



Legislative Bulletin.....June 10, 2014

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Amendments to H.R. 4745 - Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2015 (Latham, R-IA) – Part II

Further Updates on amendments will be sent as they become available.

Amendments to H.R. 4745 - Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2015 (Latham, R-IA) – Part II

The Committee Report can be found [here](#), and the text of the legislation can be found [here](#).

Amendments with Requested Votes:

1. **Gohmert (R-TX)**: Reduces Public Housing Capital Fund by \$7.1 Million and reduces the Public Housing Operating Fund by \$17.6 million, for a \$24.7 million total spending cut. The underlying bill funds the Capital Fund at \$1.775 billion and the Operating Fund at \$4.4 billion. Both funds subsidize local public housing projects and have not been authorized since 2003. According to the amendment sponsor, [0.4 percent of public housing goes to illegal aliens](#), so he proposes to reduce these accounts by that same percentage. Heritage Action supports this amendment. NumbersUSA will key vote support.
2. **Nadler (D-NY)**: Increases funding for Housing Opportunities for Persons with AIDS (HOPWA) by \$29.1 million and reduces HUD-Information Technology Fund by the same amount. The underlying bill funds HOPWA at \$305.9 million, \$24.1 million below the FY14 level and \$26.1 million below the President’s request. This program funds state and local programs that provide housing to low-income individuals with HIV/AIDS. The offset would amount to a 30 percent cut in HUD’s IT systems.
3. **Capito (R-WV)**: Would increase Community Development Block Grants (CDBG) by \$100 million and reduce funding for the HOME Investment Partnerships Program by \$100 million. The underlying bill funds CDBG at \$3.06 billion, a level that is 190 million above the President’s budget.

CDBG has not been authorized since 1994. The RSC Budget recommended reducing

funding for CDBG, explaining that it had funded wasteful projects such as “doggie daycare, a local circus, and decorative sidewalks in an affluent suburb.” Several conservative organizations have supported reducing CDBG funds, such as [Americans for Prosperity](#), [Cato](#), [Citizens for Government Waste](#), [FreedomWorks](#), [Heritage Foundation](#), and [Taxpayers for Common Sense](#).

The HOME Investment Partnerships Program is funded at \$700 million in the underlying bill. This program provides funding to state and local governments to “expand the supply of affordable housing.”

4. **[Broun \(R-GA\)](#)**: Reduces funding for Community Development Block Grants (CDBG) by \$20 million. The underlying bill funds CDBG at \$3.06 billion, a level that is 190 million above the President’s budget.

CDBG has not been authorized since 1994. The RSC Budget recommended reducing funding for CDBG, explaining that it had funded wasteful projects such as “doggie daycare, a local circus, and decorative sidewalks in an affluent suburb.” Several conservative organizations have supported reducing CDBG funds, such as [Americans for Prosperity](#), [Cato](#), [Citizens for Government Waste](#), [FreedomWorks](#), [Heritage Foundation](#), and [Taxpayers for Common Sense](#).

5. **[Broun \(R-GA\)](#)**: Reduces Rental Housing Assistance by \$7 million. This program is funded at \$28 million in the underlying bill, a level that is \$7 million above the current FY14 level.
6. **[Broun \(R-GA\)](#)**: Reduces funding for the Amtrak inspector General by \$1 million. Heritage Action supports this amendment.
7. **[Hartzler \(R-MO\)](#)**: Prohibits funds for “highway beautification” under the Transportation Alternatives program (TA). Under this program, the federal government spends federal taxpayer dollars on landscaping. The RSC Budget proposed eliminating the TA program altogether, which also funds non-federal projects such as bike path, recreational trails, and scenic overlooks. [Heritage](#) supports this amendment.
8. **[Daines \(R-MT\)](#)**: Prohibits funds for regulations from the Federal Motor Carrier Safety Administration (FMCSA) that would increase the minimum amount of required liability coverage for truck and bus companies. The FMCSA [has proposed increasing](#) the minimum liability level from \$750,000 to \$3.18 million. According to the amendment sponsor, the proposed regulations would increase insurance premiums by more than four times their current levels, possibly forcing many small motor carriers out of business. This amendment is supported by the [Owner-Operator Independent Drivers Association](#), [United Motorcoach Association](#), [National School Transportation Association](#), and the [American Bus Association](#).
9. **[Gosar \(R-AZ\)](#)**: Prohibits funds for HUD to retain outside legal counsel. According to the amendment sponsor, an inspector general report recently found that the “Philadelphia

Housing Authority paid more than \$30 million for outside legal services from April 2007 through August 2010.” The underlying legislation provides \$93 million for HUD’s Office of General Counsel. Opponents of this amendment are concerned that it would not apply to wasteful spending by local public housing authorities.

10. **Gosar (R-AZ)**: Prohibits HUD from implementing its proposed [Affirmatively Furthering Fair Housing Rule](#). This proposed regulation would condition CDBG funds to new zoning rules put forward by HUD that would be based upon citizens’ demographics such as race, religion, and sex. For additional information, please see this [National Review](#) article. This amendment is supported by [Heritage](#) and [Americans for Limited Government](#).
11. **Fleming (R-LA)**: Prohibits funds to purchase cameras for the purpose of collecting license plate numbers. This language is similar to a provision that was included in the MAP-21 highway authorization bill. See this [Dear Colleague](#) from the amendment sponsor for additional background. [FreedomWorks](#) is key voting support.

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