statement:

“This bipartisan bill was written with input from Senators on both sides of the aisle, and I’m proud we came together on a responsible approach that makes critical investments in our communities during a time of tight budget constraints,” said “This bill provides important funding for our nation’s roads, bridges, rail and transit systems, and airports, creating jobs and supporting our economy for years to come. It also makes crucial investments in community development and affordable housing programs and preserves an essential part of the country’s safety net by protecting housing assistance for low-income families and veterans.”

Senator Barbara A. Mikulski (D-Md.), Chairwoman of the Appropriations Committee, issued the following statement:

“This Transportation-Housing bill is critical to maintaining the strength of America’s infrastructure and the jobs needed to build and repair our nation and to make America more

competitive, innovative and resilient. Together with the Energy and Water bill, the two bills we mark up today are truly economic engines for America, bills that create jobs and keep America moving.

“The Transportation-Housing bill invests in our roads and bridges, our rail and transit systems, and our airports. This bill supports our communities and neighborhoods with Community Development Block Grants, which provide flexible funding to meet local needs, and it supports the building and rehabilitation of affordable housing. The bill also meets compelling human needs for our vulnerable populations, such as housing for the elderly, disabled, and the homeless.

“I’m grateful for how the bill helps Maryland, by providing funding for our Metro system, allowing for much-needed improvements to make Metro safer. We have just marked the fourth anniversary of the deadly crash on the Red Line. This bill honors the legacy of the nine victims of that horrific crash by supporting the first-ever federal safety standards for transit systems nationwide to make them safe for the people who work on them and the people who ride on them in communities across the country.”

The bill helps our communities and transportation system by focusing on five priority areas:

- Investing in transportation infrastructure;
- Providing housing and services to our Nation’s most vulnerable;
- Supporting our communities and addressing the foreclosure crisis;
- Ensuring the safety of our transportation system; and
- Promoting sustainability in our communities.

Investing in transportation infrastructure

Funding for Significant Transportation Projects (“TIGER” program): \$550 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. The bill requires the Secretary to allocate no less than 20 percent of the funding (\$110 million) for projects in rural communities. The funding level included in the bill is \$51 million above the fiscal year 2013 enacted level, which equaled \$499 million. The demand for investment, however, is still enormous in comparison to the available funding. For the fiscal year 2013 funding, the Department of Transportation received applications from every State in the country for projects that total \$9 billion.

Highway Investments: \$40.3 billion for the annual Federal-aid Highway program to support essential investments in roads and bridges in every State across the country. This funding level is \$636 million above the fiscal year 2013 enacted level.

Bridges in Critical Corridors (“BRICC”): \$500 million for bridge projects across the country. In the wake of recent bridge failures, including the collapse of the Skagit River bridge in Washington State, the Committee provides this funding to strengthen investments in our nation’s transportation infrastructure. On June 13, a witness from the Government Accountability Office testified before the Committee that one in every four bridges in the United States is classified as deficient (which means that the condition of the bridge has deteriorated or that the design of the bridge does not meet current standards). The funding provided in the bill will support bridge projects eligible under the Surface Transportation Program, which is authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21). The funding will be distributed through a competitive process, and the Committee requires the Secretary of Transportation to ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural areas. No similar investments were provided for fiscal year 2013.

Rail Investments: \$1.75 billion for our nation’s rail infrastructure, of which \$1.45 billion is for Amtrak. The funding level is \$137 million more than the fiscal year 2013 enacted level. The funding provided for Amtrak will sustain a rail system that serves over 500 communities in 46 states. Amtrak has experienced a 60 percent growth in ridership since 1998, carrying a record of 31.2 million passengers with an 83 percent on-time performance rate in fiscal year 2012.

Of the total amount provided, \$100 million is for Capital Assistance for National High Performance Passenger Rail Grants. These funds are competitively awarded to states to improve intercity services, address congestion mitigation, execute multi-state planning initiatives, and provide transition assistance for the capital costs for state supported routes.

Transit Investments: \$1.943 billion for the transit “New Starts” program, which, when combined with other resources, funds all of the projects included in the President’s request. This funding supports projects across the Nation that will provide new or expanded public transportation services at a time when demand for transit services is increasing.

