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No. 111

House of Representatives

The House met at noon and was called to order by the Speaker pro tempore (Mr. CULBERSON).

DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,
July 30, 2013.

I hereby appoint the Honorable JOHN ABNEY CULBERSON to act as Speaker pro tempore on this day.

JOHN A. BOEHNER,
Speaker of the House of Representatives.

MORNING-HOUR DEBATE

The SPEAKER pro tempore. Pursuant to the order of the House of January 3, 2013, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning-hour debate.

The Chair will alternate recognition between the parties, with each party limited to 1 hour and each Member other than the majority and minority leaders and the minority whip limited to 5 minutes each, but in no event shall debate continue beyond 1:50 p.m.

THE NAME OF NFL'S WASHINGTON FOOTBALL FRANCHISE SHOULD BE CHANGED

The SPEAKER pro tempore. The Chair recognizes the gentleman from American Samoa (Mr. FALEOMAVAEGA) for 5 minutes.

Mr. FALEOMAVAEGA. Mr. Speaker, it's me again. I rise today on behalf of our Native American community to speak on a subject of great concern—the use of the term “redskins” by the National Football League's Washington franchise.

Recently, our nationally recognized commentator, Mr. Rush Limbaugh, at-

tempted to wash away years of pain, suffering, and humiliation endured by our Nation's first inhabitants by questioning their motives in seeking to rid the NFL of this most racist, disparaging, and patently offensive word.

As with most of the non-Native American general public, Mr. Limbaugh does not appear to know the violent and abusive history behind this racial epithet. I would like to take this opportunity to provide Mr. Limbaugh and the American people some much-needed clarity on the subject.

You see, Mr. Speaker, much of the outcry over the name of the NFL's football franchise is due, in large part, to the Federal Government's protection of disparaging trademarks granted to the franchise for the Redskins. Governing Federal law established since 1946 requires that the U.S. Patent and Trademark Office deny registration for any such words.

The origin of the term “redskins,” Mr. Speaker, is commonly attributed to the historical act of not only killing Native Americans, but also cutting off certain body parts and scalping the heads of even women and children as evidence and are then paid by the colonial officials. These scalps, Mr. Speaker, were described as redskins.

I submit, Mr. Speaker, Native Americans are human beings; they are not animals. Despite this most despicable act of genocide against the Native American people, the U.S. Patent Office in 1967 granted the NFL's Washington football franchise a federally registered trademark for the same word. Mr. Speaker, this should never have happened. Native American nations have treaty and trust relations with the Federal Government as is clearly recognized by the Supreme Court of the U.S. Constitution.

Sixty-six years after the law was established, the word “redskins” continues to enjoy such protections. In fact, the NFL's Washington football

franchise has six federally registered trademarks for the same word. This was not the work of the Native American community, which Mr. Limbaugh calls “a bunch of PC jerks.” It was the work of a Federal agency that ignored the law and its duty to shield our Native peoples from degrading trademark registration.

Mr. Limbaugh asks: “Why does the Federal Government have to get involved?” With due respect, Mr. Speaker, the Federal Government is part of the problem. After years of pleading with the NFL, with the Washington franchise owner Mr. Dan Snyder, with the Trademark Trial and Appeal Board, with the D.C. District Court, and with the D.C. Court of Appeals, the Native American community is left right where they started—with a \$1.6 billion football franchise freely exploiting the shameful memory of the ethnic cleansing that was forced upon the Native American people.

Mr. Limbaugh also states: “So the Redskins may not be a popular name with some people.” Mr. Speaker, I submit this is not a popularity contest. It is not even about sports. This is a moral issue that reaches far back to the time when Native Americans were not only considered outcasts, but deemed “enemies, rebels, and traitors” by the colonial government. The only sporting involved was the game of hunting and killing Indians like animals for money.

To Mr. Limbaugh, to Mr. Snyder, to Mr. Goodell, and all NFL club owners, I ask: Haven't American Indians suffered enough? Have they not paid the price placed on their heads, their scalps, their skins? Mr. Speaker, I think the answer is clear. Enough is enough.

This symbol represents the time of day during the House proceedings, e.g., 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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NINTH UNANSWERED BENGHAZI QUESTION

The SPEAKER pro tempore. The Chair recognizes the gentleman from Virginia (Mr. WOLF) for 5 minutes.

Mr. WOLF. Mr. Speaker, there are only 3 more days until the August recess. Given that no new public hearings are scheduled on Benghazi, it's apparent that the questions I've been asking for the past two weeks—and the American people have been asking for more than 10 months—will not be answered by the 1-year anniversary of the Benghazi attack, if ever.

After a year of investigations in five different committees, we still do not know what happened and no one's been held responsible. The House and the Senate have failed. Is it any wonder that the American people are losing confidence in their government?

This is even more remarkable given that over 2 months ago, senior administration officials admitted to the media that they failed to properly respond to the attack in Benghazi; yet the Congress never pressed the matter further.

In a little-noticed article published on Friday, May 17, CBS News' Sharyl Attkisson reported that:

Obama administration officials who were in key positions on September 11, 2012, acknowledge that a range of mistakes were made the night of the attacks on the U.S. missions in Benghazi.

Attkisson continued:

The list of mea culpas by Obama administration officials involved in the Benghazi response and aftermath include standing down the counterterrorism Foreign Emergency Support Team and failing to convene the Counterterrorism Security Group, among others.

One of the key revelations from anonymous senior administration officials is the admission that it refused to deploy the Foreign Emergency Support Team, FEST. According to the article:

The FEST's own mission statement describes a seasoned team of counterterrorism professionals who can respond "quickly and effectively to terror attacks, providing the fastest assistance possible" including "hostage negotiating expertise" and "time-sensitive information and intelligence." In fact, FEST leader Mark Thompson says Benghazi was precisely the sort of crisis to which his team is trained to respond.

The article continued:

As soon as word of the Benghazi attack reached Washington, FEST members "instinctively started packing," said an official involved in the response. "They were told they were not deploying by Patrick Kennedy's front office. In hindsight, I probably would've pushed the button."

It's particularly notable that administration sources pin the decision not just on the State Department leadership, but also on the White House.

While it was the State Department that's said to have taken FEST off the table, the team is directed by the White House National Security Council.

Speaking of the White House role in directing the response, Attkisson re-

ported that the National Security Council also failed to convene the interagency Counterterrorism Security Group, CSG, that evening.

The article noted:

According to a public military document, it's part of a plan to "synchronize the efforts of all the government agencies that have a role to play in the global war on terrorism." But on September 11, 2012, the Obama administration did not convene this body of terrorism expert advisers.

Given the number of agencies involved in the response, including the State Department, CIA, and Defense Department, it's hard to understand why the NSC's interagency terrorism response group wouldn't be convened.

As Attkisson noted, because the CSG wasn't assembled:

There's evidence that some high-level decision-makers were unaware of all available resources. In October, on a phone call that included then-Deputy National Security Adviser Dennis McDonough, now White House Chief of Staff, NSC spokesman Tommy Vietor initially told CBS News: "I don't know what FEST is. It sounds antiquated."

Who are the anonymous senior administration officials who admitted these mistakes to CBS? Why haven't they testified to Congress about these mistakes? Why wasn't the FEST team deployed immediately?

Last week, General Ham admitted that he believed Ambassador Stevens may have been taken hostage by terrorists. Given the FEST's team terrorism and hostage negotiation expertise, who made the decision not to deploy them? Why didn't the White House convene the CSG that night to coordinate the interagency response to the attack? And if that group wasn't responsible for coordination, who was?

Which agency was leading the response that night? Was the State Department directing the Pentagon not to deploy its planes or response teams, while also not sending the FEST team?

Mr. Speaker, I conclude with an important quote in the CBS article from NSC spokesman Tommy Vietor:

From the moment President Obama was briefed on the Benghazi attack, the response effort was handled by the most senior national security officials in government.

The mistakes these anonymous senior officials admit to mattered. Lives were on the line, and ultimately, lives were lost. The Congress must compel these "most senior national security officials" responsible for the response team that night to testify publicly.

We need a bipartisan select committee. If we do not do it, the Congress and the House will have failed.

MEDICARE ANNIVERSARY

The SPEAKER pro tempore. The Chair recognizes the gentleman from Connecticut (Mr. COURTNEY) for 5 minutes.

Mr. COURTNEY. Mr. Speaker, 48 years ago today, Lyndon Johnson, in Independence, Missouri, signed into law the Medicare program in the presence of former President Harry S. Truman.

It's important when you think about that event, which I would argue transformed our country, to go back in time and remember that seniors in 1965, only half had health insurance of any sort; 30 percent of America's seniors lived in poverty; and life expectancy for America's seniors was age 70. If you fast forward today, 48 years later, we have universal health insurance coverage for all seniors, life expectancy is now age 79, and only 7 percent of seniors live below the poverty line.

The decision by Congress earlier that year—it was April of 1965 when our colleague, Congressman JOHN DINGELL, was sitting in the Speaker's Chair and brought the gavel down when the Medicare law was passed—has, again, paid off huge dividends in terms of transforming America's health care system.

Back then, Medicare only covered doctor visits and hospital visits. Today, it covers a broad range of services for seniors—dialysis, medical equipment, outpatient services, such as prescription drug coverage—and as a result, the health care sector of our country has grown. For many, it has created literally careers and opportunities to pursue a system which, again, has produced great results for the folks who live in our country over age 65 and people on disability.

Today, we have challenges that Medicare faces, but there is good news. The Trustees for Medicare recently issued their annual report, and it showed that the solvency of the Medicare trust fund this year was extended out an additional 2 years to 2026. And beyond that date, Medicare does not go bankrupt to zero. There is a shortfall, in terms of the projections by the Trustees, of roughly about 10 percent—a serious problem, but one that we can manage using smart changes to the system. And the Trustees, in their reports, pointed to the Affordable Care Act, when it was signed into law by President Obama in 2010, as extending by 9 years the solvency of the Medicare system.

For seniors, under the Affordable Care Act, they are now getting more help with prescription drug assistance. They were stranded in the doughnut hole prior to 2010. Now they get over half of the cost of those prescription drugs while they're in the doughnut hole discounted. They are also getting free preventive care services—whether it's colonoscopies, annual checkups, smoking cessation programs. All of those essential services for primary care now carry no out-of-pocket costs because of the Affordable Care Act.

The fact is that those changes have extended the solvency of the Affordable Care Act. We have not cut benefits for seniors. We have not made unwise choices, such as the Ryan budget, which proposed raising the eligibility age for seniors to qualify for Medicare to age 67 and would butcher the program into private health insurance for people under age 55, in other words, turning the clock back to where we

were 48 years ago when President Johnson signed that measure into law.

The best way to celebrate Medicare's birthday—which, again, has transformed the lives of every American family since it was enacted in 1965—is to make smart changes to the system, to build on the progress of the Affordable Care Act, to make sure that it's going to be there for our children and our grandchildren, just like the people who had the wisdom to vote for that program 48 years ago and signed it into law—again, with the vision and prophesy of Harry S. Truman, who, as a Senator representing the State of Missouri, had proposed Medicare as a law and then saw, before his time on Earth ended, it actually come to fruition.

□ 1215

Medicare is a wonderful program. It is a program which every family is touched by and has experienced and benefited from. Our best way to celebrate its birthday today is to redouble our efforts to extend its solvency and to make sure that all American families, today and in the future, are able to enjoy its wonderful benefits.

AFGHANISTAN

The SPEAKER pro tempore. The Chair recognizes the gentleman from North Carolina (Mr. JONES) for 5 minutes.

Mr. JONES. Mr. Speaker, last week, as we debated the Defense appropriations bill for the upcoming year, my good friend, JIM MCGOVERN, a Democrat from Massachusetts, joined me in a measure that would guarantee that Congress would vote on funding the Enduring Strategic Partisanship Agreement with Afghanistan. This agreement with Afghanistan is a 10-year agreement that will start after 2014. It has been negotiated and will soon be signed by President Obama and President Karzai.

During the debate, I quoted the former Commandant of the Marine Corps with regard to this agreement. I called him and asked him what he thought about the agreement. He sent me a paragraph back. I used one sentence that I will use again today, Mr. Speaker:

Simply put, I am not in favor of this agreement signed. It basically keeps the United States in Afghanistan to prop up a corrupt regime. It continues to place our troops at risk.

The amendment failed. I want to thank the 76 Republicans who joined me in that vote, along with 100 Democrats, but it failed.

The problem is we really have no oversight in Afghanistan. It is a joke at best. The joke is, though, it is not really a joke because of the young men and women who are dying in Afghanistan, even today. The waste, fraud, and abuse in Afghanistan goes unchecked. We sent inspectors general over there. They do their best, but it is a no-win situation in Afghanistan.

Mr. Speaker, according to a Washington Post-ABC News poll just last week, only 28 percent of the American people believe the war in Afghanistan has been worth fighting. I believe that that number would be even lower if they knew that we are going to sign a 10-year agreement with Afghanistan after 2014. If they were polled on that, I believe that the 28 percent would go down to about 8 percent.

The American people are just finding out that we have this 10-year agreement with Afghanistan where we keep spending billions of dollars per month and have a presence of at least 10,000 to 15,000 military.

During this same week last week, a poll was done of Congress, and 12 percent of the American people approve of Congress. If it gets much lower, we will be right at zero. And I'm not sure the American people will be wrong if they give us a zero, quite frankly, especially when I look at the fact that we continue to spend money in Afghanistan; we continue to cut programs right here in America for our young, our old, and our infrastructure.

The American people are frustrated and fed up because they don't think we in Congress are listening to them. When it comes back to Afghanistan and the fact that we would allow a 10-year agreement to go on with a corrupt leader in Afghanistan, it makes no sense to the American people; it makes no sense to many of us in Congress in both parties.

Mr. Speaker, during that debate, I made the statement on the floor 10 minutes after 11 p.m. that night that probably no one on the floor—and in fairness to that statement, there were only about 10 or 12 people on the floor—that they probably did not realize, but from March 1 until July 1 we had lost 78 of our soldiers and marines in Afghanistan.

Mr. Speaker, that is why I brought this poster down today. It is a family. It happens to be the Army. They are prepared to walk behind a caisson, probably at Arlington, to bury an American hero. The sad part about it, Mr. Speaker, is there's a wife, I'm assuming—it looks like probably the wife. She has sunglasses on and a black dress. She's holding the hand of her little girl, who appears to be 6, 7, maybe 8. The little girl is holding her mother's hand and the little girl has her finger in her mouth.

How many more families in this country have to go through a sadness and a tragedy like this family while we sit here in Congress and we never debate the war? We debate the funding that we did last week. It was a 10-minute debate—5 for my amendment and 5 against. Mr. MCGOVERN and I had 5 minutes. Yet we do not debate the policy that continues to send troops, continues to send money, and all we do is continue to let this war go on and on and on.

Mr. Speaker, it's not fair to the families who have loved ones in the mili-

tary. Again, I will continue to come to the floor one time a week and rail about the policy in Afghanistan. It is a failed policy. History has said no nation has ever changed Afghanistan, and we are not going to change Afghanistan no matter how much money we spend or how much blood we spend. It is not fair to our military.

Mr. Speaker, I will close by asking God to please bless our men and women in uniform, to please bless the families of our men and women in uniform. I will ask God in His loving arms to hold the families who have given a child dying for freedom in Afghanistan and Iraq.

I will ask God to bless the House and the Senate, that we will do what is right in the eyes of God for God's people.

I will ask God to please bless the President, that he will do what is right in the eyes of God for God's people today and God's people tomorrow.

And three times I will say, God, please, God, please, God, please, continue to bless America.

GLOBAL FOOD SECURITY ACT of 2013

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Minnesota (Ms. MCCOLLUM) for 5 minutes.

Ms. MCCOLLUM. Mr. Speaker, in the world's poorest countries, nearly 1 billion people struggle with hunger every day. Chronic food insecurity limits a child's ability to grow and to learn.

Across Africa and Asia, hardworking farmers need help producing enough food to feed their families throughout the year. Many of these farmers are women. In fact, it is estimated 80 percent of the agricultural workers are women.

Earlier this year, I traveled to Tanzania and South Sudan where women farmers told me that they needed access to better seeds, tools, and training. With assistance from the United States and with our support, they can grow enough food to feed their families and have extra to sell as produce.

Last week, I introduced the Global Food Security Act, along with Representatives AARON SCHOCK and JIM MCGOVERN. This bill directs the President to develop a strategy to improve global nutrition, food security, and agricultural development. More than 35 NGOs and faith-based groups also support this bill.

This bill will improve food security for millions around the world, which is the right thing to do, but it will also make America more secure and protect our own national interest.

I urge my colleagues to support the Global Food Security Act.

HONORING WALTER DURHAM

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Tennessee (Mrs. BLACK) for 5 minutes.

Mrs. BLACK. Mr. Speaker, today I rise to honor Walter Thomas Durham, a man who did great things for Tennessee and for the future generations of Tennesseans.

Tennessee has one of the great histories of our United States. Tennesseans fought and tipped the balance of the Revolutionary War at the Battle of Kings Mountain. Tennessee produced three of the first 17 Presidents. Tennessee had more Civil War battles than any other State, except Virginia.

Tennessee is proud of its history, and Walter Durham is a giant in the world of Tennessee history. Like so many brave members of his generation, Mr. Durham served in the U.S. Army in World War II, seeing action in north Africa and Italy with the U.S. Army Air Corps. He went to Vanderbilt University and, after he graduated, started a building supply company in Gallatin called Durham Building Supply. He went on to launch another business, Gallatin Aluminum Products Company, which he and his partners later sold.

Then, in the early 1970s, he was encouraged by his doctor to establish a hobby that would reduce his stress. So, at the suggestion of a friend, Mr. Durham started a book on the history of Sumner County. As Sumner County's history goes, the county has a pretty amazing one. Some of middle Tennessee's early forts and settlements were in Sumner County. Sumner County had characters such as Kasper Mansker and Thomas "Big Foot" Spencer, a man of legendary size and strength who once spent a cold winter alone, living in a hollow sycamore tree. Sumner County was a place where there were violent raids made on early forts and cabins by Creek and Chickamaugan Indians. In fact, his book on Sumner County's history would be the first of 24 that he wrote on the local and State history.

He wrote books about the history of thoroughbred racing in Tennessee; Tennessee Governor William Trousdale, who fought in the War of 1812; James Winchester, another veteran of the War of 1812 and a man who cofounded the city of Memphis with Andrew Jackson; and a book about General Daniel Smith, a U.S. Senator and the surveyor who created the first map of Tennessee. He wrote a very detailed two-volume history of Nashville during the Civil War, and these two books were the ones he later said he was the most proud of. He also wrote a book called "Volunteer Forty-Niners," about people who left Tennessee to take part in the California Gold Rush. In fact, Tennesseans were some of the first people to hold public office in California.

In short, Walter Durham created an entire shelf of books that people interested in Tennessee's history should have in their libraries, and he generously gave the book rights and proceeds to various entities across the State.

In addition to writing, he was a long-time member of the Tennessee Histor-

ical Society and served as its President from 1973 to 1975. He was also the chairman of the Tennessee Historical Commission and the founding president of the Tennessee Historical Alliance, now known as the Tennessee Preservation Trust.

In 2002, Tennessee Governor Don Sundquist appointed him to the official post of the Tennessee State Historian. He was appointed by Governor Phil Bredesen in 2008 to continue to hold his title until his death.

Two years ago, he was awarded the honorary doctorate from Tusculum College to commemorate his work on behalf of Tennessee's historical significance.

Mr. Durham also took time to encourage others. Ten years ago, a young man in Tennessee decided to start an organization to help public school-teachers teach Tennessee history and civics using the Internet. His very first endorsement letter was from Walter Durham, a man who handwrote every one of his books in pencil. These handwritten manuscripts now reside at the Vanderbilt Library Archives.

He was also a devoted Sunday school teacher at the First United Methodist Church in Gallatin.

Mr. Durham passed away on May 24, 2013. He is survived by Anna Armstrong Coile Durham, his wife of 64 years, and his four children and four grandchildren. Tennessee and the Durham family will miss this great man.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until 2 p.m. today.

Accordingly (at 12 o'clock and 28 minutes p.m.), the House stood in recess.

□ 1400

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Ms. FOXX) at 2 p.m.

PRAYER

The Chaplain, the Reverend Patrick J. Conroy, offered the following prayer:

We give You thanks, O God, for giving us another day.

Bless now the men and women of the people's House. Call forth leaders from their number, who understand that courage exercised in the fulfillment of their legislative responsibilities might cost them popularity now, but reap them praise in the future from our American descendants.

May they take solace in knowing that it has always been this way with great leaders.

We thank You for their hard work. Give them the consolation of knowing, in finding difficult but necessary solutions to America's challenges, they

will have done their best work for all of our Nation.

May all that is done this day be for Your greater honor and glory.

Amen.

THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House her approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. Will the gentleman from California (Mr. TAKANO) come forward and lead the House in the Pledge of Allegiance.

Mr. TAKANO led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will entertain up to 15 requests for 1-minute speeches on each side of the aisle.

ALERT ACT

(Mr. HOLDING asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. HOLDING. Madam Speaker, in North Carolina, small businesses are a primary driver of the economy. These businesses, like many across the country, are harmed by excessive regulation.

Over the past 4 years, our Nation's cumulative regulatory cost burden has increased by \$520 billion. What's worse is this administration has failed to disclose, as required by law, the effects of new regulations in a timely manner. The administration is required to submit a regulatory agenda twice a year, but they have consistently failed to do so.

Madam Speaker, small businesses are not given enough notice of how new regulations will affect their tough decisions, whether to cut a worker's hours or wages or adjust their business plan otherwise. That is why I introduced, Madam Speaker, the ALERT Act, H.R. 2804, the All Economic Regulations are Transparent Act, to ensure that the administration publishes its regulatory agenda in a timely manner.

Madam Speaker, the least this administration can do for small businesses is follow the law and provide notice as to what regulations are coming down the pipeline.

MEDICARE ANNIVERSARY

(Mr. TAKANO asked and was given permission to address the House for 1

minute and to revise and extend his remarks.)

Mr. TAKANO. Madam Speaker, I rise today to commemorate an important accomplishment for our Nation, as it was 48 years ago today that President Johnson signed Medicare into law, thus cementing a promise to our Nation's seniors.

Before Medicare, nearly 30 percent of seniors lived below the poverty line and American life expectancy was 70 years old. Since then, the poverty rate has plummeted all the way down to 7.5 percent and life expectancy has risen to 78-1/2 years.

Madam Speaker, Medicare is a sacred promise that we made, and it is a sacred promise that we must keep, despite the House Republicans' addiction to slash-and-burn policies. If the House Republicans got their way, they would replace Medicare with a voucher system, removing the certainty of what seniors will receive. These are benefits that have been earned and paid for, but turning Medicare into a voucher system will result in reduced benefits and increased health care costs.

The Democratic Party, however, believes that working families should not lose their life savings in their golden years to pay for health care, and they should not suffer without treatment due to an inability to pay for medical services. The Democratic Party believes that seniors deserve the certainty of Medicare.

Madam Speaker, on this day, the 48th anniversary of Medicare, I pledge to uphold the promises we made to seniors and to never turn my back on working families.

HONORING COLONEL GEORGE E. "BUD" DAY

(Mr. MILLER of Florida asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MILLER of Florida. Madam Speaker, I would like to dedicate my time to one of America's greatest warriors, Colonel George E. "Bud" Day, who passed away this past weekend.

A veteran of three wars, a POW at the infamous Hanoi Hilton, and a Medal of Honor recipient, Colonel Day set the standard for service to country. A patriot in the truest sense of the word, Colonel Day never stopped working and looking out for his brothers in arms. After the military, he spent 40 years as an advocate for his fellow veterans.

Colonel Day was a loving husband, a father, a grandfather, and someone I was honored and very humbled to represent here in Congress. Our community and countless others will miss his unwavering perseverance and optimism.

Colonel Day's legacy will endure for years to come. I ask that we keep him and the entire Day family in our prayers.

48TH ANNIVERSARY OF MEDICARE AND MEDICAID

(Ms. SCHAKOWSKY asked and was given permission to address the House for 1 minute.)

Ms. SCHAKOWSKY. Madam Speaker, I rise this afternoon to celebrate the 48th anniversary of Medicare and Medicaid and the security they provide for seniors and persons with disabilities, half of whom live on less than \$22,000, total, a year. Half of all seniors before Medicare had no insurance at all.

Listen to my constituent, Nan Anderson from Evanston:

It was a tremendous relief to become eligible for Medicare. Basically, I am a well person but have had some costly procedures, all of which have been covered. Currently, I am recovering from a spinal fusion. If it weren't for Medicare, I would never have reached this point. Without the surgery, I would likely have been reduced to a dependent person. Now I know that I will be able to walk normally and unaided for several years.

We made improvements in Medicare in ObamaCare—lower drug costs, free preventive services, fraud-cutting, and improved quality. Medicaid pays for 40 percent of all long-term care costs.

Today, I voice my support for Medicare and Medicaid and my vigorous opposition to benefit cuts that will harm those who depend on them.

PHONEY SCANDALS—"I THINK NOT"

(Mr. POE of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. POE of Texas. Madam Speaker, the President says the country is being distracted by phoney scandals. A more accurate statement would be the President is using phoney distractions to cover up the administration's scandals. Here are two of them:

Fast and Furious. The ATF, with Justice Department knowledge, smugles 2,000 automatic weapons to Mexican drug cartels. Americans are killed. Two hundred Mexican nationals killed, including two police chiefs and even a beauty queen. No one is held accountable. Nobody goes to jail. Lower-level operatives blamed. Eric "Withholder" held in contempt for withholding evidence from Congress. The administration wants us to forget their fiasco.

Benghazi, Libya. Four Americans killed by terrorists. The United States refuses to send help during the fire-fight. Four Americans left behind. No killer is ever captured. The administration misleads the American public and blames the attack on a video, not the terrorists. No one goes to jail. No accountability. Lower-level operatives blamed. The administration wants us to forget their fiasco.

Are these distractions and phoney scandals the President is talking about? Well, tell that to the families of the murdered Americans and Mexican nationals. A Navy SEAL put it best: "Phoney scandals don't come home in body bags."

So, Mr. Speaker, the next time you visit with the President, tell him these "distractions"—these "phoney scandals"—are not going away. The American people are going to get the truth, whether the President likes it or not.

And that's just the way it is.

WOUNDED WARRIOR SERVICE DOG ACT OF 2013

(Mr. MCGOVERN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MCGOVERN. Madam Speaker, today, I am introducing the bipartisan Wounded Warrior Service Dog Act of 2013. This important bill aims to address a demonstrated need among our veteran population. With so many veterans returning from war, bearing both physical and emotional scars, we must do all we can to provide treatment that works.

On a recent visit to the National Education for Assistance Dog Services, or NEADS, located in Princeton, Massachusetts, I heard amazing stories about how service dogs are helping to treat veterans with physical disabilities, as well as those suffering from posttraumatic stress. This nonprofit organization has connected many deserving veterans with service dogs over the past few years with incredible results.

In recent years, the demand for service dogs has grown significantly, and organizations like NEADS are having trouble meeting high levels of demand. To address this shortage, the Wounded Warrior Service Dog Act of 2013 would create a competitive grant program for nonprofits that train service dogs for use by veterans. It is my sincere hope that through this program we can better connect our veterans with service dogs in an effort to ease their transition into civilian life.

I urge my colleagues to support this bill.

JOBS AREN'T MADE WITH REDTAPE

(Ms. FOXX asked and was given permission to address the House for 1 minute.)

Ms. FOXX. Mr. Speaker, it is not surprising that many Americans think the Federal Government is out of touch. Washington is filled with unelected regulators who have never owned a small business or created a job. These regulators are disconnected from the costs their rules impose on small businesses, which amount to roughly \$8,000 per employee each year.

Regulators fail to see that each unnecessary, duplicative, or contradictory rule they impose forces American entrepreneurs to waste time and money satisfying government instead of hiring new employees or investing in their families.

The American people are asking, "Where are the jobs?" and they are

asking for a government that makes sense. No one is asking for more red-tape.

House Republicans don't just talk about jobs. We defend them, and we take action to make it easier for job creators to grow and hire. Cutting back Washington's redtape is part of that work.

CLIMATE CHANGE

(Mr. MORAN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MORAN. Mr. Speaker, as a member of the Safe Climate Caucus, I want to applaud President Obama's commitment to address global climate change.

As the concentration of carbon in the atmosphere climbed past 400 parts per million this past spring, which is a level not seen since before the dawn of humans when sea levels were 75 feet higher than they are today, we are facing the potential for irreversible climatic consequences that could trigger mass extinctions and endanger the future of humanity. So, it would be irresponsible for the President not to address this clear and present danger.

With the powers the President has been granted under existing laws, he has taken the responsible course, insisting upon limiting carbon emissions at existing major sources like coal-fired power plants, promoting renewable energy development on public lands, squeezing greater efficiencies out of household and commercial appliances, motor vehicles, and government facilities and operations, and working with other nations on a global strategy to address climate change.

For the sake of future generations, I do hope that the Republican majority will take a more responsible role in helping us to preserve the future of a more livable world.

OBAMACARE FRAUD INVESTIGATIONS

(Mr. BURGESS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BURGESS. Madam Speaker, many of us were surprised on July 2 when the administration unilaterally suspended the employer mandate in the Affordable Care Act. Since there were going to be no reporting requirements under the employer mandate, how were people going to be judged as eligible for benefits under the Affordable Care Act? Well, we would simply take their word for it. "Self-attestation" became the watchword and buzzword in the administration.

Last Thursday, again, people were surprised that the Department of Health and Human Services' Inspector General's Office is going to lose 20 percent of its staff between now and 2015.

Well, wait a minute. We are going to a system of self-reporting, self-attesta-

tion, but we are cutting the staff of the office who is going to see that the funds are properly spent. Oh, by the way, all the while, we are going to be increasing the funding for the so-called navigators, people who are going to sign people up for the Affordable Care Act under their own self-attestation.

