## FY 2016 Omnibus – Transportation, Housing and Urban Development Appropriations

*Legislation includes funding for vital infrastructure investments, maintains housing programs for low-income families and veterans*

The Transportation, Housing and Urban Development (THUD) portion of the Omnibus prioritizes funding for infrastructure projects and programs that are essential to growing the nation's economy and commerce, as well as for programs that support the housing needs of our most vulnerable citizens.

In total, the bill provides $57.6 billion in funding – an increase of $3.8 billion compared to the fiscal year 2015 enacted level – and $114 billion in total budgetary resources. This level reflects the increased domestic discretionary funding provided by the Bipartisan Budget Act of 2015, which was enacted on November 2, and the surface transportation funding levels provided in the recently passed Fixing America's Surface Transportation (FAST) Act.

However, when accounting for changes in various offsets and collections, the bill represents an actual, programmatic increase of only $2.1 billion over last year. This funding will support critical investments such as staffing the nation's busy airports, maintaining roads and bridges, and providing housing assistance for low-income families and veterans.

**Transportation** – The bill includes $18.7 billion in discretionary appropriations for the Department of Transportation (DOT) – $847 million above the 2015 enacted level and $5.4 billion below the President's request. The bill also provides DOT with $56.4 billion in "obligation limitation" funding for surface transportation and safety programs. Within this total, the legislation provides $500 million for the TIGER program, which funds competitive grants for state and local road, transit, port, and railroad construction projects.

- **Highways** – The bill provides the full amount authorized by the recently enacted FAST legislation – $42.4 billion. This is an increase of $2.1 billion over the 2015 enacted level. This funding will provide for critical construction and improvements to the nation's roadways to improve safety, lessen travel times, and help increase commerce to boost our economy.

- **Air** – Included in the legislation is $16.3 billion for the Federal Aviation Administration (FAA), $564 million above the 2015 enacted level. The bill rejects the Administration's proposals for new passenger facility fees.

This funding will support the full operation of our air traffic control system, including the hiring and training of air traffic controllers and safety inspectors to ensure that facilities are ready and capable to serve the nation's flying public.

The bill funds FAA's Next Generation air transportation systems (NextGen) at $2.9 billion – an increase of $255 million above the 2015 enacted level. These investments will help ease future congestion and reduce delays for millions of travelers in the U.S.

- **Rail** – The Federal Railroad Administration (FRA) is funded at $1.7 billion, an increase of $52 million above the 2015 enacted level. Within this amount, Amtrak grant funding is maintained at $1.4 billion, and $50 million is provided for positive train control technologies and other rail safety grants. **No funding is provided for high-speed rail.**

- **Transit** – The bill contains $11.8 billion for the Federal Transit Administration (FTA) – an increase of $870 million over the 2015 enacted level – meeting the level authorized by the recently enacted FAST legislation. The legislation allows $9.3 billion in state and local transit grant funding from the Mass Transit Account of the Highway Trust Fund, to help local communities build, maintain, and ensure the safety of their mass transit systems.

  The legislation also provides a total of $2.2 billion for Capital Investment Grants ("New Starts"), full funding for state and local "Small Starts" grants, and funding for all current "Full Funding Grant Agreement" projects within FTA. These programs provide competitive grants for major transit investments – including rapid rail, light rail, bus rapid transit, and commuter rail – that are planned and operated by local communities.

- **Safety** – The legislation contains funding for the various transportation safety programs and agencies within DOT. This includes $869 million in both mandatory and discretionary funding for the National Highway Traffic Safety Administration (NHTSA), $580 million for the Federal Motor Carrier Safety Administration, and $252 million for the Pipeline and Hazardous Materials Safety Administration.

- **Maritime** – The legislation contains $210 million for the Maritime Security Program, an increase of $24 million over the 2015 enacted level.

**Housing and Urban Development (HUD) –** The legislation includes a total of $38.6 billion for the Department of Housing and Urban Development, an increase of $3 billion above the 2015 enacted level. However, when accounting for a decrease in offsets related to Federal Housing Administration (FHA) collections, the HUD portion of the bill is actually $1.9 billion above last year.

- **No funding is included** for any new, unauthorized "sustainable," "livable," or "green" community development programs. The bill also does not contain any new mortgage fees as proposed by the President.

- **Section 8 and Public Housing –** Included in the bill is $26.9 billion for Public and Indian Housing, an increase of $447 million over the 2015 level. This funding will ensure that ALL eligible families and individuals currently served will continue to receive assistance.

- **Housing Programs** – Housing programs are funded at $11.3 billion, $930 million above the 2015 enacted level and $202 million below the President's request.

  This funding will help ensure assistance to the nation's most vulnerable. This includes $433 million (an increase of $13 million) for **Housing for the Elderly**, and $151 million (an increase of $16 million) for **Housing for Persons with Disabilities.** The **Veterans Affairs Supportive Housing (VASH)** program to help end veterans' homelessness receives an increase of $60 million for new VASH vouchers in addition to the approximately 80,000 VASH vouchers already in circulation and renewed in this bill.

**Community Planning and Development** – The bill contains $6.7 billion for Community Planning and Development programs – an increase of $200 million above the 2015 enacted level. Within this amount, the Community Development Block Grant (CDBG) formula program is funded at $3 billion, the same as the 2015 enacted level.

**Other Provisions** – The bill includes several policy provisions to ensure good government, rein in unnecessary regulations, and to keep our economy moving. Some of these provisions include:

- A prohibition on funding for the intrusive "National Roadside Survey."

- Language to rein in overregulation related to commercial trucking, including:

    - A provision conforming **Truck Weight Limitations** on federal and state highways in Idaho.
    - A provision delaying the enforcement of a new **Truck Driver Hours of Service** rule.

- A provision requiring DOT to ensure citizens' rights to privacy when issuing vehicle safety regulations.

- A prohibition on funding for the FHA to finance mortgages seized by eminent domain.

- A requirement that applicants provide proof of citizenship to receive housing assistance.

- A provision limiting the salaries of public housing authority directors.

- A prohibition on bonuses for HUD employees subject to administrative discipline actions.

- Provisions to ensure Amtrak is making the best use of tax dollars – such as requiring overtime limits on Amtrak employees to reduce unnecessary costs, and prohibiting federal funding for routes where Amtrak offers a discount of 50% or more off normal, peak fares.

**For the full Committee Report on the Transportation, Housing and Urban Development portion of the Omnibus, including a detailed funding table, please visit:**
http://1.usa.gov/1mo3Wu1.

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