



## **FISCAL YEAR 2024 TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL**

The Transportation, Housing and Urban Development, and Related Agencies bill provides a discretionary total of \$90.243 billion, which is \$8.633 billion (8.7%) below the President's Budget Request. While the Subcommittee's spending level is \$2.91 billion above the Fiscal Year 2023 allocation, \$7.6 billion in new funding is required to offset plummeting housing receipts, \$3.6 billion is required to unravel the emergency spending Democrats used to pay for FY23 housing inflation, and another \$1.8 billion is required to ensure eligible recipients of housing assistance do not lose their assistance due to inflation. In order to address these shortfalls and fund Republican priorities, the bill eliminates several programs and makes deep cuts to others, especially those that received large amounts in the Infrastructure Investment and Jobs Act (IIJA).

The Subcommittee's total allocation—the real cost to the taxpayer—is \$65.208 billion, with \$25.035 billion offset through preventing the Democrats' wasteful spending on IRS enforcement. This is 25% below the FY23 enacted level and 34% below the President's Budget Request. The bill provides a non-defense discretionary total of \$89.855 billion and a defense discretionary total of \$388 million. This bill prioritizes highway, railway, and aviation safety while maintaining housing assistance for our nation's most vulnerable.

### **TOP LINE MESSAGING**

- Reins in wasteful Washington spending and bureaucracy by:
  - Reducing funding by \$8.35 billion across 19 grant programs:
    - Reduces funding for the Department of Transportation (DOT) grant programs by \$6.616 billion, which is 59% below the FY23 enacted level.
    - Reduces funding for the Department of Housing and Urban Development (HUD) grant programs by \$1.733 billion, which is 28% below the FY23 enacted level.
  - Rightsizing transportation infrastructure spending post-IIJA; and
  - Providing \$4.619 billion to DOT discretionary grant programs, which is \$6.616 billion (59%) below the FY23 enacted level. These amounts are exclusive of Community Project Funding.
- Prioritizes our nation's transportation systems safety programs by:
  - Responsibly funding safety-related agencies and missions within the Modal Operating Administrations of the DOT.

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- Maintains housing assistance for vulnerable Americans, including the elderly, disabled, and veterans by:
  - Providing full renewal for all currently-leased, tenant-based rental assistance vouchers, all project-based rental assistance contracts, and all housing for the elderly and persons with disabilities contracts; and
  - Providing full funding for homeless assistance grant programs.



## **BILL HIGHLIGHTS**

### **Cuts to Wasteful Spending**

- Rejects the Administration’s request to increase the bureaucracy by 2,300 employees within DOT and HUD.
- Rejects the Administration’s request to increase wasteful climate and equity initiatives.
- Eliminates over \$380 million in unauthorized Biden Administration initiatives, including:
  - \$100 million DOT Thriving Communities, a “Justice40”-related program;
  - \$185 million HUD Choice Neighborhoods program;
  - \$85 million HUD Yes in My Backyard (YIMBY) program, which gives bureaucrats in Washington the power to change local zoning laws; and
  - \$10 million for unnecessary eviction legal assistance grants.
- Rejects the Administration’s request for additional programs and initiatives totaling nearly \$1.7 billion, including:
  - \$26 million to electrify DOT’s federal vehicle fleet;
  - \$92 million for FAA Environment, Energy, and Sustainable Aviation Fuel programs;
  - \$560 million for the Federal-State Partnership for Intercity Passenger Rail;
  - \$30 million transit research initiatives, including those related to climate;
  - \$565 million to expand HUD vouchers;
  - \$300 million in “Green New Deal” grants to promote environmental justice priorities in public housing; and
  - \$100 million to resurrect the Build Back Better housing agenda, through the FirstHOME Downpayment Assistance Initiative.
- Deeply reduces funding for programs overfunded by Democrats, including:
  - No funds for the RAISE or Mega grant programs, which is \$800 million below the FY23 enacted level;
  - \$876 million for Amtrak, bringing the agency below the FY03 enacted level;
  - \$392 million for FTA Capital Investment Grants, the lowest level in decades;
  - \$500 million for the HOME Investment Partnership program, a \$1 billion decrease from the FY23 enacted level. This program received \$5 billion under the American Rescue Plan and only 1% has been expended; and
  - No funds for the failed California High Speed Rail project.



