



**Congressional
Research Service**

Informing the legislative debate since 1914

Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations for FY2020: In Brief

Maggie McCarty

Specialist in Housing Policy

David Randall Peterman

Analyst in Transportation Policy

Updated July 2, 2019

Congressional Research Service

7-....

www.crs.gov

R45774

Contents

| | |
|---|----|
| Introduction | 1 |
| FY2020 THUD Appropriations Status | 1 |
| Department of Transportation..... | 3 |
| Selected DOT Issues | 5 |
| Infrastructure Funding | 5 |
| Commercial Truck Safety | 6 |
| California High Speed Rail Project..... | 6 |
| Automobile Fuel Economy Standards | 6 |
| Department of Housing and Urban Development | 6 |
| Selected HUD Issues..... | 9 |
| Grant Funding | 9 |
| Rental Assistance | 10 |
| Policy Provisions | 10 |
| THUD Independent Agencies..... | 11 |
| Selected Independent Agencies Issues | 11 |
| USICH | 11 |
| NeighborWorks America..... | 11 |

Tables

| | |
|--|----|
| Table 1. THUD Bill Appropriations by Title, FY2019-FY2020..... | 2 |
| Table 2. Department of Transportation FY2019-FY2020 Detailed Budget Table..... | 3 |
| Table 3. Department of Housing and Urban Development, FY2019-FY2020..... | 7 |
| Table 4. THUD Independent Agencies, FY2019-FY2020 | 11 |

Contacts

| | |
|----------------------------------|----|
| Author Contact Information | 12 |
|----------------------------------|----|

The House and the Senate Transportation, Housing and Urban Development, and Related Agencies (THUD) appropriations subcommittees are charged with providing annual appropriations for the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and certain related agencies. This report describes and tracks action on FY2020 annual appropriations for THUD, including detailed tables for each major agency.

FY2020 Appropriations Process

Appropriations for DOT, HUD, and the related agencies typically funded in the THUD bill happen in the context of the broader annual congressional appropriations process. That process generally begins with the submission of the President's budget request and the adoption of the congressional budget resolution that sets the overall level of spending for that year's appropriations bills. For FY2020, the first step was delayed, and the second step has not yet occurred.

The President's budget submission for FY2020 was submitted on March 11, 2019, about five weeks after the statutory deadline. The delay was, in part, attributable to extended negotiations over a number of the FY2019 annual appropriations bills (including THUD), during which there was a five-week government shutdown. Ultimately, appropriations for these annual bills were enacted on February 15, 2019, completing FY2019 annual appropriations almost five months after the start of FY2019.

The annual adoption of a congressional budget resolution by its target date of April 15 is meant to provide an opportunity for Congress to consider and agree on an overall budget framework for that year's appropriations bills. For FY2020, the House and Senate have not yet agreed to a budget resolution.

In the absence of agreement on a budget resolution, on April 9, 2019, the House adopted a deeming resolution for FY2020 (H.Res. 293), which gave the House Appropriations Committee a spending allocation of approximately \$1.295 trillion for FY2020. This is about \$176 billion (+16%) more than the combined FY2020 statutory discretionary spending limits for defense and nondefense spending under the Budget Control Act (BCA), as amended.¹ The current law BCA limits come to \$1.119 trillion, with \$576 billion allocated to defense spending and \$543 billion allocated to nondefense spending. Because the House allocation of \$1.295 trillion exceeds amounts available under the statutory discretionary spending limits and because the Senate has not agreed to the same allocation, complications may arise as the House and Senate seek to resolve their differences on appropriations.

