



## U.S. Senate Committee on Appropriations

*PRESS RELEASE*

### **Summary: Transportation, Housing and Urban Development *FY 2011 Continuing Resolution***

The Transportation, Housing and Urban Development provisions in the FY 2011 Continuing Resolution include discretionary budget authority of \$55.5 billion and obligation limitations of \$54.2 billion. This funding level is \$12.4 billion below the level of resources provided for FY 2010, and \$3.1 billion higher than the level that would have been provided under the House long-term CR, H.R. 1.

Of the total amount of resources in the bill for THUD, \$68 billion is provided for the Department of Transportation, including \$13.8 billion in discretionary budget authority and \$54.2 billion of obligation limitations. Another \$41.2 billion is provided for the Department of Housing and Urban Development, and the remaining \$385 million is provided for independent and related agencies.

#### **Programmatic Highlights**

##### Department of Transportation

“TIGER” Program. The bill includes \$528 million to continue a grant program that funds significant transportation projects in metropolitan and rural areas across the country. This funding level is \$72 million less than the FY 2010 enacted level.

- To date, this program has received \$2.1 billion, but the Department of Transportation has received over \$78 billion in applications.
- H.R. 1 would have eliminated all funding for the program in FY 2011, and it also would have rescinded any unobligated balances remaining from the FY 2010 funding, slashing investment in our nation’s infrastructure
- Based on information from the Department of Transportation, cutting \$1.1 billion from the TIGER program would have put 30,580 jobs at risk.
- Federal Aviation Administration. The bill provides \$16 billion for the FAA, an increase of \$357 million above the FY 2010 level and \$40 million above the level under H.R. 1. This total level of funding includes:
  - An increase of \$193 million from the FY 2010 funding level in order to protect two critical workforces at the FAA – air traffic controllers and aviation safety inspectors.
  - \$3.5 billion for capital investments at airports across the country, the same funding level provided in FY 2010 and under H.R. 1.

- Federal Highway Administration. The bill includes \$41.1 billion for the Federal-aid Highway program, the same level provided in FY 2010 as well as H.R. 1. However, the bill does not include \$293 million provided in FY 2010 to fund highway earmarks, or \$650 million provided in FY 2010 to make additional investments in roads and bridges.

The bill includes two rescissions of highway funding. It rescinds \$630 million from earmark funding that was provided at least 13 years ago. The bill also rescinds \$2.5 billion from unobligated balances of highway contract authority. States currently do not have enough obligation authority to use all of their contract authority, and so this rescission is not expected to affect States' ability to invest in roads and bridges.

- National Highway Traffic Safety Administration. The bill includes \$872.7 million for NHTSA, \$4.8 million less than the budget request, but equal to the FY 2010 level. This level of funding will allow NHTSA to continue implementation of CAFE and research into sudden unintended acceleration.
- Federal Railroad Administration. The Committee bill provides \$1.3 billion for the FRA, a reduction of \$3 billion from the budget request and \$2.8 billion below the FY 2010 level. It includes:
  - \$1.38 billion for Amtrak, \$78 million less than the Administration's request and the FY 2010 enacted level.
  - \$177 million for Safety and Operations, an increase of \$4.68 million from FY 2010 to accommodate the annualization of staffing increases provided in FY 2010
- Federal Transit Administration. The Committee bill provides \$10 billion for the FTA, \$710 million below the FY 2010 enacted level and \$779 million below the President's budget request. This includes:
  - \$1.6 billion for transit grants for new or expanded service ("New Starts"), \$400 million below the FY 2010 funding level.
  - \$50 million for a grant program to help transit agencies test innovative ways to reduce their energy consumption and greenhouse gas emissions.
  - \$150 million for capital grants to the Washington Metropolitan Area Transit Authority (WMATA), with a requirement that the highest priority be given to projects that will improve the system's safety.
- Maritime programs. The bill includes \$359 million to support Maritime Administration (MARAD) programs. It includes:
  - \$174 million for the Maritime Security Program, which is equal to the authorized level, and consistent with the budget request and FY 2010 appropriations.
  - \$152 million for operations and training, of which \$59 million is for the operations of the U.S. Merchant Marine Academy and \$15 million is for infrastructure improvements to campus facilities that have fallen into disrepair.

This is the same level of funding provided in FY 2010, but \$15 million less than the budget request.

