



COMMITTEE ON APPROPRIATIONS

Congresswoman Nita Lowey (D-NY), Ranking Member

2015 Omnibus Appropriations Act

Division K: Transportation and Housing and Urban Development, and Related Agencies

2014 Omnibus: \$50.9 billion
2015 Request: \$59.9 billion
2015 Omnibus: \$53.8 billion

Highlights and key points:

- \$9.74 billion for Federal Aviation Administration (FAA) Operations, which is \$90 million more than the 2014 enacted level and \$9.3 million less than the President's budget request.
- \$500 million for National Infrastructure Investments (TIGER), which is \$100 million less than the 2014 enacted level and \$750 million less than the President's budget request.
- \$2.1 billion for Capital Investment Grants, which is \$177 million more than the 2014 enacted level and \$380 million less than the President's budget request.
- \$1.39 billion for Amtrak capital and operating expenses, which freezes funding at the 2014 enacted level and \$1.06 billion less than the President's budget request.
- \$830 million for the National Highway Traffic Safety Administration (NHTSA), which is \$11 million more than the 2014 enacted level and \$21 million below the President's budget request.
- \$30 million for initiatives to increase the safety and oversight of the transport of energy products, including \$10 million for grade crossing and track improvement grants on rail routes that carry energy products.
- \$17.5 billion for Section 8 Tenant Based Rental Assistance renewals, which would meet projected need.
- \$9.52 billion for Section 8 Project Based Rental Assistance renewals, which would meet projected need.
- \$75 million for HUD-Veterans Affairs Supportive Housing (HUD-VASH), which is the same as the 2014 enacted level and the President's budget request.
- \$4.44 billion for Public Housing Operating Fund, which is \$40 million more than the 2014 enacted level and \$160 million below the President's budget request.
- \$1.9 billion for Public Housing Capital Fund, which is the same as the 2014 enacted level and \$50 million below the President's budget request.
- \$3 billion for Community Development Block Grants (CDBG), which is \$30 million less than the 2014 enacted level but \$200 million more than the President's budget request.
- \$900 million for HOME Investment Partnerships, which is \$100 million less than the 2014 enacted level and \$50 million less than the President's budget request.
- \$330 million for Housing Opportunities for People with AIDS, which is the same as the 2014 enacted level and \$2 million less than the President's budget request.
- \$110 million for Healthy Homes and Lead Hazard Control, which is the same as the 2014 enacted level and \$10 million less than the President's budget request.

Policy Issues

- The Omnibus includes House policy riders to create exemptions from truck weight standards for Wisconsin, Kentucky, and Mississippi, but rejects an exemption for Idaho.
- The Omnibus suspends a portion of regulations requiring a minimum number of hours of rest for truck drivers.
- The Omnibus does not include House policy riders to prohibit funding for California high speed rail.
- The Omnibus does not include a House policy rider prohibiting transit and passenger rail from eligibility for TIGER grants.

- The Omnibus does not include a House policy rider prohibiting implementation, issuance, or enforcement of an “Affirmatively Furthering Fair Housing” rule.
- The Omnibus does not include a House policy rider prohibiting DoT from issuing rules to increase minimum insurance requirements for motor carriers.
- The agreement expands HUD-VASH to Native Americans living on tribal lands.