FY2020 THUD Appropriations Status

President's Budget

The Administration's budget request proposed cutting funding for THUD agencies by 8.6% (\$11.3 billion) from their FY2019 levels. The Department of Housing and Urban Development (HUD) would have been reduced by 17% (-\$7.6 billion), DOT by 4% (-\$3.6 billion), and the independent agencies in Title III of the THUD bill by 35% (-\$127 million) (see **Table 1**). The

¹ The House deeming resolution H.Res. 293. See also the Congressional Budget Office's Status of Discretionary Appropriations: FY20 House, available at https://www.cbo.gov/system/files?file=2019-06/FY2020-House-2019-05-20_0.pdf.

reductions in HUD funding would have come from zeroing out a half-dozen programs, the largest of which was the Community Development Block Grant (CDBG) program, and reducing funding for many more programs. The reductions in DOT funding would have come primarily from reducing funding for highways, new transit lines, and Amtrak. Two independent agencies, the Interagency Council on Homelessness and the Neighborhood Reinvestment Corporation, are also proposed for significant reductions in the President’s Budget request.

House Action

The House Committee on Appropriations reported out H.R. 3163, the THUD FY2020 Appropriations Act, on June 6, 2019. The committee recommended a 4.6% (\$6 billion) increase in funding over the comparable FY2019 figure, with most of the increase going to HUD (see **Table 1**), though that increase is partially offset by a reduction in offsetting receipts from HUD’s mortgage insurance program.

On Wednesday, June 19, 2019, the House Rules Committee approved a rule amending H.R. 3055 by adding the texts of several other appropriations bills, including the FY2020 Transportation, Housing and Urban Development, and Other Independent Agencies (THUD) appropriations (as reported in H.R. 3163) as Division E. That consolidated appropriations bill was passed by the House on June 25, 2019. A number of THUD-related amendments were adopted; those amendments are not reflected in the remainder of this report at this time.

Table 1. THUD Bill Appropriations by Title, FY2019-FY2020
(dollars in millions)

| | FY2019 Enacted | FY2020 Request | FY2020 House- Reported | FY2020 Senate | FY2020 Enacted |
|--|---------------------------|---------------------------|---------------------------------------|--------------------------|---------------------------|
| Title I: DOT | | | | | |
| Discretionary | 26,493 | 21,585 | 25,327 | | |
| Mandatory | 59,987 | 61,320 | 61,321 | | |
| DOT Total | 86,481 | 82,904 | 86,648 | | |
| Title II: HUD | 44,208 | 36,649 | 50,064 | | |
| Title III: Other Independent Agencies | 361 | 234 | 380 | | |
| Title IV: General Provisions | 17 | — | — | | |
| Total Discretionary | 71,079 | 58,468 | 75,771 | | |
| Total Mandatory | 59,987 | 61,320 | 61,321 | | |
| Total | 131,066 | 119,788 | 137,092 | | |

Source: Comparative Statement of Budget Authority, pp. 170-189, in H.Rept. 116-106.

Notes: The THUD totals include both discretionary budget authority and contract authority (a type of budget authority provided to DOT that is not included in the bill’s discretionary budget authority figure). The total discretionary budget authority for the bill is \$75.8 billion. The FY2019 THUD total excludes \$5.8 billion in emergency appropriations.

Department of Transportation

The committee recommended virtually level funding (an increase of \$167 million) for DOT for FY2020, relative to the comparable level for FY2019. The details of the recommended funding can be found in **Table 2**.

Table 2. Department of Transportation FY2019-FY2020 Detailed Budget Table

(dollars in millions)