It seems like we are going in the wrong direction here. We do need to keep an eye on these funds. They could go out the door inappropriately. We owe it to the taxpayer to be more vigilant.

□ 1415

COLLEGE AFFORDABILITY

(Ms. DELBENE asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. DELBENE. Madam Speaker, I rise today to speak on the importance of college affordability.

This is very personal for me. Growing up, my parents struggled financially, but with student loans and financial aid, I was able to go to college and get a great education. I would not be standing in this Chamber today otherwise.

I am pleased that we will be voting on a bipartisan bill this week that will reverse the doubling of student loan rates that took place on July 1. The bill is a compromise, so it's not perfect. It doesn't include all of the protections that I believe our students need, like lower interest rate caps to keep costs down over the long term, but it does reduce interest rates for over 7 million undergraduates taking out loans this year, and it will save a college student with Stafford loans \$3,300 compared to today's rates.

This bill is a start, but it isn't enough. I call on my colleagues to continue working together on ways to bring down the costs of college for working families. Doing so will expand opportunity for all, spur long-term economic growth, and strengthen our middle class.

48TH ANNIVERSARY OF MEDICARE AND MEDICAID

(Mrs. CAPPs asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. CAPPs. Madam Speaker, I rise in celebration of the birthday of Medicare and Medicaid.

Forty-eight years ago today, President Johnson solidified our historic promise to all Americans. This is what he said:

No longer will older Americans be denied the healing miracle of modern medicine. No longer will illness crush and destroy the savings that they have so carefully put away over a lifetime so that they might enjoy dignity in their later years. No longer will young families see their incomes and their own hopes eaten away simply because they are carrying out their deep moral obligations

to their parents and to their uncles and their aunts—and no longer will this Nation refuse the hand of justice to those who have given a lifetime of service and wisdom and labor to the progress of this progressive country.

Madam Speaker, let us honor this promise to our parents, to our neighbors, and to our children by protecting Medicare and Medicaid and making sure the care it offers is there when it's needed the most.

48TH ANNIVERSARY OF MEDICARE AND MEDICAID

(Mr. LOWENTHAL asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LOWENTHAL. Madam Speaker, 118 million Americans—seniors, low-income families, the disabled—all rely on Medicare and Medicaid services in one way or another. These services guarantee benefits that give our Nation's most vulnerable peace of mind and an increased quality of life.

Today, we proudly acknowledge almost five decades of Medicare and Medicaid services. While most service providers are honest and law-abiding, it has recently come to my attention that there are a few that have affected the delivery and integrity of services to the people who rely on these programs. Congress has the power to change that.

Today, on the 48th anniversary of Medicare and Medicaid being signed into law, Congress must recommit itself to the safeguarding and strengthening of America's Medicare and Medicaid service systems. The promise of Medicare and the morality of Medicaid must never be compromised no matter how hard the political battles are.

48TH ANNIVERSARY OF MEDICARE AND MEDICAID

(Mr. GALLEG0 asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GALLEG0. Madam Speaker, today marks the 48th anniversary of the Medicare program, which has had a tremendous impact on the American public and on the quality of life of our seniors and our kids.

On July 30 of 1965, a fellow Texan, President Lyndon B. Johnson, signed Medicare into law—a program that at the time was considered incredibly controversial. At that time, about half of our Nation's seniors didn't have health coverage. Today, in Texas, more than 3 million seniors, including our parents and our grandparents, rely on this program for crucial medical care.

The law has allowed our seniors to live with the peace of mind that health coverage will be available to them in their golden years. It is now just as vital to the long-term health and security of Americans as it was in 1965. We need to continue to demonstrate our commitment to those who have built

this country by strengthening Medicare for future generations. I am very glad that we have done things like starting to close the Medicare doughnut hole so that seniors are starting to save money on their prescriptions. In the first 6 months of 2013, more than a million seniors with Medicare have received at least one free preventative service—and our seniors have earned this through a lifetime of work.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 3 p.m. today.

Accordingly (at 2 o'clock and 21 minutes p.m.), the House stood in recess.

□ 1504

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. WOLF) at 3 o'clock and 4 minutes p.m.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2014

GENERAL LEAVE

Mr. LATHAM. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 2610.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Iowa?

There was no objection.

The SPEAKER pro tempore. Pursuant to House Resolution 312 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 2610.

The Chair appoints the gentleman from Indiana (Mr. MESSER) to preside over the Committee of the Whole.

□ 1505

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H.R. 2610)

making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes, with Mr. MESSER in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Iowa (Mr. LATHAM) and the gentleman from Arizona (Mr. PASTOR) each will control 30 minutes.

The Chair recognizes the gentleman from Iowa.

Mr. LATHAM. Mr. Chairman, I yield myself as much time as I may consume.

Mr. Chairman, today I present H.R. 2610, a bill providing fiscal year 2014 appropriations for the Department of Transportation, the Department of Housing and Urban Development, and related agencies.

The T-HUD bill conforms with the 302(b) allocation of \$44.1 billion in budget authority, and is in line with the House budget of \$967 billion. Under such an allocation, we prioritized programs and spending and were able to achieve three very important funding goals: first, meet the "ob lim" funding levels for the MAP-21, the highway authorization bill; keep the commercial airspace running smoothly; and preserve and renew the housing option for all HUD-assisted families under lease in fiscal year 2014.

Mr. Chairman, I imagine today we're going to hear a lot about the budget and the sequester, and I'll tell you, I agree. We need a deal. We need a deal that resolves the irresponsible meat-ax approach to the sequester and provides a top-line budget number that addresses concerns about taxes and spending.

But the Budget Control Act is the law, and no matter what number we'd like to write this to, the law gives us \$967 billion to fund the government. You get there either by across-the-board cuts or by prioritizing the funds available. I think we all agree that continuing across-the-board cuts is not the answer. We've seen examples why.

Earlier this year, across-the-board cuts caused air traffic controllers to be furloughed, consumer convenience to be sacrificed, and air safety to be endangered. In April, the House voted on a strongly bipartisan basis 361-41 to tap unspent FAA funds and put these air traffic controllers back to work.

Mr. Chairman, we know that across-the-board cutting is no way to run a government. Considering there still isn't an agreement on the sequester or a top-line budget number, it's imperative that we realign the funds we have available to ensure DOT and HUD have the resources they need to care for the population and infrastructure of this Nation. This is a chance to make sure the "must-do" priorities are addressed.

I assume we're going to hear a lot about infrastructure investment, and I will tell you we fund the authorized programs at the authorized program levels.

I assume we're going to hear a lot about housing needs, and I will tell you, we retain the housing option for HUD families currently receiving assistance, protecting the most vulnerable.

We are operating under an open rule, and I hope we can keep the debate and amendment process moving along today. We will be taking points of order against amendments that would increase our allocations or authorize on an appropriations act. Let me reemphasize to people who are going to be offering amendments that we will enforce points of order.

I'd like to thank my friend, the gentleman from Arizona (Mr. PASTOR), the T-HUD ranking member, for his comity and willingness to discuss what would be possible under a \$44.1 billion allocation.

I'd also like to thank Chairman ROGERS and Ranking Member LOWEY, plus the members of the committee, and especially the subcommittee, for their hard work and commitment to this bill.

And speaking of subcommittee members, I'd like to give a special word of congratulations to a new and valued member of the Appropriations Committee. The gentlewoman from Washington, Ms. JAMIE HERRERA BEUTLER, and her husband, Daniel, recently welcomed their first child, a beautiful baby girl, into their family. This sweet girl is a miracle and a testament to the faith and hope that her parents have carried over recent months. We offer our continued praise for their strength, the wisdom of their doctors, and the joy of this new family.

Mr. Chairman, I reserve the balance of my time.

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2014 (H.R. 2610)

(Amounts in thousands)

*Enacted level does not include the 251A sequester or Sec. 3004 OMB ATB

	FY 2013 Enacted	FY 2014 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses.....	102,481	113,108	102,481	---	-10,627
Immediate Office of the Secretary.....	(2,618)	---	(2,618)	---	(+2,618)
Immediate Office of the Deputy Secretary.....	(984)	---	(984)	---	(+984)
Office of the General Counsel.....	(19,515)	---	(19,867)	(+352)	(+19,867)
Office of the Under Secretary of Transportation for Policy.....	(10,107)	---	(10,107)	---	(+10,107)
Office of the Assistant Secretary for Budget and Programs.....	(10,538)	---	(11,572)	(+1,034)	(+11,572)
Office of the Assistant Secretary for Governmental Affairs.....	(2,500)	---	(2,500)	---	(+2,500)
Office of the Assistant Secretary for Administration.....	(25,469)	---	(23,376)	(-2,093)	(+23,376)
Office of Public Affairs.....	(2,020)	---	(2,020)	---	(+2,020)
Office of the Executive Secretariat.....	(1,595)	---	(1,595)	---	(+1,595)
Office of Small and Disadvantaged Business Utilization.....	(1,369)	---	(1,369)	---	(+1,369)
Office of Intelligence, Security, and Emergency Response.....	(10,778)	---	(10,778)	---	(+10,778)
Office of the Chief Information Officer.....	(14,988)	---	(15,695)	(+707)	(+15,695)
Research and Development.....	---	14,765	14,220	+14,220	-545
National Infrastructure Investments.....	500,000	500,000	---	-500,000	-500,000
Rescission.....	---	---	-237,000	-237,000	-237,000
Aviation Consumer Call Center (legislative proposal)..	---	7,500	---	---	-7,500
Financial Management Capital.....	4,990	10,000	4,990	---	-5,010
Cyber Security Initiatives.....	10,000	6,000	2,000	-8,000	-4,000
Office of Civil Rights.....	9,384	9,551	9,384	---	-167
Transportation Planning, Research, and Development....	9,000	9,750	6,000	-3,000	-3,750
Rescission of unobligated balances.....	---	-2,750	-2,750	-2,750	---
Subtotal.....	9,000	7,000	3,250	-5,750	-3,750
Working Capital Fund.....	(172,000)	---	(172,000)	---	(+172,000)
Minority Business Resource Center Program.....	922	925	922	---	-3
(Limitation on guaranteed loans).....	(18,367)	(18,367)	(18,367)	---	---
Minority Business Outreach.....	3,068	3,088	3,068	---	-20
Payments to Air Carriers (Airport & Airway Trust Fund)	143,000	146,000	100,000	-43,000	-46,000
Total, Office of the Secretary.....	782,845	817,937	3,315	-779,530	-814,622
Federal Aviation Administration					
Operations.....	9,653,395	9,707,000	9,521,784	-131,611	-185,216
Air traffic organization.....	(7,442,738)	(7,311,790)	(7,182,664)	(-260,074)	(-129,126)
Aviation safety.....	(1,252,991)	(1,204,777)	(1,199,777)	(-53,214)	(-5,000)
Commercial space transportation.....	(16,271)	(16,011)	(14,160)	(-2,111)	(-1,851)
Finance and management.....	(582,117)	(807,646)	(777,198)	(+195,081)	(-30,448)
Human resources programs.....	(98,858)	---	---	(-98,858)	---
Staff offices.....	(200,286)	(306,994)	(291,348)	(+91,062)	(-15,646)
NextGen.....	(60,134)	(59,782)	(56,637)	(-3,497)	(-3,145)
Facilities and Equipment (Airport & Airway Trust Fund)	2,730,731	2,777,798	2,155,000	-575,731	-622,798
Research, Engineering, and Development (Airport & Airway Trust Fund).....	167,556	166,000	145,000	-22,556	-21,000
Rescission of unobligated balances.....	---	---	-26,184	-26,184	-26,184
Grants-in-Aid for Airports (Airport and Airway Trust Fund) (Liquidation of contract authorization).....	(3,435,000)	(3,200,000)	(3,200,000)	(-235,000)	---
(Limitation on obligations).....	(3,350,000)	(2,900,000)	(3,350,000)	---	(+450,000)
Administration.....	(101,000)	(106,600)	(106,600)	(+5,600)	---
Airport cooperative research program.....	(15,000)	(15,000)	(15,000)	---	---
Airport technology research.....	(29,250)	(29,500)	(29,500)	(+250)	---
Small community air service development program...	(6,000)	---	---	(-6,000)	---

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2014 (H.R. 2610)

(Amounts in thousands)

*Enacted level does not include the 251A sequester or Sec. 3004 OMB ATB

	FY 2013 Enacted	FY 2014 Request	Bill	Bill vs. Enacted	Bill vs. Request
Rescission of contract authority.....	---	-450,000	---	---	+450,000
Total, Federal Aviation Administration.....	12,551,682	12,200,798	11,795,600	-756,082	-405,198
Limitations on obligations.....	(3,350,000)	(2,900,000)	(3,350,000)	---	(+450,000)
Total budgetary resources.....	(15,901,682)	(15,100,798)	(15,145,600)	(-756,082)	(+44,802)
Federal Highway Administration					
Limitation on Administrative Expenses.....	(412,000)	(429,855)	(417,000)	(+5,000)	(-12,855)
Federal-Aid Highways (Highway Trust Fund):					
(Liquidation of contract authorization).....	(39,699,000)	(40,995,000)	(40,995,000)	(+1,296,000)	---
(Limitation on obligations).....	(39,699,000)	(40,256,000)	(40,256,000)	(+557,000)	---
(Exempt contract authority).....	(739,000)	(739,000)	(739,000)	---	---
Total, Federal Highway Administration.....	---	---	---	---	---
Limitations on obligations.....	(39,699,000)	(40,256,000)	(40,256,000)	(+557,000)	---
Exempt contract authority.....	(739,000)	(739,000)	(739,000)	---	---
Total budgetary resources.....	(40,438,000)	(40,995,000)	(40,995,000)	(+557,000)	---
Federal Motor Carrier Safety Administration					
Motor Carrier Safety Operations and Programs (Highway Trust Fund)(Liquidation of contract authorization)...	(251,000)	(259,000)	(259,000)	(+8,000)	---
(Limitation on obligations).....	(251,000)	(259,000)	(259,000)	(+8,000)	---
Motor Carrier Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization).....	(310,000)	(313,000)	(313,000)	(+3,000)	---
(Limitation on obligations).....	(310,000)	(313,000)	(313,000)	(+3,000)	---
Rescission of contract authority.....	---	---	-95,957	-95,957	-95,957
Total, Federal Motor Carrier Safety Administration.....	---	---	-95,957	-95,957	-95,957
Limitations on obligations.....	(561,000)	(572,000)	(572,000)	(+11,000)	---
Total budgetary resources.....	(561,000)	(572,000)	(476,043)	(-84,957)	(-95,957)
National Highway Traffic Safety Administration					
Operations and Research (general fund).....	140,146	148,343	117,000	-23,146	-31,343
Operations and Research (Highway Trust Fund)					
(Liquidation of contract authorization).....	(115,500)	(118,500)	(139,175)	(+23,675)	(+20,675)
(Limitation on obligations).....	(115,500)	(118,500)	(139,175)	(+23,675)	(+20,675)
Subtotal, Operations and Research.....	255,646	266,843	256,175	+529	-10,668
Highway Traffic Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization).....	(554,500)	(561,500)	(561,500)	(+7,000)	---
(Limitation on obligations).....	(554,500)	(561,500)	(561,500)	(+7,000)	---
Highway safety programs (23 USC 402).....	(235,000)	(235,000)	(235,000)	---	---
National priority safety programs (23 USC 405)..	(265,000)	(272,000)	(272,000)	(+7,000)	---
High visibility enforcement.....	(29,000)	(29,000)	(29,000)	---	---
Administrative expenses.....	(25,500)	(25,500)	(25,500)	---	---
Rescission of contract authority	---	---	-152,281	-152,281	-152,281
Total, National Highway Traffic Safety Administration.....	140,146	148,343	-35,281	-175,427	-183,624
Limitations on obligations.....	(670,000)	(680,000)	(700,675)	(+30,675)	(+20,675)
Total budgetary resources.....	(810,146)	(828,343)	(665,394)	(-144,752)	(-162,949)

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2014 (H.R. 2610)

(Amounts in thousands)

*Enacted level does not include the 251A sequester or Sec. 3004 OMB ATB

	FY 2013 Enacted	FY 2014 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Railroad Administration					
Safety and Operations.....	178,596	184,500	184,500	+5,904	---
Railroad Research and Development.....	35,000	35,250	35,250	+250	---
Research Development and Technology.....	---	54,750	---	---	-54,750
Rail Service Improvement Program.....	---	3,660,000	---	---	-3,660,000
Northeast Corridor Improvement Program (rescission)...	---	---	-4,419	-4,419	-4,419
Next Generation High-Speed Rail (rescission).....	---	---	-1,973	-1,973	-1,973
National Railroad Passenger Corporation:					
Operating Grants to the National Railroad Passenger Corporation.....	466,000	---	350,000	-116,000	+350,000
Capital and Debt Service Grants to the National Railroad Passenger Corporation.....	952,000	---	600,000	-352,000	+600,000
Current Rail Passenger Service.....	---	2,700,000	---	---	-2,700,000
Subtotal.....	1,418,000	2,700,000	950,000	-468,000	-1,750,000
Total, Federal Railroad Administration.....	1,631,596	6,634,500	1,163,358	-468,238	-5,471,142
Federal Transit Administration					
Administrative Expenses.....	102,713	109,888	102,713	---	-7,175
Formula and Bus Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization).....	(9,400,000)	---	---	(-9,400,000)	---
(Limitation on obligations).....	(8,478,000)	---	---	(-8,478,000)	---
Public Transportation Emergency Relief Program.....	---	25,000	---	---	-25,000
Transit Formula Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization).....	---	(9,500,000)	(9,500,000)	(+9,500,000)	---
(Limitation on obligations).....	---	(8,595,000)	(8,595,000)	(+8,595,000)	---
Research and University Research Centers.....	44,000	---	---	-44,000	---
Research, Development, Demonstration, and Deployment Program.....	---	30,000	20,000	+20,000	-10,000
Transit Cooperative Research.....	---	7,000	4,000	+4,000	-3,000
Technical Assistance and Standards Development.....	---	7,000	4,000	+4,000	-3,000
Human Resources and Training.....	---	5,000	2,000	+2,000	-3,000
Capital Investment Grants.....	1,955,000	1,981,472	1,815,655	-139,345	-165,817
Washington Metropolitan Area Transit Authority Capital and Preventive Maintenance.....	150,000	150,000	125,000	-25,000	-25,000
Rescission (H. Sec. 163)(S. Sec. 167).....	---	---	-81,338	-81,338	-81,338
Rescission of contract authority (H. Sec. 163).....	---	---	-70,000	-70,000	-70,000
Total, Federal Transit Administration.....	2,251,713	2,315,360	1,922,030	-329,683	-393,330
Limitations on obligations.....	(8,478,000)	(8,595,000)	(8,595,000)	(+117,000)	---
Total budgetary resources.....	(10,729,713)	(10,910,360)	(10,517,030)	(-212,683)	(-393,330)
Saint Lawrence Seaway Development Corporation					
Operations and Maintenance (Harbor Maintenance Trust Fund).....	32,259	32,855	30,582	-1,677	-2,273
Maritime Administration					
Maritime Security Program.....	174,000	208,000	174,000	---	-34,000
Operations and Training.....	156,258	152,168	143,768	-12,490	-8,400
Ship Disposal.....	5,500	2,000	4,000	-1,500	+2,000
Assistance to Small Shipyards.....	9,980	---	---	-9,980	---
Maritime Guaranteed Loan (Title XI) Program Account: Administrative expenses.....	3,740	2,655	2,655	-1,085	---
Total, Maritime Administration.....	349,478	364,823	324,423	-25,055	-40,400

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2014 (H.R. 2610)

(Amounts in thousands)

*Enacted level does not include the 251A sequester or Sec. 3004 OMB ATB

	FY 2013 Enacted	FY 2014 Request	Bill	Bill vs. Enacted	Bill vs. Request
Pipeline and Hazardous Materials Safety Administration					
Operational Expenses:					
General Fund.....	20,721	21,015	20,528	-193	-487
Pipeline Safety Fund.....	639	639	639	---	---
Pipeline Safety information grants to communities.....	(1,000)	(1,500)	(1,000)	---	(-500)
Subtotal.....	21,360	21,654	21,167	-193	-487
Hazardous Materials Safety:					
General Fund.....	42,338	45,801	42,762	+424	-3,039
Special Permit and Approval Fees.....	---	-6,000	---	---	+6,000
Subtotal.....	42,338	39,801	42,762	+424	+2,961
Pipeline Safety:					
Pipeline Safety Fund.....	90,679	133,000	90,679	---	-42,321
Oil Spill Liability Trust Fund.....	18,573	18,573	18,573	---	---
Pipeline Safety Design Review Fund.....	---	2,000	2,000	+2,000	---
Subtotal.....	109,252	153,573	111,252	+2,000	-42,321
Subtotal, Pipeline and Hazardous Materials Safety Administration.....	172,950	215,028	175,181	+2,231	-39,847
Pipeline safety user fees.....	-91,318	-133,639	-91,318	---	+42,321
Pipeline Safety Design Review fee.....	---	-2,000	-2,000	-2,000	---
Emergency Preparedness Grants:					
Limitation on emergency preparedness fund.....	(28,318)	(28,318)	(28,318)	---	---
(Emergency preparedness fund).....	(188)	(188)	(188)	---	---
Total, Pipeline and Hazardous Materials Safety Administration.....	81,632	79,389	81,863	+231	+2,474
Research and Innovative Technology Administration					
Research and Development.....	15,981	---	---	-15,981	---
Office of Inspector General					
Salaries and Expenses.....	79,624	85,605	79,624	---	-5,981
Surface Transportation Board					
Salaries and Expenses.....	29,310	30,775	29,310	---	-1,465
Offsetting collections.....	-1,250	-1,250	-1,250	---	---
Total, Surface Transportation Board.....	28,060	29,525	28,060	---	-1,465
General Provisions, this Title					
Section 193:					
(a) Deployment of MagLev Projects (rescission)....	---	---	-80,000	-80,000	-80,000
(b) Rail crossing safety and planning programs....	---	---	80,000	+80,000	+80,000
Total, title I, Department of Transportation..	17,945,016	22,709,135	15,297,617	-2,647,399	-7,411,518
Appropriations.....	(17,946,266)	(23,169,135)	(16,050,769)	(-1,895,497)	(-7,118,366)
Rescissions.....	---	(-2,750)	(-433,664)	(-433,664)	(-430,914)
Rescissions of contract authority.....	---	(-450,000)	(-318,238)	(-318,238)	(+131,762)
Offsetting collections.....	(-1,250)	(-7,250)	(-1,250)	---	(+6,000)
Limitations on obligations.....	(52,758,000)	(53,003,000)	(53,473,675)	(+715,675)	(+470,675)
Total budgetary resources.....	(70,703,016)	(75,712,135)	(68,771,292)	(-1,931,724)	(-6,940,843)

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2014 (H.R. 2610)

(Amounts in thousands)

*Enacted level does not include the 251A sequester or Sec. 3004 OMB ATB

	FY 2013 Enacted	FY 2014 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE II - DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					
Management and Administration					
Executive Offices.....	---	14,540	12,000	+12,000	-2,540
Administration, Operations and Management.....	537,789	---	---	-537,789	---
Administration Support Offices.....	---	505,313	479,000	+479,000	-26,313
Program Office Salaries and Expenses:					
Public and Indian Housing.....	200,000	220,299	197,000	-3,000	-23,299
Community Planning and Development.....	100,000	109,740	99,000	-1,000	-10,740
Housing.....	391,500	383,375	377,000	-14,500	-6,375
Policy Development and Research.....	22,211	21,687	21,000	-1,211	-687
Fair Housing and Equal Opportunity.....	72,600	76,504	71,000	-1,600	-5,504
Office of Healthy Homes and Lead Hazard Control...	7,400	7,642	7,000	-400	-642
Subtotal.....	793,711	819,247	772,000	-21,711	-47,247
Total, Management and Administration.....	1,331,500	1,339,100	1,263,000	-68,500	-76,100
Public and Indian Housing					
Tenant-based Rental Assistance:					
Renewals.....	17,242,351	17,968,278	17,000,000	-242,351	-968,278
Tenant protection vouchers.....	75,000	150,000	75,000	---	-75,000
Administrative fees.....	1,375,000	1,685,374	1,350,000	-25,000	-335,374
Family self-sufficiency coordinators.....	60,000	---	---	-60,000	---
Veterans affairs supportive housing.....	75,000	75,000	75,000	---	---
Sec. 811 mainstream voucher renewals.....	112,018	110,564	110,564	-1,454	---
Transformation initiative (transfer out).....	---	(-15,000)	---	---	(+15,000)
Subtotal (available this fiscal year).....	18,939,369	19,989,216	18,610,564	-328,805	-1,378,652
Advance appropriations.....	4,000,000	4,000,000	4,000,000	---	---
Less appropriations from prior year advances.....	-4,000,000	-4,000,000	-4,000,000	---	---
Total, Tenant-based Rental Assistance appropriated in this bill.....	18,939,369	19,989,216	18,610,564	-328,805	-1,378,652
Rental Assistance Demonstration.....	---	10,000	---	---	-10,000
Public Housing Capital Fund.....	1,875,000	2,000,000	1,500,000	-375,000	-500,000
Transformation initiative (transfer out).....	---	(-10,000)	---	---	(+10,000)
Public Housing Operating Fund.....	4,262,010	4,600,000	4,262,010	---	-337,990
Transformation initiative (transfer out).....	---	(-8,000)	---	---	(+8,000)
Choice neighborhoods.....	120,000	400,000	---	-120,000	-400,000
Transformation initiative (transfer out).....	---	(-2,000)	---	---	(+2,000)
Rescission.....	---	---	-120,000	-120,000	-120,000
Family Self-Sufficiency.....	---	75,000	60,000	+60,000	-15,000
Native American Housing Block Grants.....	650,000	650,000	600,000	-50,000	-50,000
Transformation initiative (transfer out).....	---	(-3,000)	---	---	(+3,000)
Native Hawaiian Housing Block Grant.....	13,000	13,000	---	-13,000	-13,000
Indian Housing Loan Guarantee Fund Program Account....	12,200	6,000	6,000	-6,200	---
(Limitation on guaranteed loans).....	(976,000)	(1,818,000)	(1,818,000)	(+842,000)	---

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2014 (H.R. 2610)

(Amounts in thousands)

*Enacted level does not include the 251A sequester or Sec. 3004 OMB ATB

	FY 2013 Enacted	FY 2014 Request	Bill	Bill vs. Enacted	Bill vs. Request
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Native Hawaiian Loan Guarantee Fund Program Account... (Limitation on guaranteed loans).....	386 (41,504)	--- ---	--- ---	-386 (-41,504)	--- ---
Total, Public and Indian Housing.....	25,871,965	27,743,216	24,918,574	-953,391	-2,824,642
<hr/>					
Community Planning and Development					
Housing Opportunities for Persons with AIDS..... Transformation initiative (transfer out).....	332,000 ---	332,000 (-2,000)	303,000 ---	-29,000 ---	-29,000 (+2,000)
Community Development Fund:					
CDBG formula.....	2,948,090	2,798,100	1,636,813	-1,311,277	-1,161,287
Indian CDBG.....	60,000	70,000	60,000	---	-10,000
Integrated planning and investment grants.....	---	75,000	---	---	-75,000
Neighborhood stabilization program.....	---	200,000	---	---	-200,000
Disaster relief.....	300,000	---	---	-300,000	---
Subtotal.....	3,308,090	3,143,100	1,696,813	-1,611,277	-1,446,287
Transformation initiative (transfer out).....	---	(-15,000)	---	---	(+15,000)
Community Development Loan Guarantees (Section 108): (Limitation on guaranteed loans).....	(240,000)	(500,000)	(500,000)	(+260,000)	---
Credit subsidy.....	5,952	---	---	-5,952	---
Rescission.....	---	---	-3,000	-3,000	-3,000
HOME Investment Partnerships Program..... Transformation initiative (transfer out).....	1,000,000 ---	950,000 (-5,000)	700,000 ---	-300,000 ---	-250,000 (+5,000)
Self-help and Assisted Homeownership Opportunity Program.....	53,500	---	30,000	-23,500	+30,000
Capacity Building.....	---	20,000	---	---	-20,000
Homeless Assistance Grants.....	2,033,000	2,381,000	2,088,000	+55,000	-293,000
Total, Community Planning and Development.....	6,732,542	6,826,100	4,814,813	-1,917,729	-2,011,287
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Housing Programs					
Project-based Rental Assistance:					
Renewals.....	9,050,672	10,007,000	9,050,672	---	-956,328
Contract administrators.....	289,000	265,000	---	-289,000	-265,000
Subtotal (available this fiscal year).....	9,339,672	10,272,000	9,050,672	-289,000	-1,221,328
Transformation initiative (transfer out).....	---	(-15,000)	---	---	(+15,000)
Advance appropriations.....	400,000	400,000	400,000	---	---
Less appropriations from prior year advances.....	-400,000	-400,000	-400,000	---	---
Total, Project-based Rental Assistance appropriated in this bill.....	9,339,672	10,272,000	9,050,672	-289,000	-1,221,328
Housing for the Elderly..... Transformation initiative (transfer out).....	374,627 ---	400,000 (-2,000)	374,627 ---	---	-25,373 (+2,000)
Housing for Persons with Disabilities..... Transformation initiative (transfer out).....	165,000 ---	126,000 (-1,000)	126,000 ---	-39,000 ---	---
Housing Counseling Assistance.....	45,000	55,000	35,000	-10,000	-20,000
Rental Housing Assistance.....	1,300	21,000	21,000	+19,700	---
Rent Supplement (rescission).....	---	-3,500	-3,500	-3,500	---
Manufactured Housing Fees Trust Fund.....	6,500	7,530	6,530	+30	-1,000
Offsetting collections.....	-4,000	-6,530	-6,530	-2,530	---
Total, Housing Programs.....	9,928,099	10,871,500	9,603,799	-324,300	-1,267,701
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Federal Housing Administration					
Mutual Mortgage Insurance Program Account: (Limitation on guaranteed loans).....	(400,000,000)	(400,000,000)	(400,000,000)	---	---