Airport Investments: \$3.35 billion for capital investments at airports across the country. This funding level \$6.7 million above the fiscal year 2013 enacted level.

Air Transportation Modernization: \$962 million for the FAA’s NextGen program to continue to modernize the nation’s aging air traffic control system. These investments will help the FAA avoid the increasing delays and congestion that will otherwise occur as demand for air travel continues to grow. A recent study by researchers at the University of California, Berkeley, found that domestic flight delays cost the US economy \$32.9 billion in a year, with half of that amount borne by airline passengers.

Providing housing and services to our Nation's most vulnerable

Section 8 Tenant-based rental assistance: \$19.6 billion for the housing choice voucher program. This level of funding is \$683 million above the fiscal year 2013 enacted level. This funding is critical to ensure our Nation's low-income tenants, nearly half of whom are elderly or disabled, can live in safe, affordable housing. According to a recent study by HUD, there are currently more than 8.5 million very low income families in the U.S. that are either paying more than half of their incomes toward rent, living in severely inadequate housing, or both, reinforcing the need for affordable housing.

The total includes:

- \$17.6 billion for the renewal of existing housing choice vouchers and \$1.69 billion for program administration; and
- \$75 million for 10,000 new HUD-Veterans Affairs Supportive Housing (HUD-VASH) vouchers for homeless veterans and \$3 million for a rental assistance pilot program for Native American veterans living on reservations or tribal lands who are homeless or at-risk of homelessness. While HUD-VASH has helped reduce veteran homelessness by 17 percent since 2009, there are still an estimated 60,000 homeless veterans. These resources will support the goal of ultimately ending homelessness among veterans.

Public Housing: \$2 billion for the public housing capital fund, an increase of \$129 million above the fiscal year 2013 enacted level. The bill also includes \$4.6 billion for the public housing operating fund, which is \$347 million above the fiscal year 2013 enacted level. There is currently a backlog of capital needs in public housing of over \$26 billion. Continued deferral of maintenance can lead to increased costs in the future, and the ultimate loss of units which cannot be replaced. The bill includes increased capital funds to help meet these capital needs.

Project-based rental assistance (PBRA): \$10.8 billion for the Section 8 project-based rental assistance program for the renewal of project-based contracts. This level of funding is \$500 million above the budget request and \$1.45 billion above the fiscal year 2013 enacted level. This program is a successful public-private partnership that preserves affordable housing for 1.23 million very low income households, 65 percent of which are elderly or disabled households that would otherwise be at risk of homelessness.

Homeless Assistance grants: \$2.26 billion for homeless assistance grants. This level of funding is \$232 million above the fiscal year 2013 enacted level. According to HUD's most recent Annual Homeless Assessment Report, an estimated 1.5 million people used an emergency shelter or transitional housing program during 2011. In response to a 13.5 percent increase in the number of families finding refuge in shelters between 2007 and 2011, the bill includes at least \$336 million for the Emergency Solutions Grant program to prevent families from becoming homeless, or to rapidly re-house those experiencing homelessness.

Native American housing block grants: \$675 million for the Native American Housing Block Grant program to support the housing and community development needs of Native Americans. This level of funding is \$25 million more than the budget request and \$29.3 million more than the fiscal year 2013 enacted level, and reflects the first inflationary increase provided to the program since fiscal year 2010. Native Americans are twice as likely to live in poverty and twice as likely to live in severely overcrowded housing conditions when compared to the rest of the nation. This program is the primary tool for tribes to address the dire housing conditions in Indian country.

Supporting our communities and addressing the foreclosure crisis

Community Development Block Grants (CDBG): \$3.15 billion is provided for CDBG grant funding for States and communities across the Nation. This is \$350 million above the President's budget request. This funding will assist states and communities that are still struggling as the economy recovers with their continued efforts to invest in and support the needs of low-income communities. The funding provided is expected to create or support an estimated 80,900 jobs.

Indian Community Development Block Grants: \$70 million for Indian Community Development Block Grants, which supports housing, infrastructure and economic development on Native American lands. The amount includes \$10 million for an initiative to combat serious mold infestations in Native American housing.