| Department of Transportation Selected Accounts | FY2019 Enacted | FY2020 Request | FY2020 House-Reported | FY2020 Senate | FY2020 Enacted |
|--|--------------------|----------------|-----------------------|---------------|----------------|
| Office of the Secretary (OST) | | | | | |
| National infrastructure investment (BUILD/TIGER) | 900 | 1,000 | 1,000 | | |
| Payments to air carriers (Essential Air Service) ^a | 175 | 125 | 175 | | |
| Nationally significant freight projects | — | 1,035 | — | | |
| Total, OST | 1,241 ^b | 2,353 | 1,386 | | |
| Federal Aviation Administration (FAA) | | | | | |
| Operations | 10,411 | 10,340 | 10,678 | | |
| Facilities & equipment | 3,000 | 3,295 | 3,000 | | |
| Research, engineering, & development | 191 | 120 | 191 | | |
| Grants-in-aid for airports (Airport Improvement Program) (limitation on obligations) | 3,350 | 3,350 | 3,350 | | |
| Airport Discretionary Grants | 500 | — | 500 | | |
| Total, FAA | 17,452 | 17,105 | 17,719 | | |
| Federal Highway Administration (FHWA) | | | | | |
| Federal-Aid Highways: limitation on obligations + exempt contract authority) | 46,008 | 47,104 | 47,104 | | |
| Federal-Aid Highways: discretionary funding | 3,250 | 300 | 1,750 | | |
| Rescission of budget authority | — | -210 | — | | |
| Total, FHWA | 49,258 | 47,194 | 48,854 | | |
| Federal Motor Carrier Safety Administration (FMCSA) | | | | | |
| Motor carrier safety operations and programs | 284 | 288 | 288 | | |
| Motor carrier safety grants to states | 383 | 388 | 389 | | |
| Total, FMCSA | 667 | 676 | 677 | | |
| National Highway Traffic Safety Administration (NHTSA) | | | | | |
| Operations and research | 342 | 306 | 369 | | |
| Highway traffic safety grants to states (limitation on obligations) | 610 | 623 | 623 | | |

| Department of Transportation Selected Accounts | FY2019 Enacted | FY2020 Request | FY2020 House- Reported | FY2020 Senate | FY2020 Enacted |
|---|-------------------|-------------------|------------------------------|------------------|-------------------|
| Impaired driving/highway-rail grade crossing safety | 14 | — | 17 | | |
| Child safety and booster seat grants | — | — | 1 | | |
| Total, NHTSA | 966 | 929 | 1,010 | | |
| Federal Railroad Administration (FRA) | | | | | |
| Safety and operations | 222 | 213 | 227 | | |
| Research and development | 41 | 19 | 42 | | |
| Railroad Rehabilitation and Improvement Financing Program subsidy | | — | — | | |
| Amtrak | | | | | |
| Northeast Corridor grants | 650 | 325 | 700 | | |
| National Network | 1,292 | 611 | 1,292 | | |
| Subtotal, Amtrak grants | 1,942 | 936 | 1,992 | | |
| Consolidated rail infrastructure and safety improvements | 255 | 330 | 350 | | |
| Federal-state partnership for State of Good Repair | 400 | — | 350 | | |
| Restoration and enhancement grants | 5 | 550 | — | | |
| Magnetic Levitation Program | 10 | — | 10 | | |
| Transportation Technology Center | — | 100 | — | | |
| Rescission | — | -56 | — | | |
| Total, FRA | 2,874 | 2,093 | 2,970 | | |
| Federal Transit Administration (FTA) | | | | | |
| Administrative Expenses | 113 | 111 | 117 | | |
| Formula grants (M) | 9,939 | 10,150 | 10,150 | | |
| Technical assistance and training | 5 | — | 5 | | |
| Capital Investment Grants (New Starts) | 2,553 | 1,505 | 2,302 | | |
| Transit Infrastructure grants | 700 | 500 | 750 | | |
| Washington Metropolitan Area Transit Authority | 150 | 150 | 150 | | |
| Rescission | -47 | — | — | | |
| Total, FTA | 13,414 | 12,416 | 13,474 | | |
| Maritime Administration (MARAD) | | | | | |
| Maritime Security Program | 300 | 300 | 300 | | |
| Operations and training | 149 | 377 | 154 | | |
| State maritime academy operations | 345 | — | 345 | | |
| Assistance to small shipyards | 20 | — | 20 | | |
| Ship disposal | 5 | 5 | 5 | | |