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2014 (H.R. 2610)

(Amounts in thousands)

*Enacted level does not include the 251A sequester or Sec. 3004 OMB ATB

	FY 2013 Enacted	FY 2014 Request	Bill	Bill vs. Enacted	Bill vs. Request
(Limitation on direct loans).....	(50,000)	(20,000)	(20,000)	(-30,000)	---
Offsetting receipts.....	-9,676,000	-10,841,000	-10,841,000	-1,165,000	---
Proposed offsetting receipts (HECM).....	-170,000	-57,000	-57,000	+113,000	---
Administrative contract expenses.....	207,000	127,000	127,000	-80,000	---
Transformation initiative (transfer out).....	---	(-1,000)	---	---	(+1,000)
General and Special Risk Program Account:					
(Limitation on guaranteed loans).....	(25,000,000)	(30,000,000)	(30,000,000)	(+5,000,000)	---
(Limitation on direct loans).....	(20,000)	(20,000)	(20,000)	---	---
Offsetting receipts.....	-588,000	-926,000	-926,000	-338,000	---
Total, Federal Housing Administration.....	-10,227,000	-11,697,000	-11,697,000	-1,470,000	---
Government National Mortgage Association					
Guarantees of Mortgage-backed Securities Loan					
Guarantee Program Account:					
(Limitation on guaranteed loans).....	(500,000,000)	(500,000,000)	(500,000,000)	---	---
Administrative expenses.....	19,500	21,200	19,000	-500	-2,200
Offsetting receipts.....	-100,000	-100,000	-100,000	---	---
Offsetting receipts.....	-647,000	-707,000	-707,000	-60,000	---
Proposed offsetting receipts (HECM) (Sec. 210)....	-23,000	-12,000	-12,000	+11,000	---
Additional contract expenses.....	---	1,000	1,000	+1,000	---
Total, Gov't National Mortgage Association....	-750,500	-796,800	-799,000	-48,500	-2,200
Policy Development and Research					
Research and Technology.....	46,000	50,000	21,000	-25,000	-29,000
Fair Housing and Equal Opportunity					
Fair Housing Activities.....	70,847	71,000	55,847	-15,000	-15,153
Office of Healthy Homes and Lead Hazard Control					
Lead Hazard Reduction.....	120,000	120,000	50,000	-70,000	-70,000
Transformation initiative (transfer out).....	---	(-1,000)	---	---	(+1,000)
Management and Administration					
Information Technology Portfolio.....	---	285,100	100,000	+100,000	-185,100
Working Capital Fund.....	199,035	---	---	-199,035	---
Office of Inspector General.....	124,000	127,672	124,000	---	-3,672
Transformation Initiative.....	50,000	---	---	-50,000	---
(By transfer).....	---	(80,000)	---	---	(-80,000)
Total, Management and Administration.....	373,035	412,772	224,000	-149,035	-188,772
(Grand total, Management and Administration)..	(1,704,535)	(1,751,872)	(1,487,000)	(-217,535)	(-264,872)
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Total, title II, Department of Housing and					
Urban Development.....	33,496,488	34,939,888	28,455,033	-5,041,455	-6,484,855
Appropriations.....	(40,304,488)	(43,192,918)	(36,831,063)	(-3,473,425)	(-6,361,855)
Rescissions.....	---	(-3,500)	(-126,500)	(-126,500)	(-123,000)
Advance appropriations.....	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Offsetting receipts.....	(-11,204,000)	(-12,643,000)	(-12,643,000)	(-1,439,000)	---
Offsetting collections.....	(-4,000)	(-6,530)	(-6,530)	(-2,530)	---
(by transfer).....	---	80,000	---	---	-80,000
(transfer out).....	---	-80,000	---	---	+80,000
(Limitation on direct loans).....	(70,000)	(40,000)	(40,000)	(-30,000)	---
(Limitation on guaranteed loans).....	(926,257,504)	(932,318,000)	(932,318,000)	(+6,060,496)	---
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DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2014 (H.R. 2610)

(Amounts in thousands)

*Enacted level does not include the 251A sequester or Sec. 3004 OMB ATB

	FY 2013 Enacted	FY 2014 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE III - OTHER INDEPENDENT AGENCIES					
Access Board.....	7,400	7,448	7,400	---	-48
Federal Housing Finance Agency, Office of Inspector General (legislative proposal).....	---	48,000	38,000	+38,000	-10,000
Offsetting collections (legislative proposal).....	---	-48,000	-38,000	-38,000	+10,000
Federal Maritime Commission.....	24,100	25,000	24,200	+100	-800
National Passenger Rail Corporation Inspector General.	20,500	25,300	25,300	+4,800	---
National Transportation Safety Board.....	102,400	103,027	102,400	---	-627
Neighborhood Reinvestment Corporation.....	215,300	204,100	185,100	-30,200	-19,000
United States Interagency Council on Homelessness.....	3,300	3,595	3,000	-300	-595
Total, title III, Other Independent Agencies....	373,000	368,470	347,400	-25,600	-21,070
OTHER APPROPRIATIONS					
Disaster Relief Appropriations Act, 2013 (P.L. 113-2)					
Department of Transportation					
Federal Aviation Administration					
Facilities and Equipment (emergency).....	29,600	---	---	-29,600	---
Federal Highway Administration					
Emergency Relief Program (emergency).....	2,022,000	---	---	-2,022,000	---
Federal Railroad Administration					
Operating Subsidy Grants to the National Railroad Passenger Corporation (emergency).....					
	32,000	---	---	-32,000	---
Capital and Debt Service Grants to the National Railroad Passenger Corporation (emergency).....					
	86,000	---	---	-86,000	---
Federal Transit Administration					
Public Transportation Emergency Relief Program (emerg)	10,900,000	---	---	-10,900,000	---
Total, Department of Transportation.....	13,069,600	---	---	-13,069,600	---
Department of Housing and Urban Development					
Community Planning and Development					
Community Development Fund (emergency).....	16,000,000	---	---	-16,000,000	---
Total, Other Appropriations.....	29,069,600	---	---	-29,069,600	---

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2014 (H.R. 2610)
 (Amounts in thousands)

*Enacted level does not include the 251A sequester or Sec. 3004 OMB ATB

	FY 2013 Enacted	FY 2014 Request	Bill	Bill vs. Enacted	Bill vs. Request
Grand total.....	80,884,104	58,017,493	44,100,050	-36,784,054	-13,917,443
Appropriations.....	(58,623,754)	(66,778,523)	(53,267,232)	(-5,356,522)	(-13,511,291)
Rescissions.....	---	(-6,250)	(-560,164)	(-560,164)	(-553,914)
Rescissions of contract authority.....	---	(-450,000)	(-318,238)	(-318,238)	(+131,762)
Advance appropriations.....	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Emergency appropriations.....	(29,069,600)	---	---	(-29,069,600)	---
Offsetting receipts.....	(-11,204,000)	(-12,643,000)	(-12,643,000)	(-1,439,000)	---
Offsetting collections.....	(-5,250)	(-61,780)	(-45,780)	(-40,530)	(+16,000)
(by transfer).....	---	80,000	---	---	-80,000
(transfer out).....	---	-80,000	---	---	+80,000
(Limitation on obligations).....	(52,758,000)	(53,003,000)	(53,473,675)	(+715,675)	(+470,675)
Total budgetary resources.....	(133,642,104)	(111,020,493)	(97,573,725)	(-36,068,379)	(-13,446,768)

Mr. PASTOR of Arizona. Mr. Chairman, I yield myself such time as I may consume.

(Mr. PASTOR of Arizona asked and was given permission to revise and extend his remarks.)

Mr. PASTOR of Arizona. The devastating impacts of the Ryan budget are on full display in the fiscal year 2014 Transportation, Housing and Urban Development, and Related Agencies bill.

My good friend, Chairman TOM LATHAM, was given an impossible allocation of \$44.1 billion. This is \$4.4 billion below the fiscal year 2013 sequestration level and \$10 billion below the level included in the Senate bill. As a result, the FY 2014 bill makes deep cuts to a number of critical transportation and housing programs.

Within the Department of Transportation, the bill cuts the programs and activities of the Federal Aviation Administration by \$756 million below the FY 2013 CR level. While the bill provides enough funds to avoid additional furloughs, it is unclear whether FAA will be able to completely lift the hiring freeze that has been in place during this fiscal year.

The FAA's NextGen program will also be impacted by delaying the important developmental work on many of the program's emerging technologies.

Amtrak's capital program is cut by more than \$350 million, which will jeopardize long distance service and some short haul routes. At these funding levels, Amtrak will have to suspend mechanical overhauls on equipment, which will result in slow orders and furloughs of hundreds of mechanical employees and engineers.

The Department of Housing and Urban Development sustained even deeper cuts. The bill reduces funding for the CDBG, the Community Development Block Grant, program to \$1.6 billion, which is the lowest level since the program was created in 1975. The HOME program is funded at \$700 million, which is the lowest level since the program began in 1992.

The bill funds the Public Housing Capital Fund at its lowest level since 1987, adding more than \$1 billion in deferred capital maintenance to an existing \$26 billion maintenance backlog.

In closing, I do want to commend the chairman, TOM LATHAM, for funding the critical safety missions of the Department of Transportation and for honoring the obligation limitations in the surface and aviation bills. The chairman has also included sufficient funding to move 10,000 more homeless veterans off the street and into housing.

Despite the chairman's efforts, I have great concerns with the bill as it is currently written. I remain hopeful that we can achieve a more realistic allocation as the appropriations process moves forward this year.

I reserve the balance of my time.

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Mr. LATHAM. Mr. Chairman, I yield such time as he may consume to the gentleman from Oklahoma (Mr. COLE), a great member of the committee.

Mr. COLE. Thank you for yielding, Mr. Chairman.

Mr. Chairman, I rise in support of the Fiscal Year 2014 Transportation, Housing and Urban Development Appropriations Act. I want to commend my good friend, Chairman LATHAM, for making some tough choices, but making those choices in a manner that was fair, transparent, and rational. I also want to thank my good friend, Mr. PASTOR, the ranking member on the other side of the aisle. He's always a pleasure to work with. He's always a delightful Member and he always contributes. I know while this bill may not be everything that he would like, he certainly added a great deal in the course of our deliberations.

The reality is that because of sequestration, the allocation this subcommittee was given is meager. The bill provides \$44.1 billion in discretionary spending—a reduction of many billions below the fiscal year 2013 enacted level. But let's be clear: that reduction is due to the Budget Control Act and the mechanism of sequestration, not the Ryan budget, which simply recognizes the realities that have been agreed upon and passed into law. It's worth noting that our friend, the President of the United States, recommended the sequester, which we're trying to enact in this budget.

At the same time, even with these cuts, the bill has maintained funding for the FAA Contract Tower Program, a program which is vitally important to maintaining safe national airspace.

The bill also provides funding to continue assistance to all families anticipated to hold section 8 and public housing vouchers at the beginning of fiscal year 2014. I know that was a tough mark to make, Mr. Chairman, and one that I appreciate that you did make because you put people first.

Additionally, this bill fully funds the President's request for veterans housing vouchers at \$75 million, a point that my friend, Mr. PASTOR, made.

Mr. Chairman, I know Mr. LATHAM and every member of this committee would like to spend more money on infrastructure; but because of our \$17 trillion crushing debt and because of unrestrained growth and entitlement spending, this is where we are and this is where we will be until we confront out-of-control entitlement spending.

Many of my friends on the other side of the aisle seem to reject this hard reality. Some believe we will never have to balance our budget. Some believe that trillions of dollars in additional tax increases are the solution. And some think that we don't need to make any changes in our entitlement programs. That approach, in my view, simply won't work.

The deficit we have is far too high, but it is less than half of what it was

when Republicans retook the House in 2010. That's progress. But more progress will need to be made until America actually balances its books. And that, I believe, will set the stage for faster, more robust economic growth.

I pledge to work with my friends on both sides of the aisle to find a compromise that will allow us to make vitally important investments while still lowering the deficit, but that compromise must involve entitlement reform. Until then, we frequently will continue to see important programs, such as the ones in this bill, starved for investments that they need.

So we need to get on to that bigger deal that my friend, Mr. LATHAM, talked about. I think the product of that deal will be much more robust appropriations for this particular subcommittee.

Mr. PASTOR of Arizona. Mr. Chairman, I yield 5 minutes to the gentleman from North Carolina (Mr. PRICE).

Mr. PRICE of North Carolina. Mr. Chairman, I thank my colleague for yielding.

I want to commend both the chairman and the ranking member for their hard work on this bill. But no amount of hard work could redeem this bill, and I am rising in strong opposition. We call it the THUD bill. Well, the bill makes about the same sound as it spells—thud.

The majority's bill says of our transportation and infrastructure commitments, We don't care if the wheels fall off. It says of our housing and development commitments, We don't care if the roof caves in. Thud.

While I appreciate the hard work of the members of this subcommittee and of the dedicated staff on both sides of the aisle, the funding levels included in this bill are just unacceptable. They're impossible. The 302(b) allocation received by this subcommittee is 15 percent lower than it was last year. And that was already low. It's 19 percent below the Budget Control Act. It's nearly \$10 billion below the level that the Senate is considering in the same bill.

This funding level reflects the reckless discretionary spending caps adopted by the House majority in the Ryan budget resolution, which not only locked in sequestration; it doubled down on sequestration in order to shelter defense and homeland security bills from some of the cuts. This made allocations for our domestic investments even worse—far, far beyond the usual zone of political disagreement. The Transportation and Housing bill we're considering today is a prime example of this impossible tradeoff.

On the transportation side, the bill makes deep cuts to the capital programs of the Federal Aviation Administration, Amtrak, and the Federal Transit Administration's New Starts program. It zeroes out funding for the TIGER program, which has been enormously successful at advancing critical

surface transportation projects in communities across the country, and yet has had to leave thousands of meritorious proposals unfunded. Once again, the bill includes no funding for the development of high speed rail.

Funding for our housing needs is even worse. The bill reduces funding for the Community Development Block Grant program, a program that over the years has been known for its bipartisan support, to \$1.6 billion. That's the lowest level since this program was created in 1975. The HOME program is funded at \$700 million, the lowest level since that program began in 1992. And the bill rescinds funding for the Choice Neighborhoods program, the successor program of Hope VI. That means the bill lacks funding for any comprehensive revitalization program whatsoever.

During the Appropriations Committee markup of this bill, Democrats offered a series of amendments to restore these damaging cuts and produce a bill that more adequately meets our Nation's critical housing and infrastructure needs. All of those amendments were rejected on party-line votes.

Mr. Chairman, perhaps the most tragic and disappointing fact about this bill is that the cuts it imposes could be avoided if the Republican leadership would only appoint budget conferees to go negotiate, with their Senate counterparts, a long-term deficit reduction deal that would lift sequestration and preserve vital investments in our future.

Alternatively, Republican leaders could reconsider their refusal to talk with the President. That offer from December still stands. They should work with him to address the real drivers of the deficit—tax expenditures and entitlements—thus, lifting sequestration, along with the drag it represents on our economy and the mockery it makes of the appropriations process.

The bill before us is exhibit A of this travesty. I urge my colleagues to raise their voices and their votes against it.

Mr. LATHAM. Mr. Chairman, I reserve the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I yield 3 minutes to my distinguished friend from Chicago (Mr. QUIGLEY).

Mr. QUIGLEY. Mr. Chairman, I became a member of the Appropriations Committee this Congress to make the tough funding choices that determine our national priorities, but this year's budget allocations have taken those choices away from us.

This bill is being touted as a budgetary tradeoff, but there are no tradeoffs in this bill. There are only cuts. Investments in our infrastructure are needed more than ever. Yet this bill makes some of the most significant cuts to vital transportation programs in decades.

We all remember the Recovery Act. An interesting fact about the Recovery Act is about 6 or 7 percent of that bill

dealt with infrastructure, but that 6 or 7 percent of that bill created about two-thirds of the jobs that the act created.

Unfortunately, in this bill there's no funding for TIGER grants, which fund infrastructure projects like the Elgin-O'Hare Western Access Project in my district, and no funding for Core Capacity Grants to fund desperately needed improvements to transit systems like the Chicago Transit Authority. Instead of increasing safety and capacity in air travel, we're slashing funding to the FAA's air traffic control modernization program. Instead of expanding rail service, we're cutting Amtrak's capital program by 37 percent.

The housing numbers are even worse. This bill cuts funding to housing programs that not only work but have a proven track record of saving the taxpayer money. There's no funding for the Choice Neighborhoods program, which helps communities revitalize distressed neighborhoods. There are significant cuts to the Housing Opportunities for Persons with AIDS program, which is used to house some of the most vulnerable among us, and also another program which saves money. Community Development Block Grants, used by communities across the country, have been cut in half and are at their lowest levels since the Ford administration.

We're cutting investments in our future and essential services to those in need to pay for bloated defense spending the Pentagon often itself says it doesn't need. In the final analysis, countries that succeed invest in research, education, and infrastructure. Mr. Chairman, we're cutting all three.

I joined this committee to make the smart funding choices that will propel our Nation forward, but this bill does just the opposite. I urge my colleagues to vote "no."

Mr. LATHAM. I continue to reserve the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I yield such time as he may consume to the gentleman from Indiana (Mr. VISCLOSKEY).

Mr. VISCLOSKEY. I appreciate the gentleman yielding.

Mr. Chairman, I, first of all, want to thank the chairman of the subcommittee, the ranking member, and all of the members of the subcommittee for their very good work. Given the allocation they have, they have done their very best.

I would follow up on a number of remarks by my colleagues, including the chairman, and that is we need a deal. And my plea to the membership is we cannot continue to go on like this.

This process no longer is on time. Our year starts October 1. In 2007, we finished in February. In 2008, we finished in December. In 2009, we finished in March. In 2010, we finished in December. In fiscal year 2011, we finished in April. In 2012, we finished in December. This year, we finished on March 26.

Since 2007, we should have enacted 84 individual appropriation bills. We have

enacted nine individually—about 10 percent of our work. Unfortunately, the body has made the work of this subcommittee, the full committee, and the other 11 subcommittees very difficult.

For fiscal year 2013, our committee was given a target in the summer of 2011, under the Budget Control Act. The target was changed under a resolution passed by the House for the budget in the spring of 2012. The target was changed again on January 1, 2013. Subsequently, we have sequestration. My plea to the general membership is, please, just give this exceptional committee one target and let us do our work.

I also am fearful because we are operating most agencies, including the Department of Transportation and the Department of Housing and Urban Development, under a continuing resolution that, for the vast majority of my colleagues, makes no difference. You wouldn't run your house or your business exactly the way you did last year.

□ 1530

We made these agencies wait 7 months to tell them they can keep doing the same thing for another 5 months, and on October 1 of this year we're going to do it again.

Some people say we're spending too much money. I agree, which is why I have actually brought a chart to the floor. We balanced a budget under President Nixon in 1969 for 1 year. We balanced a budget for 4 years under President Clinton. During those years, Federal spending was about 18.9 percent of GDP. For fiscal years 2011, 2012 and 2013, it was about 22.7. The response of this body is: we will do the Budget Control Act, and we will have mindless sequestration and treat all discretionary accounts the same.

Some people say we don't have enough revenue. They're absolutely right. When President Nixon and President Clinton balanced a budget for those 5 years, revenue was 20.1 percent of GDP. Today, it is 16.2.

We had a bill passed on January 1 that effectively now has limited us as far as any future revenue. I would point out 204 Members of this body voted for that bill in a bipartisan fashion, and 219 Members of this body today, in a bipartisan fashion, voted for the Budget Control Act, even though most of them complain about sequestration.

Today, we have the allocations this great subcommittee is faced with, and we are pounding our discretionary accounts. The fact is, in 1963 over 67 percent of what we spent as a national government was an investment in the future, in our children's future. In fiscal year 2012, that was down to 26 percent.

For those who want to continue this madness of going after discretionary spending, and particularly domestic discretionary spending—Department of Transportation, Housing and Urban Development—I would point out that

year, if we had eliminated the Government of the United States, eliminated the Congress and the Presidency and every agency except the Department of Defense and the entitlement programs, and did nothing on taxes, our deficit last year was \$472 billion. It is estimated this year, if we got rid of the Department of Transportation—which I think some people are trying to do with this allocation—if we got rid of HUD, if we got rid of the government, except for defense, except for entitlements, and did nothing on taxes, this year's deficit would be \$153 billion.

The American Society of Civil Engineers this year gave our country—the United States of America, the greatest country on Earth—a D-plus for our infrastructure. I have a bridge that was blown up in my district next to ArcelorMittal and BP. That's not helping create jobs.

They claim we are about \$1.6 trillion short between now and 2020 investing in infrastructure. That's what this bill is about, investing in the future.

We do need a deal; and the chairman mentioned it, the ranking member mentioned it. We do have to talk about entitlements for the sake of our children. What about our children when Social Security is insolvent in 2033? What about our children when Medicare is insolvent in 2024? We need to address those issues; and we need to address the issue of revenue to make sure we have enough to invest in those highways, in those classrooms, in those research institutes so that we can have a full and vibrant economy going forward.

For those who want to balance the budget and are about this madness of sequestration and crushing domestic discretionary spending, hurting defense discretionary spending, I would also point out that the Congressional Budget Office indicated in October of 2011 that for fiscal year 2012, one-third of the deficit would have gone away if we simply were at full employment.

So it is time to talk to each other. It is time to put everything on the table. It is time to invest in this country. And I would hope we do that sooner rather than later.

I appreciate very much the gentleman yielding me time.

Mr. LATHAM. I would inquire of the gentleman from Arizona if he has any more speakers.

Mr. PASTOR of Arizona. Mr. Chairman, we're waiting for the ranking member of the full committee. She is on her way. So I will fill in the best I can.

Mr. LATHAM. I reserve the balance of my time.

Mr. PASTOR of Arizona. First of all, I want to thank my colleague, Mr. VIS-CLOSKY, who is the ranking member on the Defense Appropriations, for his excellent presentation. Also, I join him in making that request to our leadership, both the majority and the minority, that we begin the conversation. We only have a few days before September

30 rolls around. So I would hope that we take his comments seriously and get to work and continue the process of the appropriation and lift the sequestration.

Mr. Chairman, at this time I would yield such time as she may consume to the gentlewoman from New York (Mrs. LOWEY), the distinguished ranking member of the full committee.

Mrs. LOWEY. Mr. Chairman, what a difference a year makes. Last year, Chairman LATHAM put forward a responsible bill that invested in our Nation's infrastructure and the housing needs of our most vulnerable citizens. The bill we consider today, which is \$7.7 billion below the FY 2013 CR level and \$13.9 billion below the President's request, is a stark contrast. For example, last year's bill funded Amtrak's capital program at the highest level ever. This year's bill funds Amtrak at the lowest level in a decade, which will likely cause furloughs of mechanical employees and slower service.

Last year, the chairman spoke out against an amendment offered by Mr. CHAFFETZ to cut the CDBG program to \$2.95 billion—still \$1.3 billion higher than the level in this bill. Member after Member on the majority side spoke out against the cut, noting how important CDBG was to economic development in cities and States across the country. In fact, 17 Republican appropriators, including Chairman ROGERS and Chairman LATHAM, helped to defeat this wrong-headed cut by a vote of 157–267.

What changed? Have these programs become ineffective? Have local infrastructure needs and homelessness disappeared? Or do House Republicans simply support raising local taxes to fund affordable housing and infrastructure investments? Because that will be the result.

Unfortunately, what has changed is that the reckless Republican Ryan budget guts investments in domestic priorities that increase American prosperity. In fact, this bill alone would mean the loss of between 125,000 and 140,000 Tenant-Based Rental Vouchers, cause 146,000 people who are now housed to become homeless, and result in 7,110 fewer jobs created, and \$1.4 billion in lost economic output due to the \$237 million recision to the TIGER program.

Instead of investing in affordable housing to help people make the transition from dependency to independence and investing in infrastructure to fix deficient transportation systems and create jobs, Republicans would rather defund the Affordable Care Act, block-grant Medicaid, privatize Medicare, while protecting subsidies for Big Oil and tax breaks for the very wealthiest Americans.

The Senate is currently marking up bills at the level to which Democrats and Republicans agreed in the bipartisan Budget Control Act. The Senate T-HUD bill provides a more responsible path that invests in job creation and

assistance to families suffering in this economy. For example, the Senate provides nearly \$10 billion more than the bill we consider today for infrastructure investments that have received strong bipartisan support and would create jobs, including \$1.45 billion to fund Amtrak, more than \$3 billion for the Community Development Block Grant program, \$550 million for the TIGER grant program, and \$1 billion for the HOME program.

If we are to avert a developing crisis and make progress on long-term fiscal challenges, Senate Democrats need a partner in the House majority to conference the budget. The American people, local governments, and small business owners want this budget standoff to end so that we can avoid shutting down the government in October and help them build a stronger economy.

When will Republicans stop holding their livelihoods hostage to the Ryan budget? House Democrats are ready to work with our Republican colleagues to responsibly address our fiscal challenges. However, if they continue to move farther away from consensus by turning once bipartisan bills like this one, T-HUD, into red meat messaging bills for their base, Congress will have a difficult time reaching a balanced agreement before the CR expires in 2 months.

I urge my colleagues to oppose this bill.

Mr. PASTOR of Arizona. Mr. Chairman, before I yield back my time, as we start this amendment process, I want to thank and commend the staff of the subcommittee. These are the individuals who worked very hard to bring this bill forward. They worked many hours and put in a lot of time and effort, so before we start the amendment process I want to recognize their hard work.

So I'd like to thank, from the minority staff, Kate Hallahan and Joe Carlile; from the majority staff, Dena Baron, Doug Disrud, Carl Barrick, Cheryle Tucker, and Brian Bernard because they spent countless hours bringing this bill to us.

Mr. Chairman, I commend Chairman LATHAM for doing what he could with this bad allocation, and I look forward to the amendment process.

I yield back the balance of my time.

Mr. LATHAM. I intend to yield back here, but let me associate myself with the comments of the gentleman from Arizona (Mr. PASTOR) about commending the staff. He named everyone. I just wanted to, again, associate myself with that and thank him for being such a great partner through all this. It has been difficult, but the product we have is, I think, as good as we could possibly have with our allocation this year.

So with that, Mr. Chairman, I yield back the balance of my time.

Mr. FARR. Mr. Chair, the base bill contains divisive policy riders that would pointlessly prohibit federal investment in high-speed rail in California.

Rail has a long history in CA going back to 1869. Prior to “the last spike” joining Central Pacific and Union Pacific railroads, CA was isolated from the rest of the country.

Once the transcontinental railroad was completed, CA started to develop into the urbanized, industrialized economic and political powerhouse that it is today—the 12th largest economy in the world.

What we’re talking about here is jobs. Connecting LA and San Francisco will generate 66,000 jobs annually for 15 years and 2,900 permanent operations jobs for Phase 1. In the Central Valley, initial construction will produce 20,000 jobs annually for five years.

If you want to talk about Return on Investment, the initial state investment of \$2.6 billion from state bond funds will produce a net economic impact of \$8.3 to \$8.8 billion—a 3 to 1 return.

Every year, auto congestion drains \$18.7 billion in lost time and wasteful fuel from the state’s economy.

Our auto congestion is not something we can build ourselves out of. . . . travel on CA’s interstate system is increasing at a rate 5 times faster than capacity is added.

Now is the time to invest in High Speed Rail in CA. This bill prohibits federal investment in high-speed rail in California, and fails to make other critically needed investments in our nation’s failing infrastructure: a 37% cut in Amtrak capital funds which will result in deferred maintenance; and a \$139 million cut to Federal Trust Transit Administration capital investment grants that will cancel scheduled projects in California and other states.

American’s sense of itself as an exceptional nation was true when we were investing in our national infrastructure, whether it was: electrification of our rural communities, building our interstate highway system, or connecting the East Coast to the West Coast by rail.

We need to dream big again and not be afraid to make those same kinds of investments in our national infrastructure, like high speed rail, and NextGen for a 21st century air traffic control system.

The American Society of Civil Engineers recently issued their report card for our nation’s infrastructure and the United States got a grade of D+.

This bill should be increasing our grade from a D+ to an A+.

We just need the political will.

Mr. LOWENTHAL. Mr. Chair, to build a vibrant economy, we must invest in building our nation’s infrastructure in a strategic and cost-effective way. Our businesses and communities need efficient transportation and goods movement; our aging neighborhoods need help to eliminate blight and to encourage additional private investment and business growth; and, our country needs to invest in job creation.

H.R. 2610 does not meet any of these needs. The uncompromising austerity of this bill strips our economy of its footing and imparts damage that will be felt for generations.

Community Development Block Grants (CDBG) programs—critical investments in our infrastructure—will be cut in half by H.R. 2610. These grants are used to stabilize low income neighborhoods with tools that support and stimulate economic vitality. For every federal dollar spent in CDBG funds another \$3 in private and public investment is leveraged.

In Long Beach, CA last year, these grants provided services for 384 new and existing

small businesses, creating many new jobs; provided comprehensive services to 18,000 Long Beach community members, promoting progress towards permanent housing and self-sufficiency—lifting people out of poverty and off government assistance; and, completed exterior repairs and upgrades at 115 business sites revitalizing Long Beach neighborhoods.

Unfortunately, H.R. 2610 eliminates TIGER (Transportation Investment Generating Economic Recovery Program) grants and it eliminates all funding for the Sustainable Communities Initiative—both are models of collaborative and efficient government. These two models support sustainable regional transportation systems and land use planning to promote economic health and workable communities, respectively.

America cannot afford to divest in its infrastructure. I ask for a “no” vote on H.R. 2610.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Chair, I rise today in strong opposition to the Fiscal Year 2014 Transportation, Housing and Urban Development, THUD, appropriations bill being considered before the House. This bill fails in almost every regard to prioritize our Nation’s crumbling infrastructure, expand affordable housing opportunities for low- and moderate-income Americans, and strengthen local economies through direct investment and job creation.