### Department of Housing and Urban Development

- Section 8 Tenant-based rental assistance. The bill includes \$18.4 billion for the section 8 program, which provides housing vouchers, or rental payments, for low-income individuals and families across the country. This level of funding is \$233 million above the FY 2010 enacted level and \$328 million above the level included in H.R.1. The amount provided is sufficient to fund all existing vouchers.
- HUD-VASH: The bill includes \$50 million for vouchers to house homeless veterans through the HUD-Veterans Affairs Supportive Housing (HUD-VASH) Program. H.R. 1 would have eliminated all funding for this successful program, resulting in no new vouchers for homeless veterans in FY2011. The funding provided in the year-long CR will end homelessness for 7,690 homeless veterans.
  - A recent joint HUD-VA report found that an estimated 136,000 veterans experienced homelessness in fiscal year 2009.
- Community Development Block Grant. The FY 2011 CR includes a total bill includes \$3.3 billion for the Community Development Block Grant (CDBG) program, which is provided to States and local governments to support a variety of services, housing and community development activities. This level of funding is \$650 million below the FY 2010 enacted level, but \$1.8 billion above the level included in H.R.1. This represents a 16 percent cut as opposed to the draconian 62 percent cut included in H.R.1.
- Sustainable Communities Initiative. The bill retains funding for the Sustainable Communities initiative at \$100 million. This level of funding is \$50 million below the FY 2010 enacted level. The funding for this program supports a joint initiative with the Department of Transportation and the Environmental Protection Agency (EPA), and funds grants to regions and communities to planning that integrates transportation and housing.
  - The H.R. 1 eliminated funding for this program and prohibited HUD from using any funding for Sustainability.
  - The House proposal would have also rescinded funding provided for the program in FY2010, cutting an additional \$130 million, for a total combined reduction of \$280 million.
  - Since the FY2010 funding has already been awarded, as many as 87 grantees could have lost funding.
- Homeless Assistance Grants. The bill includes \$1.9 billion for homeless assistance grants. This level of funding represents an increase of \$40 million over both the FY 2010 enacted level and the level provided in H.R.1. Within this amount, \$225 million is for the Emergency Solutions Grant (ESG) program authorized in the recently-enacted homeless reauthorization bill. The ESG program supports homelessness prevention and rapid re-

housing activities that are especially effective at assisting homeless or low-income families at-risk of homelessness, and responds to a recent report issued by HUD showing that family homelessness has increased by 30 percent since 2007.

- **Public Housing.** The bill includes \$2 billion for the public housing capital fund to maintain public housing across the country. This level of funding is \$456 million below the FY 2010 enacted level, but \$616 million above the level included in H.R.1. The funding supports capital improvements to the public housing capital fund.

The bill also includes \$4.6 billion for the public housing operating fund. This level of funding is \$149 million below the FY 2010 enacted level, and equal to the level provided in H.R.1. According to HUD, this level is sufficient to support the operation of public housing in FY 2011.

- **Native American Housing Programs.** The bill includes \$650 million for the Native American Housing Block Grant program, an increase of \$70 million above the budget request and a decrease of \$50 million below FY 2010 enacted. The bill also includes \$65 million for the Indian Housing Block Grant Program, within the Community Development Fund. This level of funding is equal to the FY 2010 enacted level; H.R. 1 does not include this set-aside.
- **HOPE VI.** The bill includes \$100 million for HOPE VI account, which supports efforts to tear down distressed public housing and create mixed-income communities.
  - H.R. 1 eliminated all funding for this program, slashing investment in public housing and low-income neighborhoods.
  - The House proposal would have also rescinded funding provided to the program in FY2010, resulting in a total combined reduction of \$398 million.
- **Housing for the Elderly and Disabled:** The bill includes \$400 million for housing for our nation's low-income elderly and \$150 million for housing for our Nation's disabled. A report by the Seniors Commission estimates that by 2020 there will be 1.3 million elderly at or below 150 percent of poverty who require assistance with activities of daily living, and an additional 1.3 million with cognitive or mental disabilities. There are approximately 1 million very low-income renter households in the United States, including persons with disabilities, with worst case housing needs either as a result of a severe rent burden or as a consequence of living in substandard housing.
  - The House Republican proposal would have cut funding for these programs by \$761 million, freezing the pool of assisted housing for frail, low income seniors and disabled. Reductions this magnitude would have eliminated basic housing assistance to some of the most severely disadvantaged demographics of the nation at risk of homelessness.