| Department of Transportation Selected Accounts | FY2019 Enacted | FY2020 Request | FY2020 House- Reported | FY2020 Senate | FY2020 Enacted |
|---|--------------------|-------------------|------------------------------|------------------|-------------------|
| Maritime Guaranteed Loan Program | 3 | — | 3 | | |
| Port infrastructure development program | 293 | — | 225 | | |
| Total, MARAD | 1,115 | 657 | 1,053 | | |
| Pipeline and Hazardous Materials Safety Administration (PHMSA) | | | | | |
| Subtotal | 247 | 226 | 253 | | |
| Offsetting user fees | -142 | -127 | -145 | | |
| Emergency preparedness grants (M) | 28 | 28 | 28 | | |
| Total, PHMSA | 275 | 255 | 281 | | |
| Office of Inspector General | 93 | 92 | 97 | | |
| Saint Lawrence Seaway Development Corporation | 36 | 28 | 40 | | |
| DOT Totals | | | | | |
| Appropriation (discretionary funding) | 26,540 | 21,875 | 25,327 | | |
| Limitations on obligations (M) | 59,987 | 61,320 | 61,321 | | |
| Subtotal—new funding | 86,185 | 76,165 | 87,758 | | |
| Rescissions of discretionary funding | -47 | -265 | — | | |
| Rescissions of contract authority | — | — | — | | |
| Net new discretionary funding | 26,493 | 21,585 | 25,327 | | |
| Net new budget authority | 86,481 | 82,904 | 86,648 | | |
| Supplemental Emergency Funding | 1,661 ^c | — | — | | |
| Net new budget authority (inc. emergency funding) | 88,142 | 82,904 | 86,648 | | |

Source: Comparative Statement of Budget Authority, pp. 170-184, in H.Rept. 116-106.

Notes: Totals may not add due to rounding.

- In addition to its appropriation, the Essential Air Service program receives funding from overflight fees; for FY2020, those fees will provide an additional \$150 million to the program.
- The FY2019 figure does not include a one-time \$17 million appropriation for the Railroad Rehabilitation and Infrastructure Finance program, provided in Title IV: General Provisions, to cover the cost of DOT defining “cohorts” of loans preparatory to refunding the credit risk premium to borrowers who have repaid their loans.
- Includes \$1.650 in emergency relief funding through the Federal Highway Administration and \$11 million in Public Transportation emergency relief through the Federal Transit Administration provided by P.L. 116-20.

Selected DOT Issues

Infrastructure Funding

The bill would provide several boosts above the authorized levels of infrastructure funding: \$1 billion for the BUILD competitive grant program (not an authorized program), \$500 million for discretionary grants to airports (in addition to the \$3.35 billion authorized), \$3.25 billion for highway programs (in addition to the \$46 billion authorized amount), and \$750 million for transit

infrastructure grants (in addition to the \$3.5 billion authorized). Some of that funding could potentially go to Amtrak's Hudson Tunnel Replacement Project, a project cited as critical by DOT but which has been a source of contention between the Trump Administration and the States of New York and New Jersey.

Commercial Truck Safety

The congressional mandate for heavy trucks to be equipped with electronic logging devices (ELDs) to track the time worked by drivers went into effect at the end of 2017.² ELDs make it harder for drivers to exceed federal-hours-of-service limits, which limit the amount of time a driver can drive each day and each week to reduce the risk of truckers driving while fatigued. The hours-of-service limits were not changed when ELDs became mandatory. However, objections from certain sectors of the trucking industry have led Congress and the President to repeatedly waive enforcement of the ELD mandate with respect to livestock haulers, and to consider amending the hours-of-service rules to provide more flexibility to drivers. These steps have been opposed by safety advocates. The THUD bill includes provisions that would extend the waiver for livestock haulers (§131).

In the committee report accompanying the bill, the committee directs the National Highway Traffic Safety Administration (NHTSA) to implement the recommendations in a recent Government Accountability Office report on truck underride guards³ which are intended to prevent cars from "underriding" truck trailers in a crash. Underride refers to crashes in which the body of a car goes under a truck trailer, and the first contact between the two vehicles is the roof of the car being sheared off by contact with the trailer. In such crashes the safety features of passenger cars, such as crumple zones, safety belts, and air bags, are not able to protect the vehicle occupants.