The House bill cuts \$7.7 billion from the enacted level for FY2013, slashing funds for vital community development programs, TIGER grants and high-speed rail projects, and even key assistance grants for our most vulnerable segment of the population: homeless individuals and families. This bill already cuts more than \$4 billion below the post-sequester amounts for FY2013, consistent with the terrible assumptions included in the Ryan Budget that the Defense Department will be spared from this shared sacrifice. Simply put, this bill will place the burden of these cuts squarely on the backs of low- and moderate-income Americans.

The FY2014 THUD appropriations bill is just another example of House Republicans’ refusal to work across the aisle to develop a sensible and bipartisan budget agreement that does not threaten our economic growth and competitiveness. Instead, my Republican colleagues have deliberately chosen to ignore the demands of the American people by developing a budget that makes drastic cuts to public programs without any deliberation on the basis of need or the public good.

Mr. Chair, the FY2014 THUD appropriations bill is simply unworkable in its current form. The drastic and indiscriminate cuts found in this bill will undermine critical investments in our Nation’s infrastructure, hollow out vital housing programs, and destroy jobs.

The CHAIR. All time for general debate has expired.

Pursuant to the rule, the bill shall be considered for amendment under the 5-minute rule.

During consideration of the bill for amendment, the Chair may accord priority in recognition to a Member offering an amendment who has caused it to be printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered read.

The Clerk will read.

The Clerk read as follows:

H.R. 2610

Be it enacted by the Senate and House of Representatives of the United States of America in

Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$102,481,000, of which not to exceed \$2,618,000 shall be available for the Immediate Office of the Secretary; not to exceed \$984,000 shall be available for the Immediate Office of the Deputy Secretary; not to exceed \$19,867,000 shall be available for the Office of the General Counsel; not to exceed \$10,107,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed \$11,572,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,500,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$23,376,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$2,020,000 shall be available for the Office of Public Affairs; not to exceed \$1,595,000 shall be available for the Office of the Executive Secretariat; not to exceed \$1,369,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$10,778,000 for the Office of Intelligence, Security, and Emergency Response; and not to exceed \$15,695,000 shall be available for the Office of the Chief Information Officer: *Provided*, That the Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided further*, That no appropriation for any office shall be increased or decreased by more than 5 percent by all such transfers: *Provided further*, That notice of any change in funding greater than 5 percent shall be submitted for approval to the House and Senate Committees on Appropriations: *Provided further*, That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: *Provided further*, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107-71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees: *Provided further*, That none of the funds provided in this Act shall be available for the position of Assistant Secretary for Public Affairs.

Mrs. LOWEY. Mr. Chairman, I move to strike the last word.

The CHAIR. The gentlewoman from New York is recognized for 5 minutes.

Mrs. LOWEY. Today’s bill is part of the House majority’s irresponsible charade of a budget process. The sequester cuts affecting 2013 spending levels are having a tangible impact on American families and hurting our economy: 70,000 children losing access to Head Start; 4 million fewer Meals on Wheels delivered; \$1.5 billion in cuts to the National Institutes of Health’s lifesaving medical research and jobs; degraded military readiness; furloughs and reduced paychecks for hundreds of thousands of Federal employees; and delayed safety modernization at airports.

□ 1545

My friends on the other side of the aisle want it both ways. They adopted

a budget resolution that endorses the sequester levels for next year, locking in a top-line figure \$92 billion below the Senate's and the President's budget levels, while they pretend they fixed the sequester for defense. They cut more than required on the domestic side and did nothing to shield defense programs from legally mandated cuts under sequestration. If the House bills are enacted, defense will be cut \$48 billion in January as a result of the sequester because the majority has not enacted legislation to stop it—\$48 billion when General Dempsey has made it very clear to those of us who have had recent talks with him that our readiness is at stake.

The Republicans allocated more adequate funding to the initial bills to fund military construction, veterans affairs, defense, and homeland security. The remaining bills have quickly revealed the Republicans' thoroughly inadequate investments to sustain job creation and invest in America's future prosperity.

Perhaps no other bill's programs mean as much to the communities in our districts as the bill we are considering today, yet it guts affordable housing and community development and underfunds rail, air, and road transportation networks.

The same majority wrote a very different bill last year that reflected an understanding of the impact these programs have on our economy and Americans' livelihoods.

Compare the House bill to the Senate version, which is almost \$10 billion higher. Seventy-three Senators, including 19 Republicans, voted to proceed to floor debate. The House bill, on the other hand, was reported from committee on a straight party-line vote.

I would be hard-pressed to find a better example of fiddling while Rome burns than the House majority's budget and appropriations process this year. They continue to trot out bills despite White House veto threats and despite even worse sequestration cuts right around the corner.

I have asked at our committee to suspend our markup until we conference a budget resolution with the Senate so that we can negotiate a reasonable top line for the appropriations process. There is no sense in the House proceeding alone with levels totally unacceptable to the White House and the Senate, yet we will be here late into the evening again considering amendments to a bill that is going nowhere.

When the House returns after the August recess, we will have only 9 legislative days until the end of the fiscal year: 9 days to negotiate a path forward, 9 days to avert a government shutdown, 9 days to do the jobs we were sent here to do—work together to invest in America and build up our economy.

I genuinely hope our majority will be prepared in the fall for the necessary compromise these negotiations require,

because this bill shows they are not prepared for responsible governance today.

I yield back the balance of my time. Mr. PRICE of North Carolina. Mr. Chairman, I move to strike the last word.

The CHAIR. The gentleman is recognized for 5 minutes.

Mr. PRICE of North Carolina. Mr. Chairman, the report for this year's Transportation, Housing and Urban Development bill, the "THUD" bill, as I noted earlier, states:

The Nation is in desperate need for infrastructure and investment.

I am glad we can agree on that. We are indeed in desperate need, yet the bill before us hardly reflects that. It chooses to prioritize spending cuts over putting Americans back to work. It is part of a budget process that places antitax ideology above all and refuses to address the main drivers of the deficit. Instead, it simply doubles down on sequestration, making sequestration even worse with respect to the domestic bills so as to give some measure of protection to defense. It is an atrocious process, and this bill is Exhibit A for this travesty.

We all know America's surface transportation network is essential for moving goods and services, as well as people, in an efficient manner. Unfortunately, that transportation system is becoming increasingly outdated and ineffective. The American Society of Civil Engineers recently gave America's infrastructure a cumulative grade of "D."

Congestion, aging trains and roads, and thousands of structurally deficient bridges are imposing real costs on the American people and on the American economy. It is estimated that Americans spend 4.2 billion hours a year stuck in traffic. I can testify to sharing that experience last Sunday. This costs the economy \$78.2 billion annually. The poor condition of our roads costs motorists another \$67 billion a year in repairs and operating expenses.

The civil engineers stated that "current spending amounts to only about half of the needed investment." Instead, similar to the proposed Ryan budget, this Republican fiscal year 2014 THUD bill would underfund programs that provide critical investments in transportation alternatives and smart growth, providing about \$2 billion in total for transit programs, which is about a 17 percent cut from last year.

The bill would completely eliminate funding for the overwhelmingly popular and successful TIGER grant program, which invests in multimodal projects, including roads and bridges, transit, high-speed and intercity passenger rail, freight rail, bicycle and pedestrian facilities, and ports—these things that promise to achieve critical national objectives and make our communities more livable and sustainable. On top of that, the bill would even rescind funding for the fiscal year 2013 TIGER grant process that is already under way.

The bill also decreases funding for the Federal Transit Administration's New Starts and Small Starts program, which is the primary source of Federal support for major transit capital projects that are locally planned, implemented, and operated. They are critical for leveraging local investment to implement transit alternatives.

And then for yet another year, the bill provides zero dollars for development of high-speed rail corridor development. I speak as a representative of a State where high-speed rail development between Raleigh and Charlotte is well under way and holds great promise. Yet this bill denies further resources, denies that kind of support for other parts of the country. Our Nation has a major competitiveness gap in this area. These investments make sense. Sometimes you have to spend some money to make some money, and high-speed rail investments have a synergistic impact. They upgrade our rail infrastructure, they improve the mobility of goods and people, and they create jobs.

Finally, Amtrak. This bill is pathetic with respect to Amtrak—only \$950 million total. Of this, only \$600 million goes to the capital account. That is a 37 percent reduction from last year and more than \$1 billion less than the administration's request for capital.

You can figure out how this is going to work. You subtract from that amount Amtrak's required mandatory debt service, that is \$200 million; safety-critical work and inspections and maintenance mandated by Federal law, that is another \$200 million; and new equipment expected to be delivered this year that will add capacity and improve returns on long-distance trains, that is \$100 million. So you see where that money is going. It leaves almost nothing for capital investment in the national system, including improving accessibility for passengers with disabilities.

When you are cutting things this closely, it means the work you are going to do is going to be done less efficiently. Amtrak will have to fix problems only as they occur. It will defer major work. That is bad policy. It is bad economics. If Amtrak deteriorates, service will suffer, revenue will suffer, Amtrak's costs will go up, and that will eventually be reflected in higher appropriations needs in the future.

Mr. Chairman, transportation investments help improve the mobility of millions of Americans and provide alternatives to congested roadways. They foster the development of more livable communities and are proven job-creators. It is absolutely penny wise and pound foolish to shortchange these investments. I urge defeat of this bill.

Ms. SLAUGHTER. Mr. Chairman, I move to strike the requisite number of words.

The CHAIR. The gentlewoman from New York is recognized for 5 minutes.

Ms. SLAUGHTER. Mr. Chairman, by gutting investments in transportation

and housing, the majority is proposing to bring our Nation backward at a time when we must be building the infrastructure needed to compete and win in a competitive global economy.

For example, with today's legislation, the majority is proposing to slash the Community Development Block Grant program by almost half. These cuts would be devastating to the working poor in communities like Rochester, New York, which I represent, where block grants provide housing assistance and investments in neighborhoods that are woefully underserved.

Furthermore, the majority is proposing to gut investments in infrastructure projects, and particularly passenger rail. They do so at a time when rail ridership continues to grow across the country.

In Rochester, the Amtrak ridership has been increased by 89 percent since 2008, despite the fact that decades of underinvestment have resulted in aging rails, delayed trains we have to sidetrack to let the freight go by, and a crumbling train station.

I want to say something about this train station. It was built over 45 years ago as a temporary train station. It has not, in all these years, been ADA compliant. You cannot imagine what it is like to get somebody in a wheelchair from the station up onto the train, or to watch a mother with a stroller struggle to get up there because it is impossible to do. 144,000 people went through that railroad station last year, and they deserve something more like the 21st century.

I have fought years to improve train travel; and we are finally getting to build, with a TIGER grant, a new intermodal station in the heart of the city. Like countless other cities and towns, our work has been supported by Federal TIGER grants, which have provided vital support in modernizing our city's infrastructure. The funding is allowing Rochester and countless other communities to build the roads, rails, and runways we need to compete for the jobs of the future. But we cannot allow that to happen if we cut out the very means by which we fund them.

Ridership, as I have said, on Amtrak's high-speed Acela, which I wish we had—we only have one sort-of-high-speed rail in New York—continues to reach record highs, and States like California and Illinois and North Carolina are already building high-speed rail lines. That is terribly important.

As cochair of the bicameral Congressional High-Speed Passenger Rail Caucus, I will soon be joined today by fellow members who realize the incredible value of Amtrak and nationwide passenger rail to our country.

The truth is that our rail system reaches throughout our economy and supports tens of thousands of jobs. The bill before us today endangers these jobs, including the jobs of 20,000 Amtrak employees and the private businesses who sold \$1.3 billion worth of domestic goods and services to Amtrak last year.

As my colleagues will tell you, endangering jobs today and our economy is a recipe for failure, especially at a time when our infrastructure really needs to be upgraded. As we rebuild places like Afghanistan, it always makes me so angry. If they are going to be building high-speed rail there, I want to build it in New York, in America somewhere.

Let me tell you this story, which I think will bring it home to all of you.

In 1893, the president of New York Central Railroad, for reasons I'm not really clear, lived way out in upstate New York. He had to commute to New York City every day during the week and spent the weekends at home. In 1893, they decided they would have a race with steam engines, so they raced the few miles between Buffalo and Rochester to see which one of those engines were the fastest. Mr. Chair, they set a world record by traveling at 112½ miles an hour between Rochester and Buffalo.

Today, we are on the same track. It hasn't been improved any, but we can't go anywhere near like that. There is no way we can get even close to 80 miles an hour. We can't do that. Mostly it is about 40. It takes a lot longer now to travel from Rochester to Buffalo than it did in 1893.

□ 1600

Crumbling infrastructure like this is not only harmful to our economy but is an embarrassment to a Nation that has never been scared to dream big, and while it is true that our Nation has faced challenges over the past few years, we need big answers.

The proposed bill fails our country now and into the future. Now is not the moment to stop investing in our country nor is it the time to resign ourselves to a future of diminished success. Instead, it is a time to roll up our sleeves and to put our country back to work.

We can answer the call of a generation by investing in the future, and we can build a better, more prosperous America one road, one runway, and one rail line at a time. So I urge my colleagues to reject the cynical and backwards-looking legislation that is before us.

I yield back the balance of my time.

[From the New York Times, May 12, 1893]

GREAT SPEED ON THE CENTRAL

EMPIRE STATE EXPRESS ENGINE TRAVELS AT THE RATE OF 112½ MILES AN HOUR

BUFFALO, NY, May 11.—If the New York Central officials wanted a record for their new engine, No. 999, preparatory to exhibiting her at the World's Fair, they have got one now that beats the world. It is 112½ miles an hour.

On Tuesday the Empire State Express, drawn by this marvelous machine, made 102 miles an hour, a great record in itself, but Engineer Charles Hogan said she was not feeling well that day and could do better. She was given a night's rest here, and yesterday morning was brought out, looking ponderous, trim, and stately, and sent down to Syracuse for another trial.

The Empire State Express arrived in Syracuse on time, and Hogan and No. 999 were ready to take her. The engine was coupled on and the train left Syracuse on time. Hogan let her out a few times on the way to Rochester, just to see if she was feeling good, and finding that she responded to every touch of the throttle he contentedly bided his time. He did not want to get ahead of his schedule and he brought her into the Rochester depot at just the right moment. The test of speed was to come between Rochester and this city. Soon after leaving Rochester Hogan slowed her down a little, for he intended to make up the time at the western end of the trip. Passing Batavia, the train was rushing along at an easy gait of a mile a minute. Then Hogan let her out. The speed increased as the engine flew along, and just before reaching Crittenden the record of Tuesday of a mile in thirty-five seconds was equaled. But this was exceeded just this side of that station, when the new world's record of a mile in thirty-two seconds was made.

This is equivalent to 112½ miles an hour. A speed nearly as great was kept up until Forks Station was reached, and then Hogan slowed her down and allowed her to enter Buffalo at her customary speed, arriving on time.

The passengers on board said that the train flew along with the same steadiness that would have accompanied a slower rate of speed. There was no unusual swaying or jolting, and only persons who were looking out for manifestations of extraordinary speed would have noticed that the clickety-click of the rails sounded like the roar of musketry, and the telegraph poles along the track seemed like pickets in a fence.

At a meeting of the Executive Committee of the New York Central Railroad yesterday the determination was reached to begin the running of the twenty-hour train to Chicago on the 28th inst. The train will be known as the "Exposition Flier." The question of fare has not yet been definitely settled. Doubtless the action of the Trunk Line Presidents today will have some effect on the rate. An advance of from \$5 to \$10 on the regular fare will probably be charged. The speed of this fast train will be about fifty miles an hour.

Mr. NADLER. I move to strike the last word.

The CHAIR. The gentleman from New York is recognized for 5 minutes.

Mr. NADLER. Mr. Chairman, I rise in opposition to the FY14 Transportation-HUD appropriations bill.

This bill is the perfect illustration of the majority's cruel and misguided priorities. We hear a lot from the other side about how we need to cut the budget, reduce the deficit and rein in spending, but, clearly, that's just rhetoric. Last week, the majority put a bill on the floor that increased defense spending substantially, including extra funding for programs the administration and the military didn't want and have no intention of using. The reality is that the majority in this House is perfectly willing to increase spending for things they care about, like military contracts, but not for ensuring adequate housing, investing in economic and community development or even in transportation infrastructure.

The bill before us today is so bad that it's hard to imagine how it can be fixed. The House bill is fully \$10 billion less than the Senate bill, and it's virtually impossible to find offsets for amendments to improve the bill, but

it's important for us to highlight some of the egregious cuts, such as the drastic cuts to the Amtrak capital and operating budget. Just a few years ago, Congress passed the Passenger Rail Investment and Improvement Act, PRIIA, which authorized a total of \$9.8 billion for Amtrak for the fiscal years 2009 through 2013, but the actual appropriations for Amtrak over this time period was \$2.5 billion below the authorized amount.

There is no question we need to invest more in our railroads. A working group for the National Surface Transportation Policy and Revenue Study Commission reported that the total capital cost estimate of establishing a national intercity passenger rail network between now and 2050 would be about \$357 billion, or a little over \$8 billion annually. We are nowhere near that, and the bill before us today takes us in exactly the wrong direction. This bill slashes Amtrak's capital program by 37 percent and Amtrak's operations by 25 percent from last year's enacted level.

These funding levels would have a drastic impact on Amtrak's ability to maintain service. Once you take into account Amtrak's financial obligations, such as contract payments and federally mandated safety work, Amtrak would have only \$100 million to cover the investment needs of the entire system. The Northeast corridor alone requires about \$780 million per year to address longstanding state of good repair needs, and Amtrak will have to defer maintenance, which will cause service delays and interruptions, and increased costs in the long run.

This is idiotic. I know some people are Amtrak haters no matter the facts, but here are a few more facts that are noteworthy.

Commuter lines on the Northeast corridor carry 235 million passengers every year. These are mostly business travelers who rely on the reliability of Amtrak's rail in order for them to get to work and foster economic growth. If Amtrak cannot maintain the rails adequately, all of these commuter rail systems around all of our major cities will stop being efficient, will stop being able to transport their people.

Amtrak employs nearly 20,000 people in 46 States. Amtrak employees paid more than \$64 million in State and local taxes last year. Amtrak did business for suppliers equaling about \$1.3 billion last year. Cutting funding for Amtrak jeopardizes all of this economic activity and all of the good-paying jobs associated with it. It will ultimately cost taxpayers a lot of money in the long run.

Amtrak provides a vital service for communities all around the country. We should be increasing investments in Amtrak and developing intercity and high-speed rail. This bill includes no funds whatsoever for the TIGER grant program. In fact, it rescinds \$237 million in previous TIGER funds. The bill also includes no funding for the

Projects of National and Regional Significance account, which is authorized under the MAP-21 bill that we passed last year but that is now subject to general fund appropriations. The New Starts program will fund some new transit programs, but that account is cut as well, and there is only enough funding to maintain commitments to projects currently in the pipeline. So there are, essentially, no programs to fund any new construction of major transportation projects.

The majority has offered no solutions for how to invest in future economic growth, to facilitate interstate commerce and to maintain our global competitiveness. I urge my colleagues to reject these disastrous cuts to Amtrak, these disastrous cuts to TIGER and to general infrastructure, and to support moving us back toward an intelligent transportation policy. I have to urge a "no" vote on the FY14 Transportation-HUD appropriations bill.

Later in this debate, I will discuss the equally disastrous cuts in Community Development Block Grants. It's just another example of how this bill is dismantling the United States.

I yield back the balance of my time. Mr. FATTAH. I move to strike the requisite number of words.

The Acting CHAIR (Mr. COLLINS of New York). The gentleman from Pennsylvania is recognized for 5 minutes.

Mr. FATTAH. Mr. Chairman, I come to address the House, the Congress of the United States.

We are the wealthiest country in the world. We are the most powerful country in the world. We have one program that focuses on improving the lives and life chances of people in our lower-income communities across our country. It's called the Community Development Block Grant. It was created under Republican President Richard Nixon in 1974.

Since its inception, we have invested about \$132 billion in some 1,209 communities across our country. Over the life of this program, we have invested about the same amount as we took to build the International Space Station. In 1 year, we spent approximately the same amount in Afghanistan. This year, we are spending \$3.3 billion on the Community Development Block Grant, which is the lowest amount in the history of our Nation.

What the majority, my friends on the other side, are proposing in this appropriations bill is to spend the least amount ever on this effort. They want to slash it from \$3.3 billion to \$1.6 billion. Now, it's not that they are mean-spirited. It is because the allocation for this bill is fatally deficient. It is too low to meet the needs of the greatest country on Earth in so many respects that we could be here all day in pointing out the deficiencies, but I want to focus on just this one program.

Because it was created by a Republican President, it operates in the most, I think, approving way for those on the other team. That is to say that

these are grants for which all of the decisions are made at the local level by Republican and Democratic Governors, by Republican and Democratic local officials. They decide what the priorities are going to be to help uplift these communities. So it's unfortunate that they would single out this particular program—the only program that we have to help the neediest communities across our country. I've seen it. It has worked in local business districts, encouraging small business development. I've seen its work in helping seniors put in major systems repair and heating and windows or roofing so that they can be protected in the winter.

This is a great program, even though it was developed by a President of the other party. It operates through local decisionmaking. It's already at the lowest level ever, and if you added up what we've invested in it in all of these years, it wouldn't add up to what we've spent in building the International Space Station. If we added up all that we've spent on it in all of these years, it barely gets to the number we spend in 1 year in Afghanistan, but we still think somehow we should cut it in half.

It's a wrongheaded decision. I would ask that we reconsider it. I know the allocation is tough, but it's going to be a lot tougher on so many more Americans who live in communities, in being reminded of what Jay-Z said, that have their shades on and are just waiting on the Sun to shine their way. I would ask my colleagues to think about that as we go forward. Think about the wrongheadedness of this and how unworthy it is for the greatest country on Earth to say to its citizens who need our help that somehow we can spend money in Afghanistan—in some far off place—or that we can build a great International Space Station, which I support, but that we can't do anything about the challenges in these neighborhoods. I ask the entire House to live up to our responsibilities in a much different way than we are doing now.

I yield back the balance of my time.

AMENDMENT OFFERED BY MR. GRIFFIN OF ARKANSAS

Mr. GRIFFIN of Arkansas. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 2, line 13, after the first dollar amount, insert "(reduced by \$500,000)".

Page 56, line 25, after the first dollar amount, insert "(increased by \$500,000)".

The Acting CHAIR. The gentleman from Arkansas is recognized for 5 minutes.

Mr. GRIFFIN of Arkansas. Mr. Chairman, on March 29, 2013, the ExxonMobil Pegasus pipeline in Mayflower, Arkansas, spilled thousands of gallons of oil into the homes and onto the properties surrounding the ruptured pipelines. I am committed to making things right for the people of Mayflower by ensuring that another spill like this doesn't occur again in Arkansas.

The U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration, PHMSA, is responsible for regulating and ensuring the safe and secure movement of oil and petroleum products to industry and consumers through our Nation's interstate pipelines. As an interstate pipeline, the inspection of the Pegasus pipeline was PHMSA's responsibility.

Pipelines move nearly two-thirds of the oil and petroleum products transported annually. Interstate pipelines deliver over 11.3 billion barrels of petroleum each year. The cost to transport a barrel of petroleum products from Houston to the New York Harbor is about a dollar. American pipelines are indisputably the safest way to move oil, and I remain supportive of the pipeline infrastructure as it will provide important jobs and energy to Americans, but we've got to make sure these pipelines are safe. Every year, pipelines transport more than 11 billion barrels of oil, and last year, less than five ten-thousandths of 1 percent of it was lost to spills.

We've got to do what we can to make sure spills that did occur don't happen again. Although the number of spills is a minimal fraction of what we safely transport throughout the country, I know that we can still make more certain the safety of our Nation's pipelines. I continue to support the safe transport of our Nation's oil and petroleum products, and I have introduced my amendment to increase the budget for PHMSA's operational expenses by \$500,000 to further ensure the safety of our Nation's pipelines.

This appropriation finances the operational support costs for PHMSA, including agency-wide functions of administration, management, policy development, legal counsel, budget, financial management, civil rights, human resources, acquisition services, information technology, and governmental and public affairs.

I ask that the House support this amendment, and I yield back the balance of my time.

Mr. LATHAM. Mr. Chairman, I rise in support of the amendment.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. I think it is very well thought out. The gentleman does have it offset, so the committee position on this side would be to support the amendment.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Arkansas (Mr. GRIFFIN).

The amendment was agreed to.

Mr. MCGOVERN. I move to strike the requisite number of words.

The Acting CHAIR. The gentleman from Massachusetts is recognized for 5 minutes.

Mr. MCGOVERN. Mr. Chairman, I want to associate myself with the remarks of my colleague from Pennsylvania (Mr. FATTAH), who talked about the underfunding of so many important

programs in this bill but, in particular, of the Community Development Block Grant program.

When we talk about our national security, it means more than the number of missiles that we possess, and it means more than the number of military bases we have overseas. It means as well—and just as importantly—many of the priorities that are contained in the Transportation and Housing and Urban Development appropriations bill.

That is why it pains me to come to the floor today to lament about how woefully underfunded key transportation, infrastructure and housing programs are in this bill—programs that revitalize our communities, help our neighbors secure affordable housing, and support smart economic development.

□ 1615

The bill, as it is before us today, simply put, is unfixable at its current allocation level. There are programs like the HOME program, which is at its lowest funding level in its history. Just so my colleagues understand, the HOME program is a critical Federal investment utilized by States and localities to provide affordable rental and homeownership opportunities for low-income households. As we recover from a damaging recession, these cuts in this program will put further strain on affordable housing opportunities.

This bill also severely underfunds tenant-based rental assistance, project-based rental assistance, and the Public Housing Capital Fund. I continue to hear from housing advocates in my home State of Massachusetts, and their message is consistent and clear: we need more funding in these accounts to ensure that all families have access to affordable, comfortable, and stable housing.

The families that we're talking about aren't losing sleep overnight wondering whether they're going to be attacked from some country overseas. They're losing sleep overnight because they don't know whether they're going to have shelter to protect their own families. They're worried about their own security in this country, and yet we are underfunding these programs so significantly.

I'm especially concerned, as my colleague from Pennsylvania stated, about the proposed reduction in Community Development Block Grant funding. This bill cuts CDBG formula grants by nearly 50 percent and funds this program at its lowest level since its creation in the 1970s.

In April, I joined with 143 bipartisan Members on a programmatic request letter to appropriators in support of \$3.3 billion for this program. In July, after the subcommittee's legislation was released, 101 bipartisan Members wrote to the Appropriations Committee again expressing support for effective funding levels. There is demonstrated bipartisan support for Com-

munity Development Block Grants, Mr. Chairman, because these dollars are at work in communities in each of our districts.

Last week, Governor Deval Patrick of Massachusetts announced that 38 communities in Massachusetts will receive over \$31 million in CDBG funding. These dollars will fund housing rehabilitation, child care centers, cityscape improvements, and social services, just to name a few. I also want to point out that every \$1 in Community Development Block Grants leverages an additional \$3.55 in funding to revitalize our communities. Investing these Federal dollars in our cities and in our towns spurs redevelopment efforts and provides a high return on our investment. These funds also create and save jobs. Since fiscal year 2005, these funds have created or retained over 300,000 jobs. If my friends on the other side of the aisle are serious about job creation, CDBG is not the place to cut.

Realizing the need for effective funding, the Senate appropriations bill funds the program at \$3.15 billion. So, should this bill go to conference, Mr. Chairman, I would urge my colleagues on both sides of the aisle to reject these cuts in the House bill and support robust funding for Community Development Block Grants, a program with a proven record of supporting community development efforts across our country.

Let's stop these reckless and harmful cuts to our communities. We ought to be on the floor today fixing sequestration. My colleagues on the other side of the aisle should be on the floor today appointing conferees on the budget so that we can negotiate more reasonable allocations on these appropriations bills.

I would remind my colleagues that this is not some abstract debate that we're having here today on the floor. These cuts will hurt real people. They will pave the way for more deterioration of our cities and towns. They will cost jobs and they will hurt our economy. Enough is enough. We're supposed to be helping people, not hurting people. It's time for Congress to get its priorities straight.

I urge my colleagues to support the CDBG program, and I yield back the balance of my time.

Mr. HENSARLING. Mr. Chairman, I move to strike the requisite number of words.

The Acting CHAIR. The gentleman from Texas is recognized for 5 minutes.

Mr. HENSARLING. Mr. Chairman, I rise to enter into a colloquy with my colleague, Mr. LATHAM, the distinguished chairman of the subcommittee.

Mr. LATHAM. I would be happy to enter into a colloquy with the gentleman from Texas.

Mr. HENSARLING. Mr. Chairman, I know that you know that our Nation suffers from a spending-driven debt crisis and the only real remedy is to quit spending money that we don't have. But because the President would not

work with us to enact meaningful, targeted spending discipline, his sequester has been enacted.

Mr. Chairman, we are stewards of the taxpayers' dollars; and with the President's sequester in place, I believe that it's more critical than ever that our Nation's transportation funding be spent wisely, including funding for the FAA's Contract Tower Program because, Mr. Chairman, in Washington, it's not always how much money you spend that counts; it's how you spend the money.

I would ask the distinguished chairman to work with me and other Members to ensure that this critical funding is allocated to the facilities that represent the greatest cost benefit to the taxpayer.

Mr. LATHAM. Will the gentleman yield?

Mr. HENSARLING. I yield to the gentleman from Iowa.

Mr. LATHAM. I appreciate the gentleman's attention to this issue. I look forward to working with him and the FAA to ensure that our limited Federal dollars go to towers that provide the greatest benefit to the taxpayer.

Mr. HENSARLING. I thank the chairman, and I yield back the balance of my time.

Mr. CUMMINGS. Mr. Chairman, I move to strike the requisite number of words.

The Acting CHAIR. The gentleman from Maryland is recognized for 5 minutes.

Mr. CUMMINGS. Mr. Chair, I rise today in strong opposition to H.R. 2610. This bill, which was crafted to conform to the strangling and senseless limits of the Ryan budget, would cut the total discretionary funding for the Transportation-HUD appropriations measure by \$7.7 billion below the enacted fiscal year 2013 appropriation and by more than \$4 billion below the level of funding provided after sequestration took effect.