## **Claw-backs of Prior Appropriations**

- Rescinds \$25.035 billion from IRS enforcement spending from the Inflation Reduction Act, providing significant savings while also ensuring that the IRS does not encroach on working- and middle-class Americans.
- Rescinds over \$560 million from the Lead Hazard Control and Healthy Homes (OLHCHH) account, which right sizes funding to the program while still supporting over \$300 million in grants through the end of FY23.
- Rescinds an additional \$120 million in DOT spending.

## **Conservative Priorities**

- Prohibits DOT from imposing burdensome grant requirements on state and local applicants in the name of “equity.”
- Prohibits implementation of the Administration’s proposed Greenhouse Gas emissions rule, which would be especially burdensome for rural states.
- Prevents implementation of the Administration’s proposed “Affirmatively Furthering Fair Housing” rule, which would put a severe regulatory burden on small- and medium-sized municipalities, public housing authorities, and other entities and bury them in developing “Equity Plans.”
- Prevents funding in violation of current law regarding ineligibility of illegal immigrants for federal housing assistance.
- Prohibits the use of funds for training of federal employees or contractors to promote Critical Race Theory or related concepts.
- Prohibits federal overreach of the Federal Motor Carrier Safety Administration on America’s truckers by barring requirements related to inward-facing cameras on commercial motor vehicles.
- Includes a provision to ban commercial flights to the hostile regime of Cuba.
- Includes a prohibition on the procurement of Chinese-manufactured drones.
- Promotes self-sufficiency by funding the Family Self Sufficiency program at \$175 million for financial education and job training, providing a return on investment for families who build income and savings.
- Encourages the private sector in providing affordable housing options through market mechanics using the Rental Assistance Demonstration, which gives families options when searching for housing.
- Provides full renewals for Veterans Affairs Supportive Housing (VASH) vouchers, supporting all 79,000 current vouchers under lease and 29,000 unleased vouchers.
- Provides \$1 million for the Veterans Housing Rehabilitation and Modification Pilot program to help rehabilitate and modify housing for disabled and low-income veterans.



## DETAILED FUNDING SUMMARY

### **Department of Transportation**

Provides a discretionary total of \$21.574 billion to the Department of Transportation, which is \$7.161 billion below the FY23 enacted level. Taken together with \$79.342 billion in obligation limitation for highway trust fund programs, the bill provides \$100.915 billion in total budgetary resources to improve the safety and efficiency of our nation's transportation system.

- \$19.553 billion in total budgetary resources for the Federal Aviation Administration (FAA), \$529 million above the FY23 enacted level.
  - \$12.730 billion to fully fund air traffic control operations and allow the FAA to hire 1,800 air traffic controllers to replace the retiring workforce.
  - \$2.973 billion for facilities and equipment, which is \$27.9 million above the FY23 enacted level.
  - \$303.9 million in Community Project Funding for 89 airport improvement projects requested by 78 Members.
- \$62.092 billion in total budgetary resources for the Federal Highway Administration, which is \$829.8 million below the FY23 enacted level.
  - \$60.835 billion in highway trust fund programs.
  - Eliminates funding for discretionary highway programs duplicative to the advanced appropriations provided by the IIA.
  - \$1.212 billion in Community Project Funding for 539 highway infrastructure projects requested by 234 Members.
- \$1.451 billion in total budgetary resources for the Federal Railroad Administration, which is \$1.952 billion below the FY23 enacted level and \$3.318 billion below the President's Budget Request.
  - Prioritizes rail safety programs, including \$273 million for safety and operations, which is \$23 million above the FY23 enacted level.
  - Reduces funding for Amtrak by \$1.577 billion from the FY23 enacted level and \$2.192 billion below the President's Budget Request.
  - \$258.5 million for the Consolidated Rail Infrastructure Safety Improvement (CRISI) program, including \$28.9 million in Community Project Funding for 18 projects requested by 16 Members.
- \$14.671 billion in total budgetary resources for the Federal Transit Administration, which is \$2.297 billion below the FY23 enacted level and \$2.357 billion below the President's Budget Request.
  - \$13.99 billion in highway trust fund transit programs.
  - \$392.2 million for Capital Investment Grants, which is \$1.118 billion below the FY23 enacted level and \$2.458 billion below the President's Budget Request.
  - \$130.8 million in Community Project Funding for 127 transit infrastructure projects requested by 97 Members.