California High Speed Rail Project

The Administration announced in February 2019 that it would cancel the remaining \$929 million in federal funding for the California High Speed Rail Project after California's new governor announced that the project would be scaled back. Section 193 of the bill would bar DOT from canceling the funding, or from reallocating the money until any litigation concerning the funding is completed.

Automobile Fuel Economy Standards

Section 145 of the bill would prevent the Administration from suspending the higher corporate average fuel economy (CAFE) standards that are scheduled to go into effect applying to model year 2022-2025 vehicles.⁴

Department of Housing and Urban Development

As shown in **Table 3**, the President's FY2020 budget requested a reduction of 18% relative to FY2019 in gross appropriations available for programs and activities. Conversely, H.R. 3163

² Federal Motor Carrier Safety Administration, "Final Rule: Electronic Logging Devices," 80 FR 78292, December 16, 2015, <https://www.govinfo.gov/content/pkg/FR-2015-12-16/pdf/2015-31336.pdf>.

³ Government Accountability Office, *Truck Underride Guards: Improved Data Collection, Inspections, and Research Needed*, GAO-19-264, March 14, 2019.

⁴ See CRS In Focus IF10871, *Vehicle Fuel Economy and Greenhouse Gas Standards*, for more information.

proposes to provide an increase of 6.9% in gross appropriations for HUD in FY2020 relative to FY2019.

Table 3. Department of Housing and Urban Development, FY2019-FY2020
(dollars in millions)

| Accounts | FY2019 Enacted | FY2020 Request | FY2020 House- Reported | FY2020 Senate | FY2020 Enacted |
|---|-------------------|-------------------|------------------------------|------------------|-------------------|
| Appropriations | | | | | |
| Salaries and Expenses (Mgmt. & Adm.) | 1,379 | 1,400 | 1,385 | | |
| Tenant-Based Rental Assistance (Sec. 8 Housing Choice Vouchers) | 22,598 | 22,238 | 23,810 | | |
| <i>Voucher Renewals (non-add)</i> | 20,313 | 20,116 | 21,400 | | |
| <i>Administrative Fees (non-add)</i> | 1,886 | 1,738 | 1,925 | | |
| <i>VASH (non-add)</i> | 40 | 0 | 40 | | |
| <i>FUP (non-add)</i> | 20 | 0 | 40 | | |
| <i>Mobility Demonstration (non-add)</i> | 25 | 0 | 25 | | |
| Public Housing Capital Fund | 2,775 | 0 | 2,855 ^a | | |
| Public Housing Operating Fund | 4,653 | 2,863 | 4,753 | | |
| Choice Neighborhoods | 150 | 0 | 300 | | |
| Family Self Sufficiency | 80 | 75 | [100] ^b | | |
| Self Sufficiency Programs ^b | NA | NA | 150 | | |
| Native American Housing Block Grants | 755 | 600 | NA ^c | | |
| <i>Native American Housing Block Grants (non-add)</i> | 646 | 598 | [671] ^c | | |
| <i>Competitive Grants (non-add)</i> | 100 | 0 | [100] ^c | | |
| Native American Programs ^c | NA | NA | 855 | | |
| Indian housing loan guarantee | 1 | 3 | 3 | | |
| Native Hawaiian block grant | 2 | 0 | 3 | | |
| Housing, persons with AIDS (HOPWA) | 393 | 330 | 410 | | |
| Community Development Fund | 3,365 | 0 | 3,600 | | |
| <i>CDBG Formula Grants</i> | 3,300 | 0 | 3,600 | | |
| <i>Indian Tribes</i> | 65 | 0 | [75] ^c | | |
| HOME Investment Partnerships | 1,250 | 0 | 1,750 | | |
| Self-Help Homeownership | 54 | 0 | 55 | | |
| <i>Self-Help and Assisted Homeownership Opportunity Program</i> | 10 | 0 | 10 | | |
| <i>Section 4 Capacity Building</i> | 35 | 0 | 40 | | |
| <i>Rural Capacity Building</i> | 5 | 0 | 5 | | |
| <i>Veterans Home Rehabilitation Pilot Program</i> | 4 | 0 | 0 | | |