These cuts would devastate programs like the Community Development Block Grant program and the HOME program, which are essential to supporting development in cities throughout our Nation and to providing housing and other services to our most vulnerable citizens.

This bill would also be devastating to our national passenger rail service, Amtrak; and that is the specific issue I will address today.

The bill before us would cut the capital grant provided to Amtrak by some \$352 million and cut the operating grant by \$119 million below the enacted fiscal year 2013 levels. Such cuts would likely force Amtrak to reduce its maintenance levels and furlough maintenance personnel. Such cuts may even lead to reduced service on the Northeast corridor, the critical link on the eastern seaboard among Washington, D.C., Baltimore, Philadelphia, New York, and Boston.

In their views on the Transportation-HUD appropriations measure, the mi-

nority noted that this bill is out of touch with reality and that it is nowhere more evident than in the proposed funding level for Amtrak.

While the House majority has undertaken a relentless effort to destroy Amtrak, the traveling public has made it clear they consider Amtrak to be an essential part of our Nation's transportation network.

Amtrak finished fiscal year 2012 having carried more than 31 million passengers—the highest number of passengers in any year since Amtrak was created. This total included more than 11 million passengers who traveled on the Northeast corridor. Together, the long-distance routes had their highest passenger volumes in 19 years and Amtrak set 12 consecutive monthly ridership records in fiscal year 2012. To put this number in perspective, if Amtrak were an airline, it would be the sixth largest in the country.

Americans have voted with their ticket purchases, and they are choosing to ride Amtrak in greater numbers. In fact, record ridership growth is continuing in fiscal year 2013. Rather than seeking to destroy a service critical to our Nation's mobility, we should be investing in this system to ensure it can continue to meet increased passenger demand with increased speed and efficiency.

Significant infrastructure improvements are needed all along the Northeast corridor to create truly high-speed rail service. In Maryland, for example, the B&P tunnel, which carries every train traveling into Washington, D.C., from all points north of the city, must be replaced. This tunnel was opened in 1873 and its design limits train speeds to 30 miles per hour. We would not think of relying on technology from the 1870s in other aspects of our lives. We wouldn't want medical technology or communications technology from the 1870s. And we should not be content to rely on transportation infrastructure from the 1870s.

The President has rightly threatened to veto this bill; and rather than waste the House's time on legislation like this that threatens to degrade our transportation networks and delay passengers and commerce, we should be considering bills that will make long overdue investments to expand our mobility and support our economic growth. Rather than cutting investments in Amtrak, we should be investing in the development of truly high-speed rail on the Northeast corridor and throughout the northeastern United States.

And before we consider this or any other appropriations measures, the House and Senate should follow regular order by appointing conferees who can resolve a budget that can be adopted by both bodies and that can then guide the development of appropriations measures for fiscal year 2014.

I urge Members to oppose this misguided legislation, and I yield back the balance of my time.

Ms. DELAURO. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentlewoman from Connecticut is recognized for 5 minutes.

Ms. DELAURO. Mr. Chairman, this Transportation-Housing and Urban Development bill before us today is the latest in a long series of appropriations bills from the House majority that grossly underfunds the fundamental priorities of American families. Every time we see a new appropriations bill come from this majority, the vital national needs that are meant to be covered in that legislation have been cut to the bone.

In this case, this bill makes deep cuts in everything from the upkeep of the traffic control system to Amtrak to Community Development Block Grants and HOME grants. This bill endangers our infrastructure, our public safety, and our communities. It is yet another example of the problems created by the majority's obsessive fixation on slashing all nondefense spending programs to the detriment of the priorities we were elected to uphold.

Let's step back for a moment and look at the big picture. The Budget Control Act of 2011 placed strict limits on appropriations—defense as well as domestic—that are scheduled to remain in place through 2021. The nonpartisan Congressional Budget Office has estimated that these caps will reduce spending by a total of \$840 billion over 10 years, compared to the policies previously in place.

Now, on top of these Budget Control Act caps, we also have the deep and indiscriminate across-the-board cuts caused by sequestration. Despite claims to the contrary by this majority, the effects of the sequester cuts are real. They're real and they are damaging. We are talking about children losing access to Head Start and the opportunities for their growth and development that early childhood education provides. Low-income women will lose access to the cancer screenings that could save their lives. Seniors will be hungry because Meals on Wheels distribution has been pared back.

When the new school year starts in September, school districts already struggling to make ends meet will face an additional across-the-board 5 percent cut in Federal aid. And in terms of medical research, the National Institutes of Health will be supporting the smallest number of research project grants this year in more than a decade.

These cuts will have profound and lasting consequences for families, for students, for the pace of scientific research. But despite that, the majority apparently thinks that the problem with sequestration, at least when it comes to domestic spending, is that the cuts were too small. They have been assembling a series of bills for 2014 that cut the resources for nondefense programs by a total of almost \$47 billion below the 2013 postsequester level.

That is not the right direction for this country. That's not what we ought to be doing.

In total, the majority's 2014 budget bills will bring funding for nondefense appropriations to their lowest level on record as a share of GDP, with records on this basis going back to 1976. In other words, the majority proposes to spend less, relative to the economy, on things like infrastructure, scientific research, education, environmental protection—the key investments that grow our economy—than at any time in nearly the last 40 years.

Within the total, some bills are targeted for larger cuts than others. Sequestration already cuts the transportation, housing, and infrastructure programs covered in today's bill by more than \$3 billion, and this legislation would slash another \$4.4 billion.

□ 1630

That's bad enough, but the largest cuts of all come in the Labor-Health and Human Services-Education bill, which the majority seems to consider the very lowest priority. The allocation to that bill starts with this year's \$7 billion in sequestration cuts, and then cuts \$28 billion more. Think about it for a moment. For programs like education, medical research, job training, public health, the majority does not just want to double down on sequestration; they want to quadruple down.

This is not about saving money or reducing the deficit. This is about ideology, pure and simple. The majority's approach is not required by the Budget Control Act. On the contrary, in total, their bills are \$47.7 billion below the Budget Control Act cap on non-defense spending, and that is the cap with sequestration in place.

Because this bill is already far leaner than even the BCA and sequestration require, there are no offsets to be had to ameliorate the deep and dangerous cuts to Community Development Block Grants, housing, Amtrak, or mass transit. The bottom line is the majority is very explicitly trying to underfund the priorities in this legislation. They have put forward a budget that sets our government and our Nation up to fail.

This is not the right choice for America, for our kids or our future. Responsible budgeting means making key investments that grow the economy and improve American families' quality of life. This is just not a responsible budget. I urge defeat of this grossly inadequate bill.

I yield back the balance of my time.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentlewoman is recognized for 5 minutes.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Chairman, I rise to join my colleagues in strong support of the Community Development Block Grant program and the tremendous benefits that this program has afforded millions

of low- and moderate-income Americans since its inception in 1974 under Republican leadership. The Community Development Block Grant is a vital tool that the Department of Housing and Urban Development uses to provide for new developments and affordable housing in local communities all across the country.

The fiscal year 2014 House Transportation-Housing and Urban Development appropriations bill indiscriminately slashes the grants by almost half, or \$1.6 billion less than the current \$3.3 billion for fiscal year 2013. These cuts do not reflect a change in need or have any basis in reality, and they would do incredible harm to local communities across the entire Nation.

The House version of this bill is simply unworkable in its current form, and it plainly ignores many of the benefits that the CDBG program provides for the 1,209 State and local governments that receive these grants. Since 1974, CDBG has invested over \$135 billion in local economies. Every dollar that has been invested leverages an additional \$3.55 in non-CDBG funding, which can go toward improving existing infrastructure, new jobs, and housing repairs, as well as homeownership assistance. By slashing CDBG funding, the House majority will invariably bring harm to countless low- and moderate-income Americans. I'm not prepared to do that, and neither are many of us, even many Republican colleagues.

Cuts from years prior have already had devastating consequences. The city of Dallas, for example, is considering another round of cuts or eliminating certain programs entirely in light of projected budget reductions. For Dallas, this could mean eliminating grants for affordable housing developers, shrinking the Mortgage Assistance Program, and decimating new home construction in areas targeted by CDBG revitalization.

Mr. Chairman, the fiscal year 2014 Transportation-Housing and Urban Development appropriations bill will bring considerable harm, and considering it this week is just another example of the misguided policies of the current Republican majority. As long as the current majority Republicans refuse to work together with House Democrats to develop a sensible budget framework, the American people will continue to suffer the consequences of draconian cuts to invaluable social programs.

When we shut down everything, it does not help us economically. It shuts us down. It moves us backwards. There is a right way and a wrong way, and we cannot continue to do it the way this current Republican majority is pushing.

I yield back the balance of my time. Mr. CICILLINE. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Rhode Island is recognized for 5 minutes.

Mr. CICILLINE. Mr. Chairman, I am proud to join my colleagues today in advocating for critical investments to rebuild our Nation's transportation infrastructure. The bill we are considering this week makes devastating cuts that will have serious consequences on our ability to compete in the global economy and ensure the stability and well-being of local communities.

The fact of the matter is that our infrastructure is crumbling, with the American Society of Civil Engineers grading the United States with a D-plus on their annual report card assessing the condition of America's infrastructure. In my home State of Rhode Island, 21 percent of our 757 bridges are structurally deficient and in need of repairs.

In the short-term, supporting our Nation's roads, rails, and airports will generate job growth in a construction sector that remains hard hit from the recession—employing the talented, capable men and women of the building trades to rebuild America.

In a rapidly changing global economy, the ability to quickly and safely transport goods, services, and information is a real advantage. To compete successfully, every American business, from energy companies and manufacturers to technology companies and farmers, must have access to a world-class connected transportation system.

But to maintain this edge, virtually every expert has said we must continue to invest in rebuilding America. If you don't believe me, look at the strategic decisions being made by competing nations. Just last week, China's Ministry of Rails announced plans to invest another \$32 billion to upgrade their rail system. In June, President Putin proposed investing \$43 billion to build a new superhighway in Moscow, modernize the Trans-Siberian Railway, and construct a brand-new 500-mile high-speed rail line.

While Russia and China are betting on their economic future, my friends on the other side of the aisle have offered a bill that would unquestionably set us back. This bill guts investments in our railroads, cutting more than \$468 million in funding for Amtrak compared to fiscal year 2013 enacted levels and eliminates all funding for high-speed rail.

This bill cuts intercity passenger rail despite recent reports demonstrating how rail has been an area of growth. According to a report from the Brookings Institution last year, Amtrak was our Nation's fastest growing mode of transportation in the last 15 years.

My local train station in Providence, Rhode Island, has seen ridership totals increase by more than 137 percent, and Amtrak is not just used by tourists.

So, demand for intercity passenger rail service has grown exponentially in the last decade and our competitors abroad have noticed, investing billions in their rail systems. But here, some of my colleagues have decided to slash

funding and put our rail system at risk. This is clearly the wrong approach.

Of course, this legislation does not only jeopardize our Nation's rail system; it also slashes funding for municipal and State governments hoping to invest in critical local projects.

This bill eliminates all funding for the TIGER grant program in fiscal year 2014, and it rescinds \$237 million of the \$500 million appropriated for the current fiscal year.

The TIGER program invests in innovative, multimodal transportation projects, providing for upgrades of bridges, roads, ports, and other transportation infrastructure that are critical to regional economies. But perhaps most importantly, this is a program that encourages local stakeholders to plan for their future and think about innovations to local transportation infrastructure that will spur growth and create jobs. This is exactly how Federal investments are supposed to work.

Unfortunately, this bill once again leaves our State and local partners without the resources needed to help strengthen local communities. Sadly, it gets worse. This bill also jeopardizes the still-fragile recovery of our housing market and communities at risk.

For example, this bill decimates funding for the Community Development Block Grant program, which was signed into law by a Republican President who recognized the importance of assisting communities by providing flexibility to invest in everything from wastewater treatment facilities to housing and economic development. This critical program is a lifeline for families facing difficult economic challenges and provides critical resources to promote economic development and improve quality of life.

Today, this bill cuts CDBG funding levels almost in half compared to current enacted levels, the lowest level of funding since it began, and a billion dollars less than President Ford requested for the program in 1975. Let that sink in. This bill cuts our investments in local projects so drastically that we have reduced programs to less than 60 percent of what they were nearly four decades ago.

Mr. Chairman, this bill clearly does not reflect our values and priorities as a Nation. I urge my colleagues to reject this reckless and shortsighted bill, and to work together on a plan to respond to our urgent transportation and infrastructure needs and a plan that dedicates resources to strengthening local communities. Our ability to promote growth, create jobs, and compete in a global economy depends on it.

I yield back the balance of my time.
Ms. CHU. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentlewoman from California is recognized for 5 minutes.

Ms. CHU. Mr. Chairman, I am in strong opposition of the underlying bill, as it makes damaging cuts to

Community Development Block Grants. A cut of \$1.6 billion—a nearly 50 percent reduction from the previous year—is not smart policymaking. These draconian cuts will no doubt have lasting harmful effects on our communities throughout the country.

Since 1974, over 1,200 communities relied on CDBG funds to support development projects and make other important improvements. These funds are used in providing social services for the poor and senior citizens, improving dilapidated housing facilities, supporting local food banks, and maintaining local parks. CDBG funds are critical investments made by the Federal Government to bring important benefits to local communities.

My district, for example, stands to lose almost \$2.2 million next year if these cuts go into effect. That's nearly half of what they got last year. And it's on top of hundreds of thousands of cities in my district have already lost due to the poorly designed automatic cuts known as sequestration. The city of Pasadena will see their funding drop from \$1.7 million to under \$1 million. The city of Alhambra will see their funding drop from around \$800,000 down to only \$430,000.

These cuts are more than lines on a piece of paper. They will have real impacts on my neighbors and my community. Take People for People, a food bank run by the West San Gabriel Valley Church Council for the last 25 years. People for People provides the homeless and needy families with clothes and boxes of food. During the recession, they saw a 20 percent spike in the numbers of families who came to them for help. Last year, they were able to support hundreds of families that are suffering right now. Hundreds of families stay afloat with local donations and a \$27,000 grant through CDBG. But this year, because of Federal Government cuts, they will receive 75 percent less, merely \$7,000.

But People for People isn't the only program that will get hit. Countless other nonprofit service organizations around the San Gabriel Valley will be forced to serve fewer low-income residents at a time when they need it the most. CDBG funds have helped fund tutoring, health services, small business assistance, senior services, food assistance, and fair housing services. Cities will have to cut back on home rehabilitation programs that improve blighted neighborhoods and public facilities, improvements that make cities safer and more accessible. And fewer construction projects mean fewer construction jobs, too.

During this time of economic recovery, we cannot pull out the rug from programs that are vital to helping our constituents. Our cities, our communities, and our constituents cannot afford these drastic cuts to CDBG funding. I urge my colleagues to vote "no" on this terrible bill.

I yield back the balance of my time.

□ 1645

Mr. CONYERS. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Michigan is recognized for 5 minutes.

Mr. CONYERS. Mr. Chairman and my colleagues, I rise today because our Transportation-HUD Appropriations Act is insufficient to maintain our national transportation infrastructure and invest properly in community development and safe, affordable housing.

This Transportation-HUD Appropriations Act really guts investments critical to strong, sustainable communities. And, in particular, it decimates the Community Development Block Grants program, slashing it in half to the lowest level since the program began in 1975.

This isn't just something that hurts Democrats. It hurts Republicans, it hurts everybody. It's across the board. And so, for the Community Development Block Grant program to work and ensure access to decent, affordable housing, to provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses, we've got to reject this proposal before us.

Communities across the country rely on the Community Development Block Grant to provide critical services for low-income people and their families, as well as economic development assistance to small businesses and infrastructure improvements.

To this day, the Community Development Block Grant remains the principal source of revenue for localities to use in devising flexible solutions to prevent economic and social deterioration in lower-income neighborhoods and communities throughout the Nation.

These grants are an important tool for helping local governments tackle serious challenges facing their communities, making a difference in the lives of millions of people and their communities across the Nation.

Now, Detroit is a longstanding Community Development Block Grant grantee, receiving an average of \$33 million in annual funding, while Wayne County, which Detroit is in, receives an additional \$5.3 million. Yet, this proposal in the appropriations bill would drastically cut these funds.

The CDBG program in Detroit and Wayne County, includes preserving low- and moderate-income neighborhoods, offering a range of housing choices, constructing urban infrastructure, improving the appearance of urban and rural communities, increasing the quality of neighborhood-based living, and decreasing negative environmental impacts.

For my conservative friends to continue to focus solely on reducing the deficit, in particular doing so on the backs of the most vulnerable Americans, is unnecessary and not appreciated. Although deficit reduction is an important task, Congress can't balance

the budget on the backs of working families. And sharply reducing programs like the Community Development Block Grant and HOME is going the wrong direction.

I would say, this is the second major cut for the Community Development Block Grant funding since the Great Recession. The CDBG Coalition, consisting of national organizations representing local elected officials, State and local government practitioners, development organizations, and nonprofit organizations, all strongly oppose these cuts.

These are individuals working daily in their communities, with the most acute awareness of what their communities need. So, in support of them and our constituents, we must fund CDBG formula grants at no less than the \$3.3 billion in FY14.

So, Mr. Chairman, once again I ask the Congress to stop trying to balance the budget on the backs of working families.

I yield back the balance of my time. Mrs. NEGRETE McLEOD. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentlewoman from California is recognized for 5 minutes.

Mrs. NEGRETE McLEOD. Mr. Chairman, during the appropriation process, over 100 Members and I expressed our concern about the low funding level for Community Development Block Grants.

These grants are one of the most successful, cost-effective Federal programs that encourage economic growth in our cities and communities across the country. According to the United States Department of Housing and Urban Development, every \$1 of CDBG investment leads to an additional \$3.55 of investment from outside sources.

In California's 35th Congressional District, the cities of Pomona, Chino, Ontario, Fontana, and Rialto, where people of all parties reside, currently receive Community Development Block Grant funding. This funding is used to build affordable housing, construct sidewalks, and invest in energy efficiency, water conservation, gang prevention, and after-school programs.

These programs maintain strong neighborhoods and promote a higher quality of life for residents in the district. With the proposed cuts in this bill, it is estimated that they will lose 50 percent of funding for next year.

I strongly oppose these devastating cuts. I ask that other Members consider their communities and oppose these cuts too.

I yield back the balance of my time.

Mr. HOYER. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Maryland is recognized for 5 minutes.

Mr. HOYER. Let me start with the fact that I choose to believe that Mr. LATHAM does not like this bill. Mr. LATHAM's not listening to me. Mr. Chairman, I wanted to say that I start

my debate, that I choose to believe that you do not like this bill. I know you. I've worked with you over a long period of time.

This bill is insufficient to meet the obligations of this subcommittee. It is unworthy of the support of this House.

Mr. Chairman, there are many things wrong with the 2014 Transportation-Housing and Urban Development appropriation bill, but perhaps none more egregious than its severely painful cuts to the Community Development Block Grants.

Now, let me start with this observation. This is not about a poor people's program. It helps some poor people, but it helps communities—rich, moderate, and poor.

This is not about the 47 percent. This is about the 100 percent.

The Community Development Block Grant program was enacted on a bipartisan basis in 1974 and signed into law by the President, Gerald Ford, former minority leader of this House, President of the United States. From its beginning, it has served as a model of how bipartisan compromise in Congress can help tackle important challenges on the local level.

For nearly 40 years, these grants have been awarded on a formula basis to State and local governments for infrastructure development, the creation and maintenance of affordable housing units, anti-poverty initiatives.

It makes communities better. It empowers Members of Congress to be able to help their local communities who elect them. These grants save lives in our largest cities and in our smallest towns, in Alaska, in Hawaii, and in Maryland.

The cuts in this bill would reduce Community Development Block Grants by more than half. America is not bankrupt. America need not claim defeat and retreat. America has the resources, if it has the will, to grow our economies, to grow our communities, and to make them better.

We appropriated around \$3.8 billion for these grants in fiscal year 2012, while this bill would cut that figure to just \$1.6 billion. To put this into perspective, in 2001 we spent \$4.7 billion under George Bush II on Community Development Block Grants.

After years of whittling away at those critical grants which empower our States, counties, and cities to help the most vulnerable have a chance at finding jobs and putting roofs over their heads, it would be devastating to communities whose budgets are already pushed to the limit and rely on these grants to serve all of their residents.

Our friends on the other side of the aisle talk a great deal about fiscal responsibility. But what about social responsibility?

Now I'm a strong proponent of fiscal responsibility. But if fiscal responsibility is not coupled with social responsibility, it is not worthy of this House or this country.

Community Development Block Grants are an instrument of our common citizenship and, yes, our common humanity. In this case, however, they are a poignant example of the Republican strategy of disinvestment in America and abandonment of our communities and their people. Surely we're better than that, Mr. Chairman.

When we considered the Veterans Affairs, military construction, and Defense appropriations bills that included robust funding, we knew those funds had to come from somewhere. Here it comes.

Like our Republican friends, we believe we must invest in a strong, national defense, as Chairwoman MIKULSKI has been doing on the Senate Appropriations Committee. But we do not share the Republican majority's view that we ought to abandon our domestic priorities in the process. We're better than that.

None of us are surprised that their strategy to deal with the sequester is to ignore its consequences and impose cuts even deeper, even deeper, even deeper than the sequester calls for. In fact, I know of a number of our colleagues on the Republican side who see the folly in such strategy but cannot or will not speak up, for fear of the political consequences from the radical right. This bill is proof that such a strategy is underway.

It's not only an abdication of responsible leadership, it is a recipe for gridlock, as Democrats in the House and Senate could never agree to it. Reject this bill. We can and must do better.

I yield back the balance of my time.

Ms. NORTON. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentlewoman from the District of Columbia is recognized for 5 minutes.

Ms. NORTON. Mr. Chair, this is a slash-and-burn budget. I don't know why we bother.

Whether you're looking at the community block grant or the section I'm going to say a few words about, the Amtrak section, you can see what we're about—we're supposed to reauthorize a highway bill this year and a railway bill this year. That certainly won't matter if the Transportation and HUD appropriations bill simply ignores authorized infrastructure spending and building.

The federal government has Amtrak because the private sector insisted that we take it. They showed, they proved that you can't run a railroad without public subsidy.

Amtrak has done an amazing job considering how little public subsidy it has gotten. The private sector gave it to us because they couldn't handle the operating expenses, and they couldn't handle the capital costs.

Now, Amtrak, by the ticket, is basically handling the operating expenses. Shame on us that we will not come forward to do our part with the capital expenses. With a 37 percent cut in capital expenses, that is the way, Mr. Chairman, to run a railroad into the ground

that otherwise is doing very well on its own dime.

There is a thirty-five percent difference between the House and Senate bills. The Republican bill is bipartisan. Yet, we're about to pass a bill here that nobody would consider in the Senate, and that the President would have to veto.

Why are we going through these appropriations exercises that amount to nothing?

□ 1700

Amtrak is more than sustaining itself. Virtually each month this year, it has had record ridership. Amtrak actually recovers almost 80 percent of its operating costs out of ticket revenue. That's amazing. It seems to me Amtrak ought to be rewarded rather than, as this bill does, be punished.

Amtrak carries 31 million passengers every year, and it keeps increasing. Travellers are preferring rail and 20,000 people across 47 States work for Amtrak. Yes, we know about it best here in the East, where Amtrak also has 1 million daily commuters.

This is our national railroad. It's unbelievable that we would be content to see every single nation in the world that considers itself an advanced nation be generations ahead of us on railroad development. We are two generations behind, for example, on high-speed rail. Yet there are zero dollars in this bill for high-speed rail.

Amtrak is very well managed. In the committee we have heard what they have done and how they have done it. But they can't manage without at least some recognition from the Congress that we, too, have a role to play in the railroad. No railroad in the world is unsubsidized. This one is subsidized very little. It is still able to run most of its trains over 100 miles an hour.

We ought to understand who we're talking about. We're not just talking about the Acela from the District of Columbia to New York. Among the 25 busiest Amtrak stations are Seattle, Harrisburg, and Bakersfield, California.

At a time when the airlines are in trouble and have reduced their operations, Amtrak keeps growing in ridership each month. I have a winning operation here. But this bill sends it back into losing for us. We don't need to do that. We have a railroad that offers middle class jobs to 20,000 people, 200 of them in the District of Columbia. Let's do what we need to do in the T-HUD bill.

I yield back the balance of my time.

AMENDMENT OFFERED BY MR. GALLEGGO

Mr. GALLEGGO. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 3, line 5, strike "not to exceed".

The Acting CHAIR. The gentleman from Texas is recognized for 5 minutes.

Mr. GALLEGGO. Mr. Chairman, this amendment is a very simple amendment. It simply strikes three words,

"not to exceed," with respect to the budget of an office that I consider to be pretty important, and that is the Intelligence, Security, and Emergency Response.

As you look through the bill, every single part of the Office of the Secretary has a separate line item, and in looking at the bill, I noticed, for example, that for emergency response and security we have budgeted a little over \$10 million. On the other hand, we have budgeted about twice as much for the lawyers for the Office of General Counsel. The lawyers somehow get twice as much as emergency response and security. Frankly, as I look at the list and how the money is divided, we spend \$24 million roughly, which is nearly more than two times as much for the Assistant Secretary for Policy—all of that being more important than security.

For me, as a Member of Congress who represents some 59,000 square miles, including five ports of entry and 800 miles of the Texas border with Mexico, an area, frankly, where we have seen emergencies and emergency response before, frankly, where the Congress is consistently and rightfully concerned about security, it seems to me that we would give the Department of Transportation some additional flexibility.

This doesn't raise per se the amount of money that's available to them. What it does is give them additional flexibility so that in the event they don't spend the line items from the other items like the Office of Public Affairs or the Office of General Counsel, it gives them the flexibility to spend more money for intelligence, security, and emergency response.

I think if you ask every single individual Member of Congress what is more important, the lawyers or the Department of Transportation Office of Intelligence, Security, and Emergency Response; what is more important, the lawyers at the Department of Transportation or the Office of Intelligence, Security, and Emergency Response, all of these kinds of things, especially for a Member from the border, I think security is more important.

Again, it doesn't cost more money. It doesn't appropriate any more money, per se. What it does is gives the agency the ability to move money around and the flexibility to provide additional money, should it become necessary. Frankly, one never knows what kind of emergency is going to come up. One never knows what is going to happen, whether it's going to be a natural disaster or a terrorist attack. It always pays to have the emergency response folks have the level of flexibility that they need in order to understand that regardless of what happens, they have the opportunity to do their jobs and to do their jobs well.

Additional budget flexibility in times of limited dollars and limited budgets, I think, is very key. So what this amendment would propose to do is simply strike those three words, "not to exceed," so that there would poten-

tially be an opportunity for the Department of Transportation to spend more money on emergency response and security than the little over \$10 million that's allotted to them for the whole year.

Mr. Chairman, I yield back the balance of my time.

Mr. LATHAM. Mr. Chairman, I rise to say that I am not opposed to the amendment.

I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, I support the gentleman's amendment. It ensures that the Office of Intelligence, Security, and Emergency Response would receive no less than \$10.778 million. This office performs important security functions of the Department of Transportation.

I would urge my colleagues to support this amendment, and I yield back the balance of my time.

The Acting CHAIR (Mr. COLLINS of Georgia). The question is on the amendment offered by the gentleman from Texas (Mr. GALLEGGO).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. LATHAM. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Texas will be postponed.

Mr. NADLER. Mr. Speaker, I move to strike the last word.

The Acting CHAIR. The gentleman from New York is recognized for 5 minutes.

Mr. NADLER. Mr. Chairman, I rise today to express my strong opposition to the draconian cuts to the Community Development Block Grant, or CDBG, program in this legislation.

The CDBG program has a proven record of success in stabilizing and revitalizing communities across the country by directly providing funds to local communities and giving them the flexibility to decide where the funding will have the greatest impact. In the last 7 years, CDBG has assisted over a million low- and moderate-income homeowners to rehabilitate their homes, keeping neighborhoods and communities safe and stable.

More than 30 million people have benefited from CDBG-funded public improvement programs, including senior and child care centers, homes for persons with disabilities, safe streets, and shelters for victims of domestic violence. Funds have also been used to provide public services to millions of low- and moderate-income households, including employment training, meals to seniors, and services for abused children.

But the real impact of CDBG is not seen on the national scale. It is seen on the streets and in the neighborhoods of

the communities that receive these funds. In my district, CDBG funds have established adult literacy programs, legal support for immigrant victims of domestic violence, and youth summer employment opportunities. It has preserved public housing and addressed vacant housing and lots in at-risk neighborhoods, providing support and guidance for small, locally owned businesses.

Because of the flexibility CDBG provides, the city government has been able to identify the most pressing needs and the most at-risk communities and allocate funds as they are needed. When we invest CDBG funds in our cities, we see an immediate impact in the neighborhoods as nonprofit and private entities follow, bringing new development and opportunities for residents.

Mr. Chairman, CDBG was a change from the old way in which specific programs were specifically funded. People in this House—mostly Republicans, I must say—said, Give more flexibility to local governments; instead of giving to 20 categorical-specific programs, fund them into one or two Community Development Block Grants so they can be used more efficiently. We have done that. We have combined a lot of categorical programs into CDBG, and now we want to tear it to pieces.

Despite the success that CDBG has had, the bill we are debating on the floor today would cut funding to \$1.6 billion, which is a 50 percent cut from this year, and the lowest funding level in the 40-year history of the program—lower than when President Ford supported it, even without inflation adjustments.

In New York, CDBG funding would fall from \$164 million to \$82 million. These funding levels will leave hundreds of thousands of New Yorkers and millions of Americans without access to the vital services and support that CDBG provides.

How did we get here? Why are we voting to gut this proven, efficient, flexible program? Why are we voting for a 50 percent cut in an already much too small allotment? The answer is simple: the slash-and-burn Republican budget. The same budget that provides tax breaks for the wealthy and large corporations and unneeded increases in defense spending while slashing funding for Medicaid, food stamps, and WIC has left appropriators with such small funding allocations that this bill was unworkable and unrealistic from the start.