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- \$753.3 million for the Maritime Administration, which is \$226.9 million below the President's Budget Request.
  - \$6 million for a vessel design and construction manager to start the recapitalization of the National Defense Reserve Fleet in order to support the nation's strategic sealift operations with American-built ships.
  - \$69.7 million in Community Project Funding for 22 port infrastructure projects requested by 16 Members.
- \$2.505 billion for transportation safety.
  - Provides full contract authority of \$891.3 million for the Federal Motor Carrier Safety Administration.
  - \$1.275 billion for the National Highway Traffic Safety Administration to fund critical safety activities, which is \$72.3 million above the FY23 enacted level.
  - \$338.3 million, which is \$18.9 million above the FY23 enacted level, to fully fund safety efforts within the Pipelines and Hazardous Materials Administration, with increases to help communities prevent, prepare for, and respond to hazardous materials incidents like the train derailment in East Palestine, Ohio.
- \$664.5 million for the Office of the Secretary, which is \$1.436 billion below the President's Budget Request.
  - \$348.5 million to fully fund the Essential Air Service program, which provides air service to rural communities otherwise unserved.
  - Does not provide additional appropriations for the RAISE or Mega grant programs, as the programs receive a collective \$2.5 billion (\$1.5 billion for RAISE and \$1 billion for Mega) in advanced appropriations for FY24 through the IIJA.
  - \$5.3 million to launch a nationwide dashboard for shippers and carriers to track real-time supply chain movements and better respond to bottlenecks.
- \$121 million for the DOT Office of the Inspector General (OIG), which is \$13 million above the FY23 enacted level, to ensure the OIG has the tools it needs to eliminate waste, fraud, and abuse, especially as it relates to the implementation of the IIJA.

## Department of Housing and Urban Development

Provides a net discretionary total of \$68.217 billion for the Department of Housing and Urban Development, which is \$2.356 billion below the President's Budget Request.

- Public and Indian Housing
  - \$31.132 billion for the Tenant-Based Rental Assistance Program (voucher program), which will maintain housing support for 2.4 million households.
  - \$1.344 billion for Native American programs, upholding our nation's tribal trust obligations.
  - \$175 million for Self-Sufficiency programs.
  - \$8.363 billion for the Public Housing Fund, which is \$150 million below the FY23 enacted level and \$530 million below the President's Budget Request.

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- Community Planning and Development
  - \$3.3 billion for the Community Development Block Grant program.
  - \$60 million for the Self-Help and Assisted Homeownership Opportunities Program (SHOP), including \$42 million for the Section 4 Capacity Building program.
  - \$3.729 billion for Homeless Assistance Grants, which is \$20 million below the President's Budget Request.
  - \$500 million for the HOME Investment Partnerships program, which is \$1 billion below the FY23 enacted level to reflect the nearly \$5 billion yet to be spent from the Democrats' American Rescue Plan.
  - \$2.224 billion in Community Project Funding for 1,870 Economic Development Initiative (EDI) projects requested by 333 Members.
- Project-Based Housing Programs
  - \$15.820 billion for Project-Based Rental Assistance, which provides a full renewal of housing contracts serving 1.3 million households.
  - \$913 million for Housing for the Elderly, which provides a full renewal of housing contracts serving 123,000 households.
  - \$208 million for Housing for Persons with Disabilities, serving 31,000 households.
- Federal Housing Administration
  - Provides a \$400 billion limitation on guaranteed loans for the Mutual Mortgage Insurance Program and \$150 million to carry out the program.
  - Provides a \$35 billion limitation on guaranteed loans for the General and Special Risk Insurance Program.
  - Provides a \$550 billion limitation on guaranteed loans for the Government National Mortgage Association and \$51 million to carry out the program.
- \$345 million for the Office of Lead Hazard Control and Healthy Homes, which is \$65 million below the FY23 enacted level and the President's Budget Request.
- \$154 million for the HUD Office of the Inspector General (OIG), which is \$8 million above the FY23 enacted level, to ensure that the OIG has the tools it needs to eliminate waste, fraud, and abuse at HUD.

## Related Agencies

- \$10 million for the Access Board.
- \$43.7 million for the Federal Maritime Commission.
- \$30.4 million for the Amtrak OIG.
- \$145 million for the National Transportation Safety Board, a critical independent agency in the wake of near-misses at airports nationwide and train derailments.
- \$172 million for Neighborhood Reinvestment Corporation (Neighborworks).
- \$46.9 million for the Surface Transportation Board.
- \$4.2 million for the U.S. Interagency Council on Homelessness.



## **Community Project Funding**

Includes \$3.969 billion in Community Project Funding for 2,665 projects requested by 356 Members.