| Accounts | FY2019 Enacted | FY2020 Request | FY2020 House- Reported | FY2020 Senate | FY2020 Enacted |
|--|--------------------|---------------------------|------------------------------|------------------|-------------------|
| Homeless Assistance Grants | 2,636 | 2,599 | 2,800 ^d | | |
| Project-Based Rental Assistance (Sec. 8) | 11,747 | 12,020 | 12,590 | | |
| <i>Contract Renewals</i> | <i>11,502</i> | <i>11,676</i> | <i>12,245</i> | | |
| <i>Contract Administrators</i> | <i>245</i> | <i>345</i> | <i>345</i> | | |
| Rental Assistance Demonstration | — | 100 | 0 | | |
| Housing for the Elderly (Section 202) | 678 | 644 | 803 ^e | | |
| Housing for Persons with Disabilities (Section 811) | 184 | 157 | 259 | | |
| Housing Counseling Assistance | 50 | 45 | 60 | | |
| Manufactured Housing Fees Trust Fund ^f | 12 | 12 | 12 | | |
| Rental Housing Assistance | 5 | 3 | 3 | | |
| Federal Housing Administration (FHA) Expenses ^f | 130 | 150 | 130 | | |
| Government National Mortgage Assn. (GNMA) Expenses ^f | 28 | 28 | 28 | | |
| Research and technology | 96 | 87 | 98 | | |
| Fair housing activities | 65 | 62 | 75 | | |
| <i>Fair Housing Assistance Program (non- add)</i> | <i>24</i> | <i>24</i> | <i>27</i> | | |
| <i>Fair Housing Initiatives Program (non- add)</i> | <i>40</i> | <i>36</i> | <i>46</i> | | |
| Office, lead hazard control | 279 | 290 | 290 | | |
| Information Technology Fund | 280 | 280 | 300 | | |
| Inspector General | 128 | 129 | 132 | | |
| <i>Gross Appropriations Subtotal</i> | <i>53,774</i> | <i>44,114</i> | <i>57,508</i> | | |
| Offsetting Collections and Receipts | | | | | |
| Manufactured Housing Fees Trust Fund | -12 | -12 | -12 | | |
| FHA | -7,550 | -6,271 | -6,251 | | |
| GNMA | -2,004 | -1,182 | -1,182 | | |
| <i>Offsets Subtotal</i> | <i>-9,566</i> | <i>-7,465</i> | <i>-7,445</i> | | |
| Rescissions | | | | | |
| Section 237 (Indian Housing Loan Guarantee) | <1 | 0 | 0 | | |
| <i>Rescissions Subtotal</i> | <i><1</i> | <i>0</i> | <i>0</i> | | |
| Total Net Discretionary Budget Authority | 44,208 | 36,649^g | 50,064 | | |
| Supplemental Disaster Relief Funding | 4,111 ^h | 0 | 0 | | |
| Total w/ Disaster Funding | 48,319 | 36,649 | 50,064 | | |

Source: HUD FY2020 Congressional Budget Justifications and Comparative Statement of Budget Authority, pp. 170-189, in H.Rept. 116-106.

Notes: Totals may not add due to rounding. Only selected set-asides are presented in this table. Figures include advance appropriations available in the fiscal year, rather than provided in the bill.