So here we are, slashing programs that serve and protect the most vulnerable among us—programs that are proven to save us money in the long run and programs that support flexibility and accountability in our communities.

We may disagree, Mr. Chairman, on how to keep our economy strong, but we should all agree that we must stop piling these cuts on the backs of seniors and the working poor, women,

kids, and the middle class. Stop these cuts to our communities. We should reject this bill unless it's grossly increased in the aggregate, which it won't be, as we know. So we should reject this bill.

I yield back the balance of my time.

Mr. ENGEL. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from New York is recognized for 5 minutes.

Mr. ENGEL. Mr. Chairman, I agree with my colleague from New York. This bill has too many cuts, and I will oppose final passage. But it does have comparable funding levels between the House and Senate for the National Highway Traffic Safety Administration, which administers distracted driving prevention grants to the States. This is an area where we need to do more.

Every year thousands of accidents, many fatal, result from people texting or talking on their phones while driving. I'm not just talking about using a hands-free device. I'm talking about someone driving with one hand while talking on a cell phone or texting with the other hand.

In 2011, 3,331 people in the U.S. were killed in crashes involving a distracted driver—up from 3,267 in 2010. And in 2011, more than 387,000 people were injured in an accident involving a distracted driver, and 416,000 were injured in 2010. In 2012, the last year of updated data, 10 percent of injury crashes resulted from distracted driving. It's clear that we must use every opportunity available to push for strong distracted driving laws, much the same as we did for drunk driving, which worked.

So I encourage my colleagues to renew their commitment to address the deadly issue of distracted driving. My Districted Driving Prevention Act, H.R. 1664, withholds funding from States that do not make both texting and talking on a phone while driving a primary offense, and goes further than the U.S. Department of Transportation's efforts to raise awareness and provide grants. These are important efforts, and they should be funded adequately; but they don't go far enough.

To date, only nine States make both texting and talking on a phone while driving a primary offense: my home State of New York, followed by California, Connecticut, Delaware, the District of Columbia, Nevada, New Jersey, Washington, and West Virginia. That's a start, but it falls short of establishing a national highway safety baseline that saves lives.

□ 1715

In conclusion, let me say, when study after study shows us that distracted driving is just as dangerous as drunk driving, Congress cannot continue to ignore the problem when only nine States have taken action that meets a reasonable standard of safety. Anything less leaves our roads unsafe, our

constituents in danger, and more unnecessary deaths as a result.

I urge adoption of my amendment, and I yield back the balance of my time.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

RESEARCH AND TECHNOLOGY

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, \$14,220,000, of which \$8,218,000 shall remain available until September 30, 2016: *Provided*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training: *Provided further*, That notwithstanding any other provision of law, the powers and duties, functions, authorities and personnel of the Research and Innovative Technology Administration are hereby transferred to the Office of the Assistant Secretary for Research and Technology in the Office of the Secretary, including the authority to accept funding from modal administrations for support of Global Positioning System activities pursuant to reimbursable agreements with the Assistant Secretary for Research and Technology in the Office of the Secretary; *Provided further*, That notwithstanding 49 U.S.C. 102 and 5 U.S.C. 5315, there shall be an Assistant Secretary for Research and Technology within the Office of the Secretary, appointed by the President with the advice and consent of the Senate, to lead such office; *Provided further*, That any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation.

AMENDMENT OFFERED BY MR. LATHAM

Mr. LATHAM. Mr. Chairman, I have an amendment at the desk, No. 19.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 4, beginning on line 4, strike all through page 5, line 6 and insert the following:

For necessary expenses of the Research and Innovative Technology Administration, \$14,220,000, of which \$8,218,000 shall remain available until September 30, 2016: *Provided*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training.

Mr. LATHAM (during the reading). Mr. Chairman, I ask unanimous consent to dispense with the reading.

The Acting CHAIR. Is there objection to the request of the gentleman from Iowa?

There was no objection.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Mr. Chairman, this is a technical amendment that provides the existing \$14.7 million in DOT funding to the Research and Innovative Technology Administration, rather than a new Assistant Secretary.

This amendment is noncontroversial and addresses concerns of the Science and the Transportation and Infrastructure Committees. It does not affect the scoring of the bill.

I urge its adoption, and I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I have no objection to the amendment.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Iowa (Mr. LATHAM).

The amendment was agreed to.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

NATIONAL INFRASTRUCTURE INVESTMENTS
(RESCISSION)

Of the funds made available under this heading in division F of Public Law 113-6, \$237,000,000 are permanently rescinded.

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems and re-engineering business processes, \$4,990,000, to remain available through September 30, 2015.

CYBER SECURITY INITIATIVES

For necessary expenses for cyber security initiatives, including necessary upgrades to wide area network and information technology infrastructure, improvement of network perimeter controls and identity management, testing and assessment of information technology against business, security, and other requirements, implementation of Federal cyber security initiatives and information infrastructure enhancements, implementation of enhanced security controls on network devices, and enhancement of cyber security workforce training tools, \$2,000,000, to remain available through September 30, 2015.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, \$9,384,000.

TRANSPORTATION PLANNING, RESEARCH, AND
DEVELOPMENT

(INCLUDING RESCISSIONS OF FUNDS)

For necessary expenses for conducting transportation planning and research, \$6,000,000, to remain available through September 30, 2015: *Provided*, That of the unobligated balances made available by Public Law 111-117 and designated for a single project in the accompanying conference report, \$750,000 are hereby permanently rescinded: *Provided further*, That of the unobligated balances made available by Section 195 of Public Law 111-117, \$2,000,000 are hereby permanently rescinded.

WORKING CAPITAL FUND

For necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed \$172,000,000 shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.

MINORITY BUSINESS RESOURCE CENTER
PROGRAM

For the cost of guaranteed loans, \$333,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed \$18,367,000.

In addition, for administrative expenses to carry out the guaranteed loan program, \$589,000.

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, \$3,068,000, to remain available until September 30, 2015: *Provided*, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

PAYMENTS TO AIR CARRIERS
(AIRPORT AND AIRWAY TRUST FUND)

In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, \$100,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: *Provided*, That in determining between or among carriers competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: *Provided further*, That no funds made available under section 41742 of title 49, United States Code, and no funds made available in this Act or any other Act in any fiscal year, shall be available to carry out the essential air service program under sections 41731 through 41742 of such title 49 in communities in the 48 contiguous States unless the community received subsidized essential air service or received a 90-day notice of intent to terminate service and the Secretary required the air carrier to continue to provide service to the community at any time between September 30, 2010, and September 30, 2011, inclusive: *Provided further*, That basic essential air service minimum requirements shall not include the 15-passenger capacity requirement under subsection 41732(b)(3) of title 49, United States Code: *Provided further*, That none of the funds in this Act or any other Act shall be used to provide essential air service to communities that require a rate of subsidy per passenger in excess of \$500.

AMENDMENT OFFERED BY MR. YOUNG OF
ALASKA

Mr. YOUNG of Alaska. Mr. Chairman, I have an amendment at the desk. The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 9, line 6, after "communities" insert "in the 48 contiguous States".

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. YOUNG of Alaska. I want to thank Chairman LATHAM for his leadership on this bill. It's difficult times.

This is a very simple amendment. In 1978, when Congress deregulated the airline industry, it also provided a means to protect rural communities. The Essential Air Service program ensures the continuation of service to communities that would have lost all air service through deregulation. While this is a vital program, I respect the efforts of the chairman to find cost sav-

The bill excludes communities from participating in the program if they receive a per-passenger subsidy of greater than \$500. Current law excludes communities if they receive over \$1,000 per passenger, with the exception of communities in Alaska and Hawaii. This recognizes that communities in Alaska and Hawaii are completely dependent on air travel.

Alaska has limited road infrastructure. Eighty-two percent of Alaskan communities do not have a road system. In many of these communities, everything has to come in by air. My amendment clarifies that the proposed reforms will not alter the longstanding recognition of the realities in Alaska and Hawaii—no roads, no alternatives, complete dependence on aviation.

My amendment has no score per CBO and does not impact funding levels of the program. My amendment provides a no-cost solution to ensure the most remote areas of our Nation are not excluded from participating in this program. I'd just like to remind my colleagues if you take all the land east of the Mississippi River to the Atlantic Ocean, from Maine to Florida, that's Alaska. And you think about it, in that area, there's 253 Congressmen and 52 Senators. That's really different. Hawaii has the same problem—not quite as large, but we have only one way to communicate, and that's with air service.

I urge the passage of this amendment. It is a very simple amendment, and I yield back the balance of my time.

Mr. LATHAM. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. I just will stand up in favor of the amendment and I will be calling a recorded vote.

I yield back the balance of my time.

Ms. GABBARD. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentlewoman from Hawaii is recognized for 5 minutes.

Ms. GABBARD. Mr. Chairman, I rise in strong support of the Young amendment. This amendment will continue the administration of the Essential Air Service program, recognizing the unique characteristics of both Hawaii and Alaska.

The Essential Air Service program was put into place to guarantee that small communities, like the communities in our States, will continue to maintain a minimal level of scheduled air service with access to the national air transportation system. Especially in times of medical emergencies or natural disasters, this literally is the difference between life and death for the people in our communities.

In a State like Hawaii, where I'm from, where island communities are separated by the Pacific Ocean, access to air service is oftentimes the only transportation option available if service needs to be provided with any regularity or within specific time constraints.

One example is Kalaupapa, a community on an isolated peninsula on the north shore of Molokai. When Hansen's disease was first introduced to the Hawaiian Islands, all people afflicted with this disease were sent to this rural community, Kalaupapa. Today, it is a refuge for the remaining residents and patients who, now cured, would still like to live there. If not for the assistance of the Essential Air Service program, the only way to get in and out of that community is a 3.5 mile trail down a 1,700-foot sea cliff used by mule riders and hikers. This trail is extremely steep and challenging and has been made impassable in the past because of heavy rains. This is just one example of why this continued air service is critical to the people who continue to live in this community.

Hawaii and Alaska, as illustrated, have unique geographical limitations and challenges. Whereas other communities are generally accessible by vehicle, that's not always the case in the noncontiguous States; 3½ miles doesn't sound very far until you're looking up the side of a steep cliff from the back of a mule.

The amendment being offered by Representative YOUNG would continue this program's recognition of our exceptional geographic challenges. This amendment maintains the current practice of Alaska and Hawaii being exempt from restrictions on what communities are eligible for the Essential Air Service program.

Currently, only two communities in Hawaii qualify—Kalaupapa and Kamuela—but maintaining this air service is critically important for all people who live in these areas.

I would also just like to take a moment to recognize my colleague from Hawaii, Congresswoman COLLEEN HANABUSA. She has worked very closely with Congressman YOUNG on this amendment and would have liked to have been here to speak in strong support of it today were it not for Tropical Storm Flossie, where she is stuck in Hawaii, across the Pacific Ocean away.

I would like to thank Representative YOUNG for offering this amendment and for his leadership, and strongly urge my colleagues to support the Young amendment.

I yield back the balance of my time.

Mr. HASTINGS of Florida. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. HASTINGS of Florida. Mr. Chairman, I rise in support of this amendment. I want to make sure that my friends who live far, far away from where I live do understand that many of us understand the dynamics that they've presented. Arguably, their argument is unassailable, and I rise in support of their amendment.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Alaska (Mr. YOUNG).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. LATHAM. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Alaska will be postponed.

AMENDMENT OFFERED BY MR. GRAYSON

Mr. GRAYSON. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 9, line 7, after the dollar amount, insert "(reduced by \$250)".

The Acting CHAIR. The gentleman from Florida is recognized for 5 minutes.

Mr. GRAYSON. Mr. Chairman, the Essential Air Service program is an expensive government handout. It is, in effect, welfare for airplanes.

Page 9 of the bill expressly states that the per passenger subsidy extended to rural communities—and by the way, we're not talking about Hawaii and Alaska here; we're talking about places like Muscle Shoals—for a flight that would not otherwise exist is capped at \$500. I think that's too high. I don't know why we should be, in effect, paying people \$500 to fly to Muscle Shoals. I don't see the sense of that at a time when we're cutting food stamps and cutting block grants to communities. I think it's a poor way to spend taxpayer funds. My amendment would reduce this subsidy to a still-very-high \$250 per passenger because \$500 per passenger is simply outrageous.

If passengers don't want to pay for aviation routes, then they simply shouldn't exist. For 500 bucks per passenger, we could literally rent a limousine for every single person aboard each flight and drive them to the single nearest commercial airport.

I understand the need for rural services in necessary aspects of life, like Postal Services, telephones, and even the Internet; but I cannot understand the need to subsidize regular airline flights that would otherwise not exist to the tune of \$500 per passenger.

The bill before us today would cut community development funds in half—to the lowest level since the program began in 1975. It would cut HOME Investment Partnerships to the lowest level since that program began in 1992. And it would drastically reduce the amount of section 8 rental assistance and increase homelessness. Under these circumstances, I cannot stand by in good conscience and allow a subsidy like this to continue.

I offer this amendment today because it's more important to put a roof over the heads of the poor than it is to hand out corporate welfare to United Airlines and to support aviation routes that simply should not exist.

I yield back the balance of my time.

Mr. LATHAM. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Mr. Chairman, I rise in opposition to this amendment.

We have, in the bill, restrained the growth of this program, keeping the total amount at \$216 million—\$116 million of which is from fees and \$100 million provided in discretionary appropriation for the fiscal year 2012 program level. So it's at the same level as it was before; we don't have any increase.

Mr. Chairman, I really urge the administration, the authorizers, if they want to reform this program, to actually get to work, do it—not on an appropriation bill where we have had no discussion, no debate. It is an issue that should be handled by the authorizers rather than on this appropriation bill.

We need the comprehensive reform so that isolated communities can be served while restraining growth in this program. But I do urge a "no" vote, Mr. Chairman.

I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, I would agree with Chairman LATHAM that this reform needs to come about, and it shouldn't be in an appropriation bill. Hopefully, the T&I authorizing committee will look at this issue and come to a decision.

It was interesting that the amendment before this amendment, we basically waived Hawaii and Alaska. And here we are now limiting the Essential Air Service to \$250. I would tell you, as we tried to explain to my colleague from Florida, that this would probably cause 100—maybe a little more—smaller communities not to be able to link to the national air service. So this is not the time to do it.

So I would rise in opposition to this amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Florida (Mr. GRAYSON).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. LATHAM. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Florida will be postponed.

AMENDMENT NO. 4 OFFERED BY MR. MCCLINTOCK

Mr. MCCLINTOCK. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 8, line 9, after the dollar amount, insert "(reduced by \$100,000,000)".

Page 150, line 8, after the dollar amount, insert "(increased by \$100,000,000)".

The Acting CHAIR. The gentleman from California is recognized for 5 minutes.

□ 1730

Mr. MCCLINTOCK. Mr. Chairman, my amendment simply continues the

good work started by the amendment of the gentleman from Florida and pulls the plug on this tired old program.

Recently, the much-maligned sequester required a 4 percent cut in the FAA budget, which its leadership then immediately translated into a 40 percent flight delay until the public rebelled.

The total sequester cut to the FAA was roughly \$636 million, and they took that out on the traveling public; yet they had \$243 million to pay for empty and near-empty flights from selected airports in tiny communities under this program that is laughingly called "Essential Air Service." It is, in fact, the least essential air service imaginable.

Since we last visited this issue, the FAA reauthorization bill made some minor reforms to the program. For example, we are no longer subsidizing air travel from communities that are within a 90-mile radius of a major airport, and the per passenger subsidy has been capped at \$1,000 per passenger.

These minor reforms mean that one airport in Ely, Nevada, has been dropped from the program and two more are about to be. That's a start. But still, it is no excuse for shoveling, as this appropriation does, a total of \$216 million at this program between direct taxpayer subsidies and fees into next year.

In other words, in this austere age of sequestration, when the White House is shuttered to the public and soldiers are being told to pay for their own Internet access, the House of Representatives proposes at best a token reduction in this wasteful, unfair, and outdated program while cutting real essential air services like air traffic control. With all due respect, what in the world are we thinking?

Remember, this was supposed to be a temporary program when we deregulated commercial aviation. It was supposed to last for just a few years to give rural communities a chance to adjust. That was 35 years ago.

It is true there are over a few tiny communities in Alaska—like Kake's 700 hearty souls—who have no highway connections to hub airports, but they have plenty of alternatives. In the case of Kake, they enjoy year-round ferry service to Juneau. In addition, Alaska is well served by a thriving general aviation market and the ubiquitous bush pilot. Rural life has great advantages and great disadvantages, and it is not the job of hardworking taxpayers who choose to live elsewhere to level out these differences.

Apologists for this wasteful spending tell us it is an important economic driver for these small towns, and I'm sure that's so. Whenever you give away money, the folks you are giving it to are always going to be better off. But the folks you are taking it from are always going to be worse off to exactly the same extent. Indeed, it is economic drivers like this that have driven Europe's economy right off a cliff.

Last year, one Member rushed to the microphones to suggest this was essential for emergency medical evacuations. We heard an echo of that a moment ago. It has nothing to do with medical evacuations. This program subsidizes regular, scheduled, commercial service that practically nobody uses. If it actually had a passenger base, we wouldn't need, in effect, to hand out \$1,000 bills to the few passengers who use it, would we? An airline so reckless with its funds would quickly bankrupt itself. The same principle holds true for governments.

The Washington Post is not known as a bastion of fiscal conservatism, but I cannot improve upon the Post's recent editorial when it said:

Ideally, Essential Air Service would be zeroed out, and the \$200 million we waste on it devoted to a truly national purpose: perhaps deficit reduction, military readiness, or the social safety net. Alas, if Congress and the White House were capable of making such choices, we probably never would have had sequestration in the first place.

There are many tough calls in setting fiscal priorities, but this isn't one of them. If the House of Representatives—where all appropriations begin, with a Republican majority pledged to stop wasting money—cannot even agree to cut this useless program off from the trough, how does it expect to be taken seriously on the much tougher choices that lie ahead?

I yield back the balance of my time.

Mr. LATHAM. I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Mr. Chairman, I rise to oppose the gentleman's amendment.

The Essential Air Service program ensures that small and rural communities have access to the national air transportation system. The program plays a key role in the economic development of many rural communities by ensuring that air service continues.

Does the program need reform? Absolutely, it does, yes. That is why we cap the per passenger subsidy at \$500, which is down from the current \$1,000 cap per passenger.

We have also cut the discretionary funding in this bill by \$46 million, leaving a total program level of \$216 million—\$100 million in discretionary funding and \$116 million from fees. This is an 18 percent reduction. We already have imposed a significant cut to this program.

We will continue to push the administration to reform the program and work with the Transportation Infrastructure Committee, but an outright elimination of the funding in this bill is a hit to rural communities that I cannot support.

I urge defeat of the amendment, and I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word to speak in opposition to the amendment.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. The Essential Air Service program was designed to continue air service for small communities that had scheduled air service prior to airline deregulation. It is funded through annual appropriations and overflight fees that are collected when foreign air carriers traverse through U.S. airspace.

This amendment cuts the overall program in half. Many small communities would lose their air service, including, we believe, four communities in the State of California: Crescent City, El Centro, Merced, and Visalia.

This is not the way to reform this program. I urge my colleagues to oppose this amendment, and I yield back the balance of my time.

Mr. HUDSON. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from North Carolina is recognized for 5 minutes.

Mr. HUDSON. Mr. Chairman, as a co-sponsor of this amendment, I rise to speak in support of eliminating the Essential Air Service program.

I thank my colleague from California (Mr. McCLINTOCK) for his work on this amendment.

Another Californian once said, "There's nothing more permanent than a temporary government program." Mr. Chairman, I'm sure all my colleagues recognize that famous line from former President Ronald Reagan. His statement was accurate then, just as it is accurate now, regarding the Essential Air Service program.

This program was intended to be temporary. It was created as a transition program in the seventies after airline deregulation to help rural airports adjust to a free market system. We are now more than 25 years after the intended end date of 1988, and the taxpayers are still footing the bill.

This is yet another example of Washington's spending problem, Mr. Chairman. It has to stop.

I urge my colleagues to support this amendment, and I yield back the balance of my time.

Mr. SMITH of Nebraska. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. SMITH of Nebraska. Mr. Chairman, I rise in opposition to the amendment. I certainly understand all Federal programs should be prepared and subjected to cost-saving measures, and Essential Air Service is actually no different. That is why we passed reforms during the FAA reauthorization last year to improve efficiency and save taxpayer dollars.

Additionally, the underlying bill today already includes a reduction in funding for the EAS program. While there is room for savings in all programs, totally eliminating EAS outright would be counterproductive.

The Essential Air Service program serves an important purpose in rural and remote areas. Businesses in rural America actually compete more effectively with even the limited air service that might be available.

Last year, the House rejected this amendment, and I encourage my colleagues to do so once again.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from California (Mr. McCLINTOCK).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. McCLINTOCK. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from California will be postponed.

The Clerk will read.

The Clerk read as follows:

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

SEC. 101. None of the funds made available in this Act to the Department of Transportation may be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.

SEC. 102. The Secretary or his designee may engage in activities with States and State legislators to consider proposals related to the reduction of motorcycle fatalities.

SEC. 103. Notwithstanding section 3324 of title 31, United States Code, in addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is hereby authorized to provide payments in advance to vendors that are necessary to carry out the Federal transit pass transportation fringe benefit program under Executive Order 13150 and section 3049 of Public Law 109-59: *Provided*, That the Department shall include adequate safeguards in the contract with the vendors to ensure timely and high-quality performance under the contract.

SEC. 104. The Secretary shall post on the Web site of the Department of Transportation a schedule of all meetings of the Credit Council, including the agenda for each meeting, and require the Credit Council to record the decisions and actions of each meeting.

FEDERAL AVIATION ADMINISTRATION OPERATIONS (AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 108-176, \$9,521,784,000, of which \$6,484,000,000 shall be derived from the Airport and Airway Trust Fund, of which not to exceed \$7,182,664,000 shall be available for air traffic organization activities; not to exceed \$1,199,777,000 shall be available for aviation safety activities; not to exceed \$14,160,000 shall be available for commercial space transportation activities;

not to exceed \$777,198,000 shall be available for finance and management activities; not to exceed \$56,637,000 shall be available for NextGen and operations planning activities; and not to exceed \$291,348,000 shall be available for staff offices: *Provided*, That not to exceed 2 percent of any budget activity, except for aviation safety budget activity, may be transferred to any budget activity under this heading: *Provided further*, That no transfer may increase or decrease any appropriation by more than 2 percent: *Provided further*, That any transfer in excess of 2 percent shall be treated as a reprogramming of funds under section 404 of this Act and shall not be available for obligation or expenditure except in compliance with the procedures set forth in that section: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator of the Federal Aviation Administration shall transmit to Congress an annual update to the report submitted to Congress in December 2004 pursuant to section 221 of Public Law 108-176: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 for each day after March 31 that such report has not been submitted to the Congress: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator shall transmit to Congress a companion report that describes a comprehensive strategy for staffing, hiring, and training flight standards and aircraft certification staff in a format similar to the one utilized for the controller staffing plan, including stated attrition estimates and numerical hiring goals by fiscal year: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after March 31 that such report has not been submitted to Congress: *Provided further*, That funds may be used to enter into a grant agreement with a non-profit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: *Provided further*, That there may be credited to this appropriation as offsetting collections funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: *Provided further*, That of the funds appropriated under this heading, not less than \$140,000,000 shall be for the contract tower program, of which \$10,350,000 is for the contract tower cost share program: *Provided further*, That none of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Working Capital Fund.

AMENDMENT OFFERED BY MS. SPEIER

Ms. SPEIER. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 11, line 4, after the dollar amount, insert "(increased by \$500,000)".

Page 11, line 10, after the dollar amount, insert "(reduced by \$500,000)".

Ms. SPEIER (during the reading). Mr. Chairman, I ask unanimous consent that reading of the amendment be dispensed with.

The Acting CHAIR. Is there objection to the request of the gentlewoman from California?

There was no objection.

The Acting CHAIR. The gentlewoman from California is recognized for 5 minutes.

Ms. SPEIER. Mr. Chairman, on July 6 of this year, Asiana Airlines Flight 214 from Incheon, South Korea, crashed on its final approach to San Francisco International Airport, which is in my district. Initial reports made clear that low airspeed was a crucial factor in that crash. It was a horrible accident. Three Chinese 16-year-old girls on their way to a summer camp in southern California lost their lives. It could have been an absolute catastrophe, because there were over 300 people, including crew, that survived that horrific day.

Low airspeed has been a concern for air safety for almost 20 years. In 1996, the FAA's Human Factors Team concluded that flight crews needed better warnings that the aircraft was reaching low airspeeds. In 2003, following the crash that killed our congressional colleague Senator Paul Wellstone, the National Transportation Safety Board recommended the FAA study whether to require installation of low airspeed audible and visual alert systems. Following the Colgan Air crash in Buffalo, New York, a recommendation was reissued in 2010 on installation of redundant audible and visual warnings of impending hazardous low speed conditions.

Now, after almost two decades since the initial recommendation and over 3 years since the recommendation after Colgan, the FAA has not addressed this question of whether existing commercial aircraft should be required to install low airspeed warning systems. I fear that without direction from Congress, the FAA could take years to complete this study. That is why I am offering this amendment, which provides the FAA \$500,000 to conduct and complete a study on this important question within 1 year.

Low airspeed alert systems that cry out "airspeed low" are available and require a simple software change. These differ from the tonal alerts that sound similar to other pilot alerts. The FAA should investigate whether existing low airspeed tonal warnings, such as those in a Boeing 777, provide a sufficient level of pilot warning or if, instead, a verbal warning, such as those in the newer 737s, provides a higher level of safety.

When the alert signals to a pilot that they are traveling at too low of an airspeed, they have at best a few seconds to react. It is vital that planes have alerts that are instantly recognizable, clear, and unambiguous.

Airline safety advocates argue that verbal alerts are more effective at

alerting a pilot that they are flying at too low of an airspeed because they are instantly recognizable to a pilot. If a verbal warning is found to be more effective, the FAA should take expedient action to require both new aircraft and existing aircraft to incorporate a verbal warning.

Mr. Chairman, I had the pleasure just last week to talk to Sully Sullenberger, the pilot of the "Miracle of Hudson River," and he said something very compelling to me. He said that when a pilot is in a position of reacting during a crash, they need every one of their senses being alert; the senses when you are holding the throttle, the senses when you hear low speed alert, and the senses when you see "stall." I thought that was very compelling.

We have a number of cases that suggest now that low airspeed alerts that are verbal should be incorporated. The FAA has dragged its feet. I believe that this particular amendment would be very helpful and save many lives in the future.

I yield back the balance of my time.

Mr. WOLF. Mr. Chairman, the committee accepts the amendment. It is a good amendment, and I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, we believe that these moneys would expedite the study to see if better warnings could be given at low speeds, so we approve the amendment.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from California (Ms. SPEIER). The amendment was agreed to.

□ 1745

AMENDMENT OFFERED BY MR. HASTINGS OF FLORIDA

Mr. HASTINGS of Florida. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 11, line 9, after the dollar amount insert "(increased by \$3,497,000)".

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. HASTINGS of Florida. Mr. Chairman, to echo the words of my colleagues, Ranking Members NITA LOWEY and ED PASTOR, my good friend, the allocation provided for T-HUD appropriations under the Ryan budget, which was "deemed passed" by my Republican colleagues, is simply unworkable.

From funding for the Federal Aviation Administration, TIGER grants, public transit programs, Amtrak, high-speed rail, Community Development Block Grants, and the HOME affordable housing program, House Republicans are offering a bill that not only makes devastating cuts to our Nation's transportation infrastructure but to vital programs in housing, health care,

education, labor, and other services that millions of Americans rely on, in order to spare defense spending from sequestration.

In particular, this bill makes detrimental cuts to aviation programs and investments in our national air system. It cuts FAA operations by \$185 million below the President's budget request. It slashes \$575 million, 21 percent, from the FAA's Facilities and Equipment account, and it casts doubt on the future hiring of air traffic controllers and inspectors.

NextGen is a full, multiyear effort to modernize our Nation's air traffic control system by transitioning from a ground-based navigation system to a satellite-based navigation system. As it is implemented, NextGen will help reduce delays, expand air traffic system capacity, and mitigate aviation's impact on the environment while ensuring the highest levels of safety. Currently, the FAA is moving from NextGen program development into baseline and operational programs, and passengers and operators are beginning to experience the benefits of these investments. However, while the bill preserves funding for the NextGen programs currently under deployment, it forces the FAA to greatly slow down its NextGen modernization of the air traffic control system.

My amendment restores funding for NextGen programs to the fiscal year 2013 level within the Operations Planning account. It really does represent a small amount, approximately \$3.5 million, over the FY 2014 House funding level of \$56.6 million for a total of \$60.1 million. The increased funding would help ensure that the FAA remains on schedule with regard to NextGen implementation while giving it the flexibility to decide how best to move forward in this challenging budget environment.

I do recognize that the chairman and ranking member were given a difficult task, and I respect that, but we cannot fail to recognize the future of our NextGen implementation, so I urge my colleagues to support this amendment.

I yield back the balance of my time.

Mr. WOLF. I move to strike the requisite number of words.

The Acting CHAIR. The gentleman from Virginia is recognized for 5 minutes.

Mr. WOLF. Mr. Chairman, I rise in opposition to the amendment.

The committee shares the gentleman's support of NextGen programs. However, this amendment increases one activity in the operations account and makes no other further adjustments. The result is individual program levels that exceed the account level, which one cannot do.

To meet our allocation, the subcommittee looked closely at all accounts and at all programs. The subcommittee placed a high priority on FAA operations with just a 2 percent cut below the budget request. Within the operations account, the sub-

committee balanced the number of high priority areas, including NextGen, aviation safety and air traffic control. This amendment throws this account off balance. The programs within the account would no longer add up to the top line, and the FAA could simply ignore the subcommittee's direction on other program levels in the account. So, therefore, we urge a "no" vote.