HOME Investment Partnerships Program: \$1 billion for the HOME Investment Partnerships program, which is \$2 million more than the fiscal year 2013 enacted level. This funding supports the creation and rehabilitation of low-income housing across the country. In fiscal year 2014, funding is expected to support the creation or rehabilitation of over 15,000 units of affordable housing to help address the shortage of this kind of housing. The bill also continues reforms to ensure that funds are used in a timely fashion for worthy projects.

Housing Counseling: A total of \$132 million for housing counseling efforts. This includes \$55 million for HUD's housing counseling activities, including Home Equity Conversion Mortgage (HECM) counseling and pre-purchase counseling. In addition, \$77 million is included to continue the National Foreclosure Mitigation Counseling program that began in fiscal year 2008.

Ensuring the safety of our transportation system

Automobile Safety: \$848 million for vehicle and driver safety programs, which will support vehicle safety research, drunk and drugged driving prevention, and grants to states for highway safety grants and occupant protection initiatives. With over six million accidents and 32,000 highway fatalities annually, NHTSA's research, regulatory and grant programs to states help to make the vehicles we drive and the roadways we drive on safer for the traveling public.

***Pipeline and Hazardous Materials Safety:** Includes \$246 million to support pipeline and hazardous materials safety programs, including pipeline safety research and grants for state pipeline safety programs. This funding will improve the agency's ability to ensure the safety of the 2.6 million miles of privately owned and operated pipeline infrastructure and the transportation of more than 800,000 daily shipments of hazardous materials across the Nation.

Aviation Safety: \$1.2 billion is provided to support aviation safety activities at the Federal Aviation Administration (FAA). This funding level is \$12 million above the level requested by the Administration, which will allow the FAA to fill an additional 100 safety-critical positions to oversee air carriers and manufacturers, as well as improve training for the agency's safety workforce.

Transit Safety: Includes at least \$5 million to stand up the Federal Transit Administration's new transit safety office to oversee and support local safety authorities. In addition, the bill provides \$150 million for grants to the Washington Metropolitan Area Transit Authority (WMATA) for capital investments. The bill includes language requiring WMATA to place the highest priority on projects that will improve the safety of the transit system.

Promoting sustainable communities

Choice Neighborhoods: \$250 million for HUD's Choice Neighborhoods Initiative. This initiative will expand the successful HOPE VI program. This level of funding is \$130 million more than the fiscal year 2013 enacted level. While continuing to focus on improving public housing, it will also address the needs of other HUD-assisted housing. In addition to improving housing and revitalizing poor communities, it also promotes better access to schools, transportation, jobs and other services.

Integrated Planning and Investment Grants: \$75 million within HUD's Community Development Fund for the Integrated Planning and Investment Grants to promote integrated housing and transportation planning. Joining HUD in this initiative will be the Department of Transportation and the Environmental Protection Agency. The funding included in the bill will provide grants for integrated housing and transportation planning efforts on both the regional and local level.

Senate bill as compared to House bill

Providing needed investment in aging infrastructure. The Senate bill includes \$500 million for additional investments in our nation's bridges. The collapse of the Skagit River bridge in Washington State caused significant disruption to the region and its economy, and it showed the price we pay when critical pieces of our national infrastructure fail. We are not investing enough to maintain our transportation infrastructure. The Senate bill seeks to address some of this need by fully funding the Federal-aid Highway program and providing an additional \$500 million for bridges in critical roads and highways across the country. The House bill does not include this additional investment.

Preserving the safety net. The Senate bill maintains our commitment to protecting the elderly, disabled, and homeless by ensuring adequate funding for housing assistance, such as section 8 contracts, vouchers and public housing. At the same time we are including reforms in these programs to reduce costs and ensure oversight and accountability of housing authorities and property owners. The House bill short-funds public housing and section 8, creating condition that would lead to their ultimate demise.

Supporting our communities. The Senate bill includes robust funding for CDBG at \$3.15 billion. This funding is critical to help our communities make the investments they need to grow and create jobs. The House bill would cut CDBG to \$1.6 billion, almost half the Senate amount, and the lowest level in the program's history.

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