- a. H.R. 3163 would fund two set-asides generally funded in this account—Resident Opportunities for Self-Sufficiency and Jobs-Plus—in a new Self Sufficiency Programs account. See table note b.
- b. H.R. 3163 would create a new “Self Sufficiency Programs” account and in it provide \$100 million for the Family Self Sufficiency Program—\$35 million for Resident Opportunities for Self Sufficiency and \$15 million for Jobs Plus, both of which are generally funded through set-asides in the Public Housing Capital Fund account.
- c. H.R. 3163 would create a new Native American Programs account, funding Native American Housing Block Grants, Indian CDBG, and the Title VI Loan program.
- d. The proposal in H.R. 3163 for the Homeless Assistance Grants includes \$290 million for the Emergency Solutions Grants. The remainder of the funding, for the Continuum of Care program, includes set asides to assist survivors of domestic violence (\$50 million) and homeless youth (\$100 million, an increase over the \$80 million appropriated in FY2019).
- e. H.R. 3163 would provide \$10 million in the Housing for the Elderly account to assist low-income elderly households with home modifications. This amount was also included in the FY2019 appropriation.
- f. Some or all of the cost of funding these accounts is offset by the collection of fees or other receipts. Those offsets are shown later in this table.
- g. The President’s Budget request includes \$7 million in rescissions of advance appropriations provided in the bill but not available until the subsequent fiscal year. Thus the total requested to be provided in the bill is \$7 million less than the amount shown here.
- h. Includes \$1.68 billion provided by P.L. 115-254 and \$2.431 billion provided by P.L. 116-20 to the Community Development Fund for CDBG-Disaster Relief grants.

Selected HUD Issues

Grant Funding

The President’s budget request for FY2020 again included a proposal to eliminate funding for several HUD grant programs that support various affordable housing and community development activities. Most notable among these are HUD’s two largest block grant programs for states and localities, CDBG and HOME Investment Partnerships (HOME), as well as competitive grants funded in the Self-Help Homeownership Opportunity Program (SHOP) account (i.e., funding for sweat-equity programs, like Habitat for Humanity, and certain capacity-building programs). The HUD press release accompanying the budget request suggests that the activities funded by these grant programs should be devolved to the state and local levels.⁵

These grant programs were also slated for elimination in the President’s FY2018 and FY2019 budget requests, although they were ultimately funded in each of those fiscal years. H.R. 3163 includes funding for each program.

⁵ HUD, “Trump Administration Proposes 2020 HUD Budget: Spending plan preserves rental subsidies; increases homeless assistance and healthy housing,” press release, March 11, 2019, https://www.hud.gov/press/press_releases_media_advisories/HUD_No_19_027.

Rental Assistance

Combined, HUD's rental assistance programs (tenant-based rental assistance, public housing, project-based rental assistance, and the Section 202 and Section 811 programs) serve roughly 4.7 million low-income individuals and families. Through the various programs, the federal government provides subsidies to allow families to pay low, income-based rents, generally set at 30% of a family's adjusted income.

The HUD press release accompanying the budget requests contends that the requested funding for the various rental assistance programs would be sufficient to continue to serve all currently assisted households.⁶ However, the President's budget documents assume adoption of a set of rent reforms designed to increase tenant rents and therefore reduce federal subsidies that were proposed in 2018 but have seen no legislative action in Congress.⁷ H.R. 3163 would not adopt the proposed rent reforms, and instead proposes to provide increased funding for each of these programs.

Policy Provisions

H.R. 3163 includes a number of new General Provisions to block HUD's implementation of various administrative actions that have been considered controversial:

- Section 234 would block HUD's implementation of a proposed rule to restrict the eligibility of certain families composed of members with varied immigration statuses from receiving housing assistance.⁸
- Section 236 would block HUD from revising or repealing HUD rules related to equal access to housing based on sexual orientation and gender identity.
- Section 237 could codify other HUD guidance related to transgender persons' access to emergency shelters in accordance with gender identity.
- Section 238 would prevent HUD from altering its Annual Contributions Contracts used in the public housing program without going through a notice-and-rulemaking process.