I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. The amendment increases funding for the FAA's NextGen office by \$3.5 million. As stated by my colleague from Florida (Mr. HASTINGS), it is for future development. I would agree with him that it is something that we need to invest in and that this would accelerate the implementation of NextGen, which is greatly needed. Our air traffic control system is aging and needs modernization. Yet, as Mr. WOLF has pointed out, the allocation is so tight that moving money in the account will cause some problems.

My hope would be that if there is a reconciliation with the Senate that this would be given a higher priority in the funding levels as we work in conference with the Senate.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Florida (Mr. HASTINGS).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. HASTINGS of Florida. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Florida will be postponed.

The Clerk will read.

The Clerk read as follows:

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, technical support services, improvement by contract or purchase, and hire of national airspace systems and experimental facilities and equipment, as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this heading, including aircraft for aviation regulation and certification; to be derived from the Airport and Airway Trust Fund, \$2,155,000,000, of which \$458,000,000 shall remain available until September 30, 2014; \$1,697,000,000 shall remain available until September 30, 2016: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources,

for expenses incurred in the establishment, improvement, and modernization of national air space systems: *Provided further*, That upon initial submission to the Congress of the fiscal year 2015 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2015 through 2019, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget.

AMENDMENT OFFERED BY MR. HASTINGS OF FLORIDA

Mr. HASTINGS of Florida. Mr. Chairman, I have an amendment at the desk. The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 14, line 9, after the first dollar amount, insert the following: "(reduced by \$870,031,000) (increased by \$870,031,000)".

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. HASTINGS of Florida. Mr. Chairman, I do wish to point out that the bill before us today makes deep cuts to FAA facilities and equipment. Make no mistake that these reductions will directly impact and delay the implementation of NextGen. I've spoken to this issue. This particular amendment makes available approximately \$870 million for NextGen capital programs, which is at the FY 2013 enacted level. This increased funding would help ensure that the FAA remains on schedule with regard to NextGen implementation.

Let me make it very clear. I fought very hard, along with my colleagues, both current and former—Republican and Democrat—to bring the NextGen facilities to the West Palm Beach airport. We were very successful in that regard, but I am troubled that we might not get to full implementation if we continue the reductions that I see that are set forth.

I yield back the balance of my time.

Mr. Chairman, I rise once again to offer an additional amendment to H.R. 2610, the Transportation, Housing and Urban Development, and Related Agencies (T—HUD) Appropriations Act for FY 2014.

According to the Federal Aviation Administration (FAA), by the end of the NextGen mid-term in 2020, NextGen improvements will:

Reduce delays by 41 percent;

Cumulatively save 1.6 billion gallons of fuel and reduce carbon dioxide emissions by 16 million metric tons; and

Provide \$38 billion in cumulative benefits to aircraft operators, the traveling public, and the FAA through delay reduction, fuel savings, and other efficiency improvements.

However, the bill before us today makes deep cuts to the FAA's Facilities and Equipment account in the amount of \$575 million, or 21 percent.

Make no mistake. These reductions will directly impact and delay the implementation of NextGen.

Certain NextGen activities currently underway face significant reductions in this bill.

One example is the Optimization of Airspace and Procedures in the Metroplex

(OAPM) program, which is the FAA's fast-track initiative to implement new navigation procedures and airspace improvements to reduce fuel consumption and aircraft emissions in some of the United States' busiest airspace.

This could delay the completion of their designs and the beginning of the implementation phase.

My amendment makes available approximately \$870 million for NextGen capital programs, which is the FY 2013 enacted level.

This increased funding would help ensure that the FAA remains on schedule with regard to NextGen implementation, while giving it the flexibility to decide how best to move forward in this challenging budget environment.

I urge my colleagues to support this amendment.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Florida (Mr. HASTINGS).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. HASTINGS of Florida. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Florida will be postponed.

The Clerk will read.

The Clerk read as follows:

RESEARCH, ENGINEERING, AND DEVELOPMENT
(AIRPORT AND AIRWAY TRUST FUND)
(INCLUDING RESCISSION)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, \$145,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2016: *Provided*, That there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development: *Provided further*, That, of the unobligated balances from prior year appropriations available under this heading, \$26,183,998 are rescinded.

AMENDMENT OFFERED BY MR. HASTINGS OF FLORIDA

Mr. HASTINGS of Florida. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 15, line 16, strike "That," and insert "That \$61,960,000 shall be available for NextGen research and development, as authorized by section 48102(a) of title 49, United States Code: *Provided further*,".

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. HASTINGS of Florida. Mr. Chairman, in Switzerland yesterday, there was a collision of trains—one moving north and the other moving south. A good friend of Mr. WOLF's and of Mr. PASTOR's and mine served as chairman and ranking member of the Transportation and Infrastructure Committee, James Oberstar. In addition to the many things that Jim suggested during his tenure here, I think back to some

of the things that would have put us in a better position than we are today, particularly with regard to overall infrastructure, roads and rail.

I can't understand—and I was saying to the young staffer working with me—what it is that causes the rail industry, both abroad and here, to not have the necessary equipment that would allow one train on the same track to let the other train coming from the opposite direction, and vice versa, know that they are both on the same track. There just seems to be something wrong with that when we have the kind of sophisticated equipment that we do.

NextGen, in the air area of the world, allows for us to avoid those kinds of problems and to increase efficiency and safety. It ultimately reduces delays and saves fuel, particularly if we get on with what I'm asking for, which is \$62 million for NextGen research and development activities from the FAA's Research, Engineering and Development account.

Again, I am not asking for anything that I think would do anything less than help all of us. We don't just live in these places. We fly there. The aviation industry contributes nearly \$1.3 trillion to the United States economy. Furthermore, the FAA's air traffic controllers manage nearly 70,000 flights per day, which, on an annual basis, carry more than 730 million passengers.

With such a vital role in our economy, now is not the time to underfund our Nation's air traffic control system. I urge my colleagues to make a real investment in our Nation's transportation infrastructure by supporting this NextGen amendment.

I yield back the balance of my time.

Mr. WOLF. Mr. Chairman, I move to strike the requisite number of words.

The Acting CHAIR. The gentleman from Virginia is recognized for 5 minutes.

Mr. WOLF. I rise in opposition to the amendment.

Mr. Chairman, we share the gentleman's support of the NextGen programs. However, fencing off this amount for NextGen could have the unintended consequences of forcing cuts to other priorities, such as to aviation safety research and programs to improve air traffic control in the near term, including programs to reduce noise and carbon emissions.

I, therefore, urge a "no" vote, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Florida (Mr. HASTINGS).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. HASTINGS of Florida. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Florida will be postponed.

The Clerk will read.

The Clerk read as follows:

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; for grants authorized under section 41743 of title 49, United States Code; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, \$3,200,000,000 to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of \$3,350,000,000 in fiscal year 2014, notwithstanding section 47117(g) of title 49, United States Code: *Provided further*, That none of the funds under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: *Provided further*, That notwithstanding any other provision of law, of funds limited under this heading, not more than \$106,600,000 shall be obligated for administration, not less than \$15,000,000 shall be available for the Airport Cooperative Research Program, and not less than \$29,500,000 shall be available for Airport Technology Research.

ADMINISTRATIVE PROVISIONS—FEDERAL
AVIATION ADMINISTRATION

SEC. 110. None of the funds in this Act may be used to compensate in excess of 600 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2014.

SEC. 111. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation, or weather reporting: *Provided*, That the prohibition of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on “below-market” rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

SEC. 112. The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy 49 U.S.C. 41742(a)(1) from fees credited under 49 U.S.C. 45303, and any amount remaining in such account at the close of that fiscal year may be made available to satisfy section 41742(a)(1) for the subsequent fiscal year.

SEC. 113. Amounts collected under section 40113(e) of title 49, United States Code, shall be credited to the appropriation current at the time of collection, to be merged with and available for the same purposes of such appropriation.

SEC. 114. None of the funds in this Act shall be available for paying premium pay under subsection 5546(a) of title 5, United States

Code, to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay.

SEC. 115. None of the funds in this Act may be obligated or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card.

SEC. 116. None of the funds in this Act may be obligated or expended for retention bonuses for an employee of the Federal Aviation Administration without the prior written approval of the Assistant Secretary for Administration of the Department of Transportation.

SEC. 117. Notwithstanding any other provision of law, none of the funds made available under this Act or any prior Act may be used to implement or to continue to implement any limitation on the ability of any owner or operator of a private aircraft to obtain, upon a request to the Administrator of the Federal Aviation Administration, a blocking of that owner's or operator's aircraft registration number from any display of the Federal Aviation Administration's Aircraft Situational Display to Industry data that is made available to the public, except data made available to a Government agency, for the noncommercial flights of that owner or operator.

SEC. 118. None of the funds in this Act shall be available for salaries and expenses of more than 7 political and Presidential appointees in the Federal Aviation Administration.

SEC. 119. None of the funds made available under this Act may be used to increase fees pursuant to section 44721 of title 49, United States Code, until the FAA conducts a public outreach that is designed to elicit feedback from aviation stakeholders, and until the FAA has reported the justification of its fees on paper and digital products to the House and Senate Committees on Appropriations.

SEC. 119A. None of the funds appropriated or limited by this Act may be used to change weight restrictions or prior permission rules at Teterboro airport in Teterboro, New Jersey.

FEDERAL HIGHWAY ADMINISTRATION
LIMITATION ON ADMINISTRATIVE EXPENSES
(HIGHWAY TRUST FUND)
(INCLUDING TRANSFER OF FUNDS)

Not to exceed \$417,000,000, together with advances and reimbursements received by the Federal Highway Administration, shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration for necessary expenses for administration and operation. In addition, not to exceed \$3,248,000 shall be paid from appropriations made available by this Act and transferred to the Appalachian Regional Commission in accordance with 23 U.S.C. 104.

FEDERAL-AID HIGHWAYS
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Funds available for the implementation or execution of programs of Federal-aid highways and highway safety construction programs authorized under titles 23 and 49, United States Code, and the provisions of Public Law 112-141 shall not exceed total obligations of \$40,256,000,000 for fiscal year 2014: *Provided*, That the Secretary may collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the

costs to the Federal Government of servicing such credit instruments: *Provided further*, That such fees are available until expended to pay for such costs: *Provided further*, That such amounts are in addition to administrative expenses that are also available for such purpose, and are not subject to any obligation limitation or the limitation on administrative expenses under 23 U.S.C. 608.

(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

For the payment of obligations incurred in carrying out Federal-aid highways and highway safety construction programs authorized under title 23, United States Code, \$40,995,000,000 derived from the Highway account of the Highway Trust Fund (other than the Mass Transit Account), to remain available until expended.

ADMINISTRATIVE PROVISIONS—FEDERAL
HIGHWAY ADMINISTRATION

SEC. 120. (a) For fiscal year 2014, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid highways—

(A) amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code; and

(B) amounts authorized for the Bureau of Transportation Statistics;

(2) not distribute an amount from the obligation limitation for Federal-aid highways that is equal to the unobligated balance of amounts—

(A) made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highway and highway safety construction programs for previous fiscal years the funds for which are allocated by the Secretary (or apportioned by the Secretary under sections 202 or 204 of title 23, United States Code); and

(B) for which obligation limitation was provided in a previous fiscal year;

(3) determine the proportion that—

(A) the obligation limitation for Federal-aid highways, less the aggregate of amounts not distributed under paragraphs (1) and (2), bears to

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through (11) of subsection (b) and sums authorized to be appropriated for section 119 of title 23, United States Code, equal to the amount referred to in subsection (b)(12) for such fiscal year), less the aggregate of the amounts not distributed under paragraphs (1) and (2) of this subsection;

(4) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2), for each of the programs (other than programs to which paragraph (1) applies) that are allocated by the Secretary under the Moving Ahead for Progress in the 21st Century Act and title 23, United States Code, or apportioned by the Secretary under sections 202 or 204 of that title, by multiplying—

(A) the proportion determined under paragraph (3); by

(B) the amounts authorized to be appropriated for each such program for such fiscal year; and

(5) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2) and the amounts distributed under paragraph (4), for Federal-aid highway and highway safety construction programs that are apportioned by the Secretary under title 23, United States Code (other than the amounts apportioned for the national highway performance program in section 119 of

title 23, United States Code, that are exempt from the limitation under subsection (b)(12) and the amounts apportioned under sections 202 and 204 of that title) in the proportion that—

(A) amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to each State for such fiscal year; bears to

(B) the total of the amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to all States for such fiscal year.

(b) EXCEPTIONS FROM OBLIGATION LIMITATION.—The obligation limitation for Federal-aid highways shall not apply to obligations under or for—

(1) section 125 of title 23, United States Code;

(2) section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);

(3) section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);

(4) subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119);

(5) subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198);

(6) sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027);

(7) section 157 of title 23, United States Code (as in effect on June 8, 1998);

(8) section 105 of title 23, United States Code (as in effect for fiscal years 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years);

(9) Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (112 Stat. 107) or subsequent Acts for multiple years or to remain available until expended, but only to the extent that the obligation authority has not lapsed or been used;

(10) section 105 of title 23, United States Code (but, for each of fiscal years 2005 through 2012, only in an amount equal to \$639,000,000 for each of those fiscal years);

(11) section 1603 of SAFETEA-LU (23 U.S.C. 118 note; 119 Stat. 1248), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation;

(12) section 119 of title 23, United States Code (but, for each of fiscal years 2013 and 2014, only in an amount equal to \$639,000,000 for each of those fiscal years).

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall, after August 1 of such fiscal year—

(1) revise a distribution of the obligation limitation made available under subsection (a) if an amount distributed cannot be obligated during that fiscal year; and

(2) redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year, giving priority to those States having large unobligated balances of funds apportioned under sections 144 (as in effect on the day before the date of enactment of the Moving Ahead for Progress in the 21st Century Act) and 104 of title 23, United States Code.

(d) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—

(1) IN GENERAL.—Except as provided in paragraph (2), the obligation limitation for Federal-aid highways shall apply to contract authority for transportation research programs carried out under—

(A) chapter 5 of title 23, United States Code; and

(B) division E of the Moving Ahead for Progress in the 21st Century Act.

(2) EXCEPTION.—Obligation authority made available under paragraph (1) shall—

(A) remain available for a period of 4 fiscal years; and

(B) be in addition to the amount of any limitation imposed on obligations for Federal aid highway and highway safety construction programs for future fiscal years.

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—

(1) IN GENERAL.—Not later than 30 days after the date of the distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds (excluding funds authorized for the program under section 202 of title 23, United States Code) that—

(A) are authorized to be appropriated for such fiscal year for Federal-aid highway programs; and

(B) the Secretary determines will not be allocated to the States (or will not be apportioned to the States under section 204 of title 23, United States Code), and will not be available for obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year.

(2) RATIO.—Funds shall be distributed under paragraph (1) in the same ratio as the distribution of obligation authority under subsection (a)(5).

(3) AVAILABILITY.—Funds distributed to each State under paragraph (1) shall be available for any purpose described in section 133(b) of title 23, United States Code.

SEC. 121. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to chapter 63 of title 49, United States Code, may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: *Provided*, That such funds shall be subject to the obligation limitation for Federal-aid highways and highway safety construction programs.

SEC. 122. Not less than 15 days prior to waiving, under his statutory authority, any Buy America requirement for Federal-aid highway projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: *Provided*, That the Secretary shall provide an annual report to the House and Senate Committees on Appropriations on any waivers granted under the Buy America requirements.

SEC. 123. From the unobligated balances of funds apportioned among the States prior to October 1, 2012, under sections 104(b) and 144 of title 23, United States Code (as in effect on the day before the date of enactment of Public Law 112-141), the amount of \$13,248,000 shall be made available in fiscal year 2014 for the administrative expenses of the Federal Highway Administration: *Provided*, That this provision shall not apply to funds distributed in accordance with section 104(b)(5) of title 23, United States Code (as in effect on the day before the date of enactment of Public Law 112-141); section 133(d)(1) of such title (as in effect on the day before the date of enactment of Public Law 109-59); and the first sentence of section 133(d)(3)(A) of such title (as in effect on the day before the date of enactment of Public Law 112-141): *Provided further*, That such amount shall be derived on a proportional basis from the unobligated balances of apportioned funds to which this provision applies: *Provided further*, That the amount made available by this provision in fiscal year 2014 for the administrative expenses of the Federal Highway Administration shall be in addition to the amount made

available in fiscal year 2014 for such purposes under section 104(a) of title 23, United States Code: *Provided further*, That the amount made available by this provision in fiscal year 2014 for the administrative expenses of the Federal Highway Administration shall have the same period of availability and characteristics of the contract authority made available under section 104(a) of title 23, United States Code.

□ 1800

AMENDMENT OFFERED BY MR. WOLF

Mr. WOLF. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 29, beginning on line 23, strike section 123.

The Acting CHAIR. The gentleman from Virginia is recognized for 5 minutes.

Mr. WOLF. Per an agreement with the authorizing committee, this amendment strikes section 123 under the administrative provision of the Federal Highway Administration. This section made certain unobligated balances of contract authority available in 2014.

This amendment is noncontroversial and will have no budgetary scoring effect.

I respectfully ask for a "yes" vote, and I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. The amendment strikes \$13.25 million in additional funds for the administrative expenses for the Federal Highway Administration.

While I will not object to my friend's amendment, I do have concerns that the more we cut on the administrative expenses, the agency's ability to do proper oversight will suffer.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Virginia (Mr. WOLF).

The amendment was agreed to.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

SEC. 124. (a) IN GENERAL.—Except as provided in subsection (b), none of the funds made available, limited, or otherwise affected by this Act shall be used to approve or otherwise authorize the imposition of any toll on any segment of highway located on the Federal-aid system in the State of Texas that—(1) as of the date of enactment of this Act, is not tolled; (2) is constructed with Federal assistance provided under title 23, United States Code; and (3) is in actual operation as of the date of enactment of this Act.

(b) EXCEPTIONS.—

(1) NUMBER OF TOLL LANES.—Subsection (a) shall not apply to any segment of highway on the Federal-aid system described in that subsection that, as of the date on which a toll is imposed on the segment, will have the same number of nontoll lanes as were in existence prior to that date.

(2) HIGH-OCCUPANCY VEHICLE LANES.—A high-occupancy vehicle lane that is converted to a toll lane shall not be subject to

this section, and shall not be considered to be a nontoll lane for purposes of determining whether a highway will have fewer nontoll lanes than prior to the date of imposition of the toll, if—(A) high-occupancy vehicles occupied by the number of passengers specified by the entity operating the toll lane may use the toll lane without paying a toll, unless otherwise specified by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority; or (B) each high-occupancy vehicle lane that was converted to a toll lane was constructed as a temporary lane to be replaced by a toll lane under a plan approved by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority.

FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION
MOTOR CARRIER SAFETY OPERATIONS AND
PROGRAMS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31104(i) of title 49, United States Code, and sections 4127 and 4134 of Public Law 109-59, as amended by Public Law 112-141, \$259,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: *Provided*, That funds available for implementation, execution, or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of \$259,000,000 for “Motor Carrier Safety Operations and Programs” for fiscal year 2014, of which \$9,000,000, to remain available for obligation until September 30, 2016, is for the Research and Technology program, and of which \$1,000,000 shall be available for commercial motor vehicle operator’s grants to carry out section 4134 of Public Law 109-59: *Provided further*, That notwithstanding section 4127(e) of Public Law 109-59, none of the funds under this heading for outreach and education shall be available for transfer.

MOTOR CARRIER SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)
(INCLUDING RESCISSION OF FUNDS)

For payment of obligations incurred in carrying out sections 31102, 31104(a), 31106, 31107, 31109, 31309, 31313 of title 49, United States Code, and sections 4126 and 4128 of Public Law 109-59, as amended by Public Law 112-41, \$313,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of \$313,000,000 in fiscal year 2014 for “Motor Carrier Safety Grants”; of which \$218,000,000 shall be available for the motor carrier safety assistance program, \$30,000,000 shall be available for the commercial driver’s license improvements program, \$32,000,000 shall be available for border enforcement grants, \$5,000,000 shall be available for the performance and registration information system management program, \$25,000,000 shall be available for the commercial vehicle information systems and networks deployment program, and \$3,000,000 shall be available for the safety data improvement program: *Provided further*, That,

of the funds made available herein for the motor carrier safety assistance program, \$32,000,000 shall be available for audits of new entrant motor carriers: *Provided further*, That \$95,956,883 in unobligated balances are permanently rescinded.

ADMINISTRATIVE PROVISION—FEDERAL MOTOR
CARRIER SAFETY ADMINISTRATION

SEC. 130. Funds appropriated or limited in this Act shall be subject to the terms and conditions stipulated in section 350 of Public Law 107-87 and section 6901 of Public Law 110-28.

NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, \$117,000,000, of which \$20,000,000 shall remain available until September 30, 2015.

OPERATIONS AND RESEARCH
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, \$139,175,088, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2014, are in excess of \$139,175,088, of which \$133,801,093 shall be for programs authorized under 23 U.S.C. 403, and of which \$5,373,995 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: *Provided further*, That within the \$133,801,093 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, 2015 and shall be in addition to the amount of any limitation imposed on obligations for future years: *Provided further*, That \$20,675,088 of the total obligation limitation for operations and research in fiscal year 2014 shall be applied toward unobligated balances of contract authority provided in prior Acts for carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code.

HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)
(INCLUDING RESCISSION OF FUNDS)

For payment of obligations incurred in carrying out provisions of 23 U.S.C. 402 and 405, section 2009 of Public Law 109-59, as amended by Public Law 112-141, and section 31101(a)(6) of Public Law 112-141, to remain available until expended, \$561,500,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account): *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2014, are in excess of \$561,500,000 for programs authorized under 23 U.S.C. 402 and 405, section 2009 of Public Law 109-59, as amended by Public Law 112-141, and section 31101(a)(6) of Public Law 112-141, of which \$235,000,000 shall be for “Highway Safety Programs” under 23 U.S.C. 402; \$272,000,000 shall be for “National Priority Safety Programs” under 23 U.S.C. 405; \$29,000,000 shall be for “High Visibility Enforcement Program” under section 2009 of Public Law 109-59, as amended by Public Law 112-141; \$25,500,000 shall be for “Administrative Expenses”

under section 31101(a)(6) of Public Law 112-141: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: *Provided further*, That not to exceed \$500,000 of the funds made available for “National Priority Safety Programs” under 23 U.S.C. 405 for “Impaired Driving Countermeasures” (as described in subsection (d) of that section) shall be available for technical assistance to the States: *Provided further*, That with respect to the “Transfers” provision under 23 U.S.C. 405(a)(1)(G), any amounts remaining available to carry out any activities described in subsection (b) through (g) to increase the amount made available under section 402, shall include the obligational authority for such amounts: *Provided further*, That of the prior year unobligated balances of contract authority for “Highway Traffic Safety Grants”, \$152,281,282 is rescinded.

ADMINISTRATIVE PROVISIONS—NATIONAL
HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SEC. 140. An additional \$130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

SEC. 141. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws but only to the extent that the obligation authority has not lapsed or been used.

SEC. 142. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

FEDERAL RAILROAD ADMINISTRATION
SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, \$184,500,000, of which \$12,400,000 shall remain available until expended.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, \$35,250,000, to remain available until expended.

RAILROAD REHABILITATION AND IMPROVEMENT
FINANCING PROGRAM

The Secretary of Transportation is authorized to issue direct loans and loan guarantees pursuant to sections 502 through 504 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, such authority to exist as long as any such direct loan or loan guarantee is outstanding: *Provided*, That, pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 2014.

OPERATING GRANTS TO THE NATIONAL
RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation for the operation of intercity passenger rail, as authorized by section 101 of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), \$350,000,000, to remain available until expended: *Provided*, That the amounts available under this paragraph shall be available for the Secretary to approve funding to cover operating losses for the Corporation only after receiving and reviewing a grant request for each specific train route: *Provided further*, That each such

grant request shall be accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection justifying the Federal support to the Secretary's satisfaction: *Provided further*, That not later than 60 days after enactment of this Act, the Corporation shall transmit, in electronic format, to the Secretary, the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation the annual budget and business plan and the 5-Year Financial Plan for fiscal year 2014 required under section 204 of the Passenger Rail Investment and Improvement Act of 2008: *Provided further*, That the budget, business plan, monthly performance reports, and the 5-Year Financial Plan shall also include a separate accounting of ridership, revenues, and capital and operating expenses for the Northeast Corridor; commuter service; long-distance Amtrak service; State-supported service; each intercity train route, including Autotrain; and commercial activities including contract operations: *Provided further*, That the budget, business plan and the 5-Year Financial Plan shall include a description of work to be funded, along with cost estimates and an estimated timetable for completion of the projects covered by these plans: *Provided further*, That the budget, business plan and the 5-Year Financial Plan shall include annual information on the maintenance, refurbishment, replacement, and expansion for all Amtrak rolling stock consistent with the comprehensive fleet plan: *Provided further*, That the Corporation shall provide semiannual reports in electronic format regarding the pending business plan, which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes, and shall identify all sole-source contract awards which shall be accompanied by a justification as to why said contract was awarded on a sole-source basis, as well as progress against the milestones and target dates of the 2012 performance improvement plan: *Provided further*, That the Corporation's budget, business plan, 5-Year Financial Plan, semiannual reports, and all subsequent supplemental plans shall be displayed on the Corporation's Web site within a reasonable timeframe following their submission to the appropriate entities: *Provided further*, That these plans shall be accompanied by a comprehensive fleet plan for all Amtrak rolling stock which shall address the Corporation's detailed plans and timeframes for the maintenance, refurbishment, replacement, and expansion of the Amtrak fleet: *Provided further*, That said fleet plan shall establish year-specific goals and milestones and discuss potential, current, and preferred financing options for all such activities: *Provided further*, That none of the funds under this heading may be obligated or expended until the Corporation agrees to continue abiding by the provisions of paragraphs 1, 2, 5, 9, and 11 of the summary of conditions for the direct loan agreement of June 28, 2002, in the same manner as in effect on the date of enactment of this Act: *Provided further*, That none of the funds provided in this Act may be used to support any route on which Amtrak offers a discounted fare of more than 50 percent off the normal peak fare: *Provided further*, That the preceding proviso does not apply to routes where the operating loss as a result of the discount is covered by a State and the State participates in the setting of fares: *Provided further*, That the Corporation shall submit to the House and Senate Committees on Appropriations a budget request for fiscal year 2015 in similar format and substance to those submitted by executive agencies of the Federal Government.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for capital investments as authorized by section 101(c), 102, and 219(b) of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), \$600,000,000, to remain available until expended: *Provided*, That after an initial distribution of up to \$50,000,000, which shall be used by the Corporation as a working capital account, all remaining funds shall be provided to the Corporation only on a reimbursable basis: *Provided further*, That the Secretary may retain up to one-half of 1 percent of the funds provided under this heading to fund the costs of project management oversight of capital projects funded by grants provided under this heading, as authorized by subsection 101(d) of division B of Public Law 110-432: *Provided further*, That the Secretary shall approve funding for capital expenditures, including advance purchase orders of materials, for the Corporation only after receiving and reviewing a grant request for each specific capital project justifying the Federal support to the Secretary's satisfaction: *Provided further*, That except as otherwise provided herein, none of the funds under this heading may be used to subsidize operating losses of the Corporation: *Provided further*, That none of the funds under this heading may be used for capital projects not approved by the Secretary of Transportation or on the Corporation's fiscal year 2014 business plan: *Provided further*, That in addition to the project management oversight funds authorized under section 101(d) of division B of Public Law 110-432, the Secretary may retain up to an additional \$3,000,000 of the funds provided under this heading to fund expenses associated with implementing section 212 of division B of Public Law 110-432, including the amendments made by section 212 to section 24905 of title 49, United States Code.

AMENDMENT OFFERED BY MR. BROUN OF GEORGIA

Mr. BROUN of Georgia. Mr. Chairman, I have an amendment at the desk. The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 43, line 10, after the dollar amount, insert "(reduced by \$600,000,000)".

Page 150, line 8, after the dollar amount, insert "(increased by \$600,000,000)".

The Acting CHAIR. The gentleman from Georgia is recognized for 5 minutes.

Mr. BROUN of Georgia. Mr. Chairman, my amendment would increase the appropriations for Amtrak's capital and debt service grants by \$600 million and increase the spending reduction amount by the same amount. It would have the effect of entirely defunding this account.

Amtrak was created by Congress in 1970 to provide nationwide passenger rail service. It currently operates more than 40 routes across the United States. Unfortunately, the majority of these routes operate at a huge loss to taxpayers. The committee report for the underlying bill details just how big that loss is. In fiscal year 2011, Amtrak's long-distance routes ran a deficit of \$554 million. By next year, that amount is projected to grow to \$610 million in losses.

Mr. Chairman, the committee also takes note of Amtrak's troubled food

and beverage service, which has lost a total of \$313 million just over the last 3 years. This year alone, Amtrak is projected to lose nearly \$75 million on its food and beverage service, reflecting just a return of only 64 percent on its expenses. Despite these losses, Amtrak pays the attendants who serve on board food and beverages between \$24 and \$27 per hour. The committee itself points out that this wage is more than 20 percent higher than that of flight attendants, and these employees' current labor agreement calls for another 3 percent increase each year for the next 2 years.

Mr. Chairman, this isn't the first time I've come to the floor to talk about Amtrak, and I can say with some confidence that this probably won't be the last.

We as a country are broke; yet we continue to offer hundreds of millions of taxpayers' dollars each year to a passenger rail line which refuses to make meaningful reforms. The waste here is rampant, and we just cannot afford it anywhere. Our Nation is broke. We've got to stop spending money we don't have. We have to live within our means.

I urge support of my amendment, and I yield back the balance of my time.

Mr. LATHAM. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. I rise in opposition to the gentleman's amendment as it would shut down Amtrak.

I can see that Amtrak could be more efficient. There is no doubt about that. However, it has made significant improvements in this area recently, and it is moving in the right direction.