⁶ Ibid.

⁷ See HUD FY2020 Congressional Budget Justifications, "Overview of Rental Assistance Programs," available at <https://www.hud.gov/sites/dfiles/CFO/documents/2020CJ-OverviewOfRentalAssistancePrograms.pdf>.

⁸ For more information, see CRS Insight IN11121, *HUD's Proposal to End Assistance to Mixed Status Families*.

THUD Independent Agencies

Table 4. THUD Independent Agencies, FY2019-FY2020

(dollars in millions)

| Related Agencies | FY2019 Enacted | FY2020 Request | FY2020 House-Reported | FY2020 Senate | FY2020 Enacted |
|--|----------------|----------------|-----------------------|---------------|----------------|
| Access Board | 8 | 8 | 8 | | |
| Federal Maritime Commission | 28 | 28 | 28 | | |
| National Railroad Passenger Corporation (Amtrak) Office of Inspector General | 23 | 23 | 23 | | |
| National Transportation Safety Board | 110 | 110 | 110 | | |
| Neighborhood Reinvestment Corporation (NeighborWorks) | 152 | 27 | 170 | | |
| Surface Transportation Board | 37 | 37 | 37 | | |
| Offsetting Collections | -1 | -1 | -1 | | |
| U.S. Interagency Council on Homelessness | 4 | 1 | 4 | | |
| Total | 361 | 234 | 380 | | |

Source: FY2020 President's Budget documents and Comparative Statement of Budget Authority, pp. 170-189, in H.Rept. 116-106.

Note: Totals may not add due to rounding.

Selected Independent Agencies Issues

USICH

As in FY2018 and FY2019, the President's FY2020 budget requested legislation to begin the process of winding down the Interagency Council on Homelessness (USICH), which was created in 1987 to coordinate across government agencies to reduce and end homelessness. The requested funding level was intended to cover salaries, benefits, and operational costs for permanently closing the agency. The USICH has a statutory sunset date—currently, October 1, 2028—that has generally been extended in annual appropriations acts. H.R. 3163 proposes to maintain level funding for the USICH and to extend the statutory sunset date.

NeighborWorks America

Similarly, and as in FY2018 and FY2019, the President's FY2020 budget included a request for legislation to begin the process of winding down federal funding for the Neighborhood Reinvestment Corporation (commonly known as NeighborWorks America), which was created via federal charter in 1978 to support affordable housing and neighborhood revitalization nationwide. The requested funding level of \$27 million is intended to cover personnel, administrative, and other costs associated with winding down existing commitments. H.R. 3163 proposes to increase funding for NeighborWorks America relative to FY2019.

Author Contact Information

Maggie McCarty
Specialist in Housing Policy
/redacted/@crs.loc.gov, 7-....

David Randall Peterman
Analyst in Transportation Policy
/redacted/@crs.loc.gov , 7-....

EveryCRSReport.com

The Congressional Research Service (CRS) is a federal legislative branch agency, housed inside the Library of Congress, charged with providing the United States Congress non-partisan advice on issues that may come before Congress.

EveryCRSReport.com republishes CRS reports that are available to all Congressional staff. The reports are not classified, and Members of Congress routinely make individual reports available to the public.

Prior to our republication, we redacted phone numbers and email addresses of analysts who produced the reports. We also added this page to the report. We have not intentionally made any other changes to any report published on EveryCRSReport.com.

CRS reports, as a work of the United States government, are not subject to copyright protection in the United States. Any CRS report may be reproduced and distributed in its entirety without permission from CRS. However, as a CRS report may include copyrighted images or material from a third party, you may need to obtain permission of the copyright holder if you wish to copy or otherwise use copyrighted material.

Information in a CRS report should not be relied upon for purposes other than public understanding of information that has been provided by CRS to members of Congress in connection with CRS' institutional role.

EveryCRSReport.com is not a government website and is not affiliated with CRS. We do not claim copyright on any CRS report we have republished.