The bill does not include arbitrary funding decisions. We held hearings and scrubbed each. This committee worked very hard to achieve a balanced bill within our limited funding.

I urge a "no" vote on the amendment, and I yield back the balance of my time.

Mrs. LOWEY. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentlewoman from New York is recognized for 5 minutes.

Mrs. LOWEY. This amendment is just another example of how the Republican majority is limiting transportation options for the American people.

Last year, more than 31 million Americans chose Amtrak as the means of transportation to get to business meetings, family gatherings, and vacations. They chose Amtrak to avoid crowded airplanes, congested highways, and for the opportunity to view the wonderful and majestic scenery of this great Nation. Americans deserve a passenger rail system that is safe and reliable.

This amendment also demonstrates how many Members on the other side of the aisle will blindly cut funding without any idea of the real ramifications. For instance, I sincerely doubt

that the gentlelady from Tennessee understands that in addition to handing out 20,000 pink slips, her amendment would cost the government \$4.5 billion over the next 5 years due to the violation of labor agreements.

This is a shortsighted amendment. I urge my colleagues to oppose this amendment. I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Georgia (Mr. BROWN).

The amendment was rejected.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

NEXT GENERATION HIGH-SPEED RAIL
(RESCISSION)

Of the funds made available for Next Generation High Speed Rail, as authorized by sections 1103 and 7201 of Public Law 105-178, \$1,973,000 are hereby permanently rescinded: *Provided*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM
(RESCISSION)

Of the funds made available for the Northeast Corridor Improvement Program, as authorized by Public Law 94-210, \$4,419,000 are hereby permanently rescinded: *Provided*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

ADMINISTRATIVE PROVISIONS—FEDERAL
RAILROAD ADMINISTRATION

SEC. 150. Notwithstanding any other provision of law, funds provided in this Act for the National Railroad Passenger Corporation shall immediately cease to be available to said Corporation in the event that the Corporation contracts to have services provided at or from any location outside the United States. For purposes of this section, the word "services" shall mean any service that was, as of July 1, 2006, performed by a full-time or part-time Amtrak employee whose base of employment is located within the United States.

SEC. 151. The Secretary of Transportation may receive and expend cash, or receive and utilize spare parts and similar items, from non-United States Government sources to repair damages to or replace United States Government owned automated track inspection cars and equipment as a result of third-party liability for such damages, and any amounts collected under this section shall be credited directly to the Safety and Operations account of the Federal Railroad Administration, and shall remain available until expended for the repair, operation and maintenance of automated track inspection cars and equipment in connection with the automated track inspection program.

SEC. 152. Notwithstanding any other provisions of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. 153. None of the funds provided to the National Railroad Passenger Corporation may be used to fund any overtime costs in

excess of \$35,000 for any individual employee: *Provided*, That the president of Amtrak may waive the cap set in the previous proviso for specific employees when the president of Amtrak determines such a cap poses a risk to the safety and operational efficiency of the system: *Provided further*, That Amtrak shall notify House and Senate Committees on Appropriations within 30 days of granting waivers and delineate the reasons for granting such waiver in the Corporation's monthly report: *Provided further*, That Amtrak shall submit to the House and Senate Committees on Appropriations on November 1, 2013, a summary of the total number of employees that received such waivers, the total overtime payments the Corporation paid to employees receiving waivers, the total the Corporation paid in overtime payments in the prior three fiscal years, and a description of the factors that contributed to an increase or decrease from the prior year.

FEDERAL TRANSIT ADMINISTRATION
ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$102,713,000, of which up to \$3,000,000 shall be available to carry out the provisions of 49 U.S.C. 5329 and not less than \$1,000,000 shall be available to carry out the provisions of 49 U.S.C. 5326: *Provided*, That none of the funds provided or limited in this Act may be used to create a permanent office of transit security under this heading: *Provided further*, That upon submission to the Congress of the fiscal year 2015 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on New Starts, including proposed allocations for fiscal year 2015.

TRANSIT FORMULA GRANTS
(LIQUIDATION OF CONTRACT AUTHORITY)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in the Federal Public Transportation Assistance Program in this account, and for payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112-141; and section 20005(b) of Public Law 112-141, \$9,500,000,000, to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended: *Provided*, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112-141, and section 20005(b) of Public Law 112-141, shall not exceed total obligations of \$8,595,000,000 in fiscal year 2014.

RESEARCH, DEVELOPMENT, DEMONSTRATION,
AND DEPLOYMENT PROGRAM

For necessary expenses to carry out 49 U.S.C. 5312, \$20,000,000, to remain available until expended.

TRANSIT COOPERATIVE RESEARCH PROGRAM

For necessary expenses to carry out 49 U.S.C. 5313, \$4,000,000, to remain available until expended.

TECHNICAL ASSISTANCE AND STANDARDS
DEVELOPMENT

For necessary expenses to carry out 49 U.S.C. 5314, \$4,000,000, to remain available until expended.

HUMAN RESOURCES AND TRAINING

For necessary expenses to carry out 49 U.S.C. 5322(a), (b), and (e), \$2,000,000, to remain available until expended.

CAPITAL INVESTMENT GRANTS

For necessary expenses to carry out 49 U.S.C. 5309, \$1,815,655,000, to remain available until expended.

□ 1815

AMENDMENT OFFERED BY MR. NADLER

Mr. NADLER. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 49, line 13, after the dollar amount, insert "(increased by \$127,283,000)".

Mr. LATHAM. Mr. Chairman, I reserve a point of order on the gentleman's amendment.

The Acting CHAIR. A point of order is reserved.

The gentleman from New York is recognized for 5 minutes.

Mr. NADLER. Mr. Chairman, I rise in support of my amendment to increase transit funding for Capital Investment Grants, also known as the New Starts program, by \$127 million, which would bring it to the same level as the bill currently being considered in the Senate.

Earlier this year, almost 100 Members joined me in sending a letter to the Appropriations Committee requesting funding for transit, at a minimum, at the levels authorized in MAP-21 and in the President's request. In one of the few bright spots in this bill, transit formula grants are funded at the MAP-21 authorized level, in large part because the formula grants are funded out of the mass transit account of the highway trust fund. Unfortunately, the New Starts and Small Starts program, which comes out of general revenue and funds the construction of new fixed guideway systems, such as new subway lines, bus rapid transit, and light rail is cut 7 percent below the enacted level and 8 percent below the President's request. This shows how important it is that the provision in last year's Republican bill that would have cut regular mass transit funds out of the highway trust fund and subject it to appropriations was defeated because otherwise we would have a drastic cut there, too.

This bill is out of step with the demands of the American people. According to the American Public Transportation Association, a record 10.5 billion trips were taken last year, the second highest annual ridership since 1957. This increase in ridership is occurring all over the country, in places like Michigan, Ohio, South Carolina, Texas, Tennessee, Florida, Arizona, and Utah, to name just a few. Despite the increase in ridership, Federal transportation funding is not keeping up with demand. Public transportation agencies all across the country are facing possible job cuts, maintenance backlogs, service reductions, and fare hikes.

The funding levels in this bill provide barely enough to meet our existing commitments to projects currently under construction, and there is a small amount of money for only a few new Small Starts. The funding level is too low to adequately finance planning and development of additional transit projects. The policy framework in this bill is one of attrition and contraction:

to provide just enough money to close out the old projects, with no plans to invest in major new transit systems in any meaningful way in the future. We are not adequately investing in building new capacity and expanding transit service around this country, but I suppose that is the point—to slowly starve these programs to the point that they cease to be effective and then argue that they are not necessary.

But I am optimistic that we will ultimately provide greater funding for transit. This is an issue that historically has had bipartisan support. Many of my Republican friends joined me in protecting the transit funding guarantees during consideration of surface transportation legislation last year and in defeating the leadership's attempt to eliminate it. The business community and the real estate industry support funding for public transportation, along with a wide range of labor, civil rights, environmental, and civic organizations. Public transportation has broad support all over the country because people understand that investing in transit is one of the smartest things we can do to create jobs right here in America, reduce congestion and dependence on foreign oil, and spur economic growth.

My amendment would increase the New Starts program by \$127 million, which is a modest amount considering how much we should be investing in our infrastructure, but at least it would put the House bill on equal footing with the Senate. Unfortunately, there is no account to use as an offset that wouldn't cause significant harm to other important programs, and, therefore, I have offered none. I understand the chairman may insist upon raising a point of order, and this just shows the limitations under which we are working in this impossible bill in which there is grossly inadequate funding all around so that you can't responsibly ask for an offset without destroying mass transit or something else that is of great import in order to support adequate expenditures.

I urge my colleagues to support increasing transit funding in whatever final product for FY14 appropriations becomes law.

I yield back the balance of my time.

POINT OF ORDER

Mr. LATHAM. Mr. Chairman, I insist on my point of order.

Mr. Chairman, the amendment proposes a net increase in budget authority in the bill. The amendment is not in order in order under section 3(d)(3) of House Resolution 5, 113th Congress, which states:

It shall not be in order to consider an amendment to a general appropriations bill proposing a net increase in the budget authority in the bill unless considered en bloc with another amendment or amendments proposing an equal or greater decrease in such budget authority pursuant to clause 2 (f) of rule XXI.

The amendment proposes a net increase in budget authority in the bill

in violation of such section. It would increase budget authority by \$127,383,000.

I ask for a ruling from the Chair.

The Acting CHAIR. Does any other Member wish to be heard on the point of order?

If not, the Chair will rule.

The gentleman from Iowa makes a point of order that the amendment offered by the gentleman from New York violates section 3(d)(3) of House Resolution 5.

Section 3(d)(3) establishes a point of order against an amendment proposing a net increase in budget authority in the pending bill.

As persuasively asserted by the gentleman from Iowa, the amendment proposes a net increase in budget authority in the bill. Therefore, the point of order is sustained. The amendment is not in order.

The Clerk will read.

The Clerk read as follows:

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of Public Law 110-432, \$125,000,000, to remain available until expended: *Provided*, That the Secretary shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: *Provided further*, That prior to approving such grants, the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system: *Provided further*, That the Secretary, in order to ensure safety throughout the rail system, may waive the requirements of section 601(e)(1) of title VI of Public Law 110-432 (112 Stat. 4968).

AMENDMENT OFFERED BY MR. GARRETT

Mr. GARRETT. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 49, line 18, after the dollar amount, insert (reduced by \$125,000,000).

Page 150, line 8, after the dollar amount, insert (increased by \$125,000,000).

The Acting CHAIR. The gentleman from New Jersey is recognized for 5 minutes.

Mr. GARRETT. Mr. Chairman, it was my impression that this House had put an end to earmarks, and yet the Transportation-HUD appropriations bill contains \$125 million solely for the benefit of the Washington Metropolitan Area Transit Authority, also known as WMATA.

This is just a fraction, mind you, of the \$1.5 billion that Congress intends to give the D.C. Metro system over a 10-year period. This is not just your everyday average earmark. The Heritage Foundation has dubbed this subsidy "the largest earmark in American history."

So I have an amendment here at the desk, and it is very simple. It simply eliminates this earmark that has received subsidies since 2008.

At a time of record budget deficits and debt, the American people cannot afford to provide yet again another earmark, another special subsidy, especially when you take into consideration the fact that the D.C. Metro already receives funds from a variety of other Federal sources, from other Federal Transit Administration grants and programs.

Also, you add to that, given the performance of this agency, I find it absolutely astounding that the American people should want to give even more of their hard-earned cash to this agency. In addition to daily service interruptions, lax management, and poor general performance, Metro has a significant record of wasting money. Right here in The Washington Post, it was reported that Metro spent \$382 million to rebuild cars, only to have them break down even more often than the cars that they didn't overhaul. The Post also pointed out that when senior agency attorneys wanted new offices for themselves, they spent over a quarter of a million dollars to accommodate them. And why not? It's simply our money, taxpayer money being used.

Last year, it was reported that the Office of Inspector General uncovered several personal and unwarranted expenses on Metro's credit cards, such as \$2,000 worth of gift cards, things like camcorders valued at \$730, and even \$180 for headphones. So even when they spend this money on things it should be spending on, the facts are really disturbing. The Federal Government pays, mind you, over half—specifically, 56 percent—of their capital costs already.

Now, I understand that we'll hear others who say, D.C., the Nation's Capital, it's a tourist destination and it has a large population that utilizes it as transportation to get to work, but this is nothing unique. The same can be said for cities back in my neck of the woods like New York City or over in Chicago or Philadelphia, Boston, and Los Angeles. Should they get the same earmarks as well? What is it that is unique about Washington, D.C., that they are the only ones that get this type of earmark?

Congress should not be forced to make the taxpayers use their hard-earned money to subsidize a transportation system that has failed over the years to get its fiscal house in order. We owe it to the American people to be better than that.

I yield back the balance of my time.

Mr. LATHAM. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. I rise in opposition to the amendment.

I yield back the balance of my time.

Mr. CONNOLLY. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Virginia is recognized for 5 minutes.

Mr. CONNOLLY. Mr. Chairman, I understand our friend from New Jersey

apparently doesn't like Metro or the clientele it serves. So much of what he said I think is, in fact, distorted.

The Metro system in metropolitan Washington is one of the great success stories of regional cooperation in the United States of America. In less than 40 years, this system has created the second highest transit utilization in the United States. New York's is well over 120 years old; we're less than 40.

In addition, my friend talked about taxpayer money. Not a dime of Federal money sustains or subsidizes Metro's operating costs. That's a problem because 40 percent of the Federal workforce uses Metro every day; and it is subsidized not by the Federal Government, I say to my friend from New Jersey, but by local governments in the metropolitan area. And I know because I was chairman of one of them, and I had to write that check every year for the subsidy for Metro—not the Federal Government, the government of Fairfax County. And we were happy to write the check because we saw the value in Metro.

Metro also has the highest fare box recovery rate in the United States of any transit system. Subsidies, we recover 80 percent through the fare box. It's the most efficient recovery in the United States. It lacks a dedicated source of revenue. It's the only major transit system in the United States that lacks a dedicated source of revenue.

That's why I say to my friend from New Jersey, my Republican predecessor introduced this legislation you want to cut. Tom Davis was the chairman of the Oversight and Government Reform Committee. He was a Republican Congressman from Virginia, from the 11th District of Virginia I now am privileged to represent, and he and I saw eye to eye on this subject. We needed Federal help, and the Federal Government has a special responsibility because this is the Nation's Capital.

Twelve million visitors use that Metro system at some point or another during the course of a year, unsubsidized by the Federal Government. In fact, the only subsidy we ever get is every 4 years when there's an inauguration, there's some consideration made. Other than that, we're kind of on our own.

And so Tom Davis, my Republican predecessor felt, as did all of us in the region, that there was a special obligation to at least help on capital improvements because it's an aging system. And with that aging system, elevators need to be replaced, escalators need to be improved, canopies need to be replaced.

□ 1830

And so we came up with a capital improvement idea. The deal was this: in a Republican Congress, that if the local governments would come up with a match, dollar for dollar, we, the Federal Government, would provide \$150

million a year for that capital improvement, to get new cars that are safer so we can avoid the kind of tragedy that occurred a few years ago in the system, because we have original cars still in the system from almost 40 years ago.

So the local governments came up with that match, \$150 million, 50 for Maryland, 50 for D.C., 50 for Virginia, and we amended the compact, the contract that created Metro, to put Federal representatives on the board for the first time with voting privileges.

If we adopt this amendment today, we turn our back on that Republican idea, that Republican legislation, and we turn our back on the faith that the local jurisdictions have expressed in keeping their commitment as part of this bargain.

Metro is a very important part of our Nation's Capital, and it is wrong to disinvest in it, and it's even wrong to break a contract, a commitment we made several years ago when my Republican predecessor introduced this legislation.

I yield back the balance of my time. Mr. BROUN of Georgia. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. BROUN of Georgia. Mr. Chairman, I yield to my friend from New Jersey (Mr. GARRETT).

Mr. GARRETT. Mr. Chairman, the gentleman first begins his comments by attacking my motives in this matter, saying that—what did he say? I do not care about lines such as Metro or the people it serves.

I would ask the gentleman, who's not paying any attention to me, exactly what is it in my statement would say that I do not care about the people that it serves? Because I do care about them, as much as I care about the subway system or the metro system in my metro area, such as New York City or in my metro area, such as down in Newark, New Jersey. I care about them as well.

But you know, when I go back and I talk to those people who use those services, whether they be residents of New Jersey or residents of New York, or maybe they're residents from Virginia, from your neck of the woods up here, who come to visit the financial capital of the world, New York City, or the Garden State of New Jersey, who want to use our metro systems, they ask me why it is that D.C. gets a special deal, why D.C. gets \$1.5 billion over 10 years for their system.

Let's get the facts straight as far as the subsidy for the capital cost of 65 percent, and why our cities in our area, what is it that's so unique and special about this area and not about Chicago or Philadelphia or the other areas.

So I go to my first question. What is it in my statement that you said, you could slander me, sir, by saying that I do not care about the people who ride on these systems?

Mr. CONNOLLY. Will the gentleman yield?

Mr. BROUN of Georgia. I yield to the gentleman.

Mr. CONNOLLY. I would say to my friend from New Jersey, I do not question his motivation; I question his action. His action suggests, just as he just said, we're no different than any other transit system.

Well, we are different. This is the Nation's Capital, and we bear the full responsibility of moving the Federal workforce, the bulk of the Federal workforce to work every single day. That is not a responsibility the New York subway system bears. It's not the responsibility Boston bears, or the BART system in San Francisco bears. It is unique.

And we bear the responsibility in this region of welcoming 10 to 12 million fellow Americans every year to visit the Nation's Capital, many of whom use that Metro system, again, something that is subsidized on an operating basis, by the local taxpayer. That is unique to this area.

Mr. GARRETT. If I had some of the charts showing where some of the wealthiest districts are in the Nation, where, despite the turmoil of '08 and the financial crisis, where prices of real estate continue to rise, where revenues continue to go up, it would be in this section of the country, not in Boston, not in Philly, not in New York or Newark. But this is one of the wealthiest portions of the country.

And you're right, sir. If this is an area that should look for subsidies, it should look for subsidies from some of the wealthiest people in America that live right here, not under the underlying bill.

It's not asking for people from your district to pay their fair share, or the people from Maryland or Virginia to pay their fair share. It's asking for people from all across the country to chip in to pay for here, when you're not allowing the people from New York, Newark, Philadelphia, Chicago, out in California—those other areas have subway systems and metro systems. You're not willing to help them out.

But, Mr. Speaker, you want everyone else in America to help the residents who live here and subsidize their costs, but you're not willing to help out the people who live in my neck of the woods.

And that, sir, is unfair to my constituents. That's unfair to all the constituents in all those cities that are looking for a fair deal and for efficiency and economy from our government, and not for special deals.

I'll end where I began. I thought Washington had done away with earmarks but, obviously, with this legislation and the special interests that are being catered to here, we have not done so.

Mr. BROUN of Georgia. I yield back the balance of my time.

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments on

which further proceedings were postponed, in the following order:

Amendment by Mr. GALLEGO of Texas.

Amendment by Mr. YOUNG of Alaska.

Amendment by Mr. GRAYSON of Florida.

Amendment No. 4 by Mr. MCCLINTOCK of California.

Amendment by Mr. HASTINGS of Florida.

Amendment by Mr. HASTINGS of Florida.

Amendment by Mr. HASTINGS of Florida.

The Chair will reduce to 2 minutes the time for any electronic vote after the first vote in this series.

AMENDMENT OFFERED BY MR. GALLEGO

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Texas (Mr. GALLEGO) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 317, noes 92, not voting 24, as follows:

[Roll No. 419]

AYES—317

Aderholt	Cleaver	Frankel (FL)
Alexander	Clyburn	Fudge
Amodei	Cohen	Gabbard
Andrews	Collins (GA)	Gallego
Bachus	Collins (NY)	Garamendi
Barber	Connolly	Garcia
Barletta	Conyers	Gerlach
Barrow (GA)	Cook	Gibbs
Barton	Cooper	Gibson
Bass	Costa	Gohmert
Beatty	Cotton	Gowdy
Becerra	Courtney	Grayson
Benishek	Crawford	Green, Al
Bentivolio	Crenshaw	Green, Gene
Bera (CA)	Crowley	Griffin (AR)
Bilirakis	Cuellar	Grijalva
Bishop (GA)	Culberson	Grimm
Bishop (NY)	Cummings	Guthrie
Blumenauer	Daines	Hahn
Bonamici	Davis (CA)	Hanna
Bonner	Davis, Danny	Hartzler
Boustany	Davis, Rodney	Hastings (WA)
Brady (PA)	DeFazio	Heck (NV)
Braley (IA)	DeGette	Heck (WA)
Brooks (AL)	Delaney	Higgins
Brooks (IN)	DeLauro	Himes
Brown (FL)	DelBene	Honda
Brownley (CA)	Denham	Hoyer
Buchanan	Dent	Huffman
Bustos	DeSantis	Hunter
Butterfield	Deuth	Israel
Calvert	Diaz-Balart	Jackson Lee
Camp	Doggett	Jeffries
Capito	Doyle	Johnson (GA)
Capps	Duckworth	Johnson (OH)
Capuano	Edwards	Johnson, E. B.
Cárdenas	Ellison	Jordan
Carney	Engel	Joyce
Carson (IN)	Enyart	Kaptur
Carter	Eshoo	Keating
Cartwright	Esty	Kelly (IL)
Cassidy	Farenthold	Kelly (PA)
Castor (FL)	Fattah	Kennedy
Castro (TX)	Fitzpatrick	Kildee
Chaffetz	Forbes	Kilmer
Chu	Fortenberry	Kind
Cicilline	Foster	King (IA)
Clay	Fox	King (NY)

Kinzinger (IL)	Nunes	Sewell (AL)
Kirkpatrick	Nunnelee	Shea-Porter
Kline	O'Rourke	Sherman
Kuster	Owens	Shimkus
Lamborn	Pascrell	Shuster
Lance	Pastor (AZ)	Simpson
Langevin	Paulsen	Sinema
Lankford	Payne	Sires
Larsen (WA)	Pearce	Slaughter
Larson (CT)	Pelosi	Smith (NE)
Latham	Perlmutter	Smith (NJ)
Lee (CA)	Peters (CA)	Smith (TX)
Levin	Peters (MI)	Smith (WA)
Lewis	Peterson	Speier
Lipinski	Petri	Stewart
LoBiondo	Pocan	Stivers
Loeb	Poe (TX)	Swalwell (CA)
Loeb	Polis	Takano
Lofgren	Pompeo	Terry
Lowenthal	Posey	Thompson (CA)
Lowey	Price (GA)	Thompson (MS)
Luetkemeyer	Price (NC)	Thompson (PA)
Lujan Grisham (NM)	Quigley	Thornberry
Lujan, Ben Ray (NM)	Rahall	Tiberi
Lynch	Reed	Tierney
Maffei	Reichert	Tipton
Maloney	Renacci	Titus
Maloney, Carolyn	Rice (SC)	Tonko
Maloney, Sean	Richmond	Tsongas
Marino	Rigell	Turner
Matheson	Roby	Upton
Matsui	Roe (TN)	Valadao
McCarthy (CA)	Rogers (AL)	Van Hollen
McCaul	Rogers (KY)	Vargas
McCullum	Rogers (MI)	Veasey
McDermott	Rooney	Vela
McGovern	Ros-Lehtinen	Velázquez
McHenry	Roskam	Visclosky
McIntyre	Ross	Walberg
McKeon	Rothfus	Walden
McKinley	Roybal-Allard	Walorski
McMorris	Ruiz	Walz
Rodgers	Ruppersberger	Wasserman
McNerney	Rush	Schultz
Meehan	Ryan (OH)	Waters
Meeks	Ryan (WI)	Watt
Meng	Sánchez, Linda T.	Waxman
Messer	Sanchez, Loretta	Webster (FL)
Michaud	Sarbanes	Welch
Miller, George	Schakowsky	Wenstrup
Moore	Schiff	Williams
Moran	Schneider	Wittman
Mullin	Schock	Wolf
Murphy (FL)	Schwartz	Womack
Nadler	Scott (VA)	Yarmuth
Napolitano	Scott, David	Yoder
Neal	Sensenbrenner	Yoho
Negrete McLeod	Serrano	Young (AK)
Nolan	Sessions	Young (IN)

NOES—92

Amash	Goodlatte	Mulvaney
Bachmann	Gosar	Murphy (PA)
Barr	Granger	Neugebauer
Bishop (UT)	Graves (GA)	Noem
Black	Griffith (VA)	Nugent
Blackburn	Hall	Olson
Brady (TX)	Harper	Palazzo
Bridenstine	Harris	Perry
Broun (GA)	Hensarling	Pittenger
Bucshon	Holding	Radel
Burgess	Hudson	Ribble
Cantor	Huelskamp	Rohrabacher
Chabot	Huizenga (MI)	Rokita
Coble	Hultgren	Royce
Coffman	Hurt	Runyan
Cole	Issa	Salmon
Conaway	Jenkins	Sanford
DesJarlais	Johnson, Sam	Scalise
Duffy	Jones	Schweikert
Duncan (SC)	Kingston	Scott, Austin
Duncan (TN)	LaMalfa	Smith (MO)
Ellmers	Latta	Southerland
Fincher	Long	Stockman
Fleischmann	Lucas	Stutzman
Fleming	Lummis	Wagner
Flores	Marchant	Weber (TX)
Franks (AZ)	Massie	Westmoreland
Frelinghuysen	McClintock	Whitfield
Gardner	Mica	Wilson (SC)
Garrett	Miller (FL)	Woodall
Gingrey (GA)	Miller (MI)	

NOT VOTING—24

Campbell	Farr	Hastings (FL)
Clarke	Graves (MO)	Herrera Beutler
Cramer	Gutiérrez	Hinojosa
Dingell	Hanabusa	Holt

Horsford	Miller, Gary	Rangel
Labrador	Pallone	Schrader
McCarthy (NY)	Pingree (ME)	Wilson (FL)
Meadows	Pitts	Young (FL)

□ 1901

Messrs. COFFMAN, AMASH, ROKITA, SMITH of Missouri, STOCKMAN, FRANKS of Arizona, BURGESS, and HALL changed their vote from “aye” to “no.”

Messrs. CICILLINE, MCKINLEY, RYAN of Wisconsin, BENTIVOLIO, LEVIN, SHUSTER, RICE of South Carolina, VALADAO, TERRY, MAF-FEI, RUSH and RUPPERSBERGER, and Ms. BROWN of Florida and Mrs. ROBY changed their vote from “no” to “aye.”

So the amendment was agreed to.

The result of the vote was announced as above recorded.

AMENDMENT OFFERED BY MR. YOUNG OF ALASKA

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Alaska (Mr. YOUNG) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 239, noes 175, not voting 19, as follows:

[Roll No. 420]

AYES—239

Aderholt	Cohen	Gibson
Amodei	Cole	Goodlatte
Andrews	Conyers	Green, Al
Bachus	Cook	Green, Gene
Barletta	Cooper	Grijalva
Bass	Costa	Guthrie
Beatty	Courtney	Hahn
Becerra	Cramer	Hall
Benishek	Crenshaw	Hanna
Bera (CA)	Crowley	Harper
Bishop (GA)	Culberson	Hartzler
Bishop (NY)	Davis (CA)	Hastings (FL)
Bishop (UT)	Davis, Danny	Hastings (WA)
Blumenauer	Davis, Rodney	Heck (WA)
Bonamici	DeFazio	Higgins
Bonner	DeGette	Honda
Brady (PA)	Delaney	Hoyer
Brady (TX)	DeLauro	Huffman
Braley (IA)	DelBene	Hultgren
Brown (FL)	Denham	Jackson Lee
Brownley (CA)	Dent	Johnson (GA)
Bustos	Deuth	Johnson (OH)
Butterfield	Diaz-Balart	Johnson, E. B.
Calvert	Doyle	Jones
Capito	Duckworth	Jordan
Capps	Edwards	Joyce
Capuano	Ellison	Kaptur
Cárdenas	Ellmers	Keating
Carney	Engel	Kelly (IL)
Carson (IN)	Enyart	Kelly (PA)
Carter	Eshoo	Kennedy
Cartwright	Castor (FL)	Kildee
Cassidy	Castro (TX)	Kilmer
Castor (FL)	Chu	Kind
Castro (TX)	Cicilline	King (IA)
Chaffetz	Clarke	King (NY)
Chu	Clay	Kinzinger (IL)
Cicilline	Cleaver	Kirkpatrick
Clay	Clyburn	Kline
	Coble	Langevin

Larsen (WA)
Latham
Lee (CA)
Levin
Lewis
Lipinski
LoBiondo
Loebsock
Lowenthal
Lowey
Luetkemeyer
Lujan Grisham
(NM)
Luján, Ben Ray
(NM)
Lummis
Lynch
Maloney,
Carolyn
Maloney, Sean
Marino
Matsui
McCollum
McDermott
McGovern
McIntyre
McKeon
McMorris
Rodgers
McNerney
Meeks
Meng
Mica
Michaud
Miller (FL)
Miller (MI)
Miller, George
Moore
Moran
Mullin
Murphy (FL)
Nadler

Neal
Negrete McLeod
Owens
Pascrell
Pastor (AZ)
Payne
Pearce
Pelosi
Perlmutter
Perry
Peters (CA)
Peters (MI)
Peterson
Pocan
Price (NC)
Quigley
Rahall
Reed
Richmond
Robby
Rogers (KY)
Rogers (MI)
Rooney
Rothfus
Roybal-Allard
Runyan
Ruppersberger
Rush
Ryan (OH)
Ryan (WI)
Sanchez, Linda
T.
Sanchez, Loretta
Sarbanes
Schakowsky
Schiff
Schneider
Schock
Schrader
Schwartz
Scott (VA)
Scott, David

Sewell (AL)
Shea-Porter
Shimkus
Shuster
Simpson
Sinema
Sires
Slaughter
Smith (NE)
Smith (NJ)
Smith (TX)
Smith (WA)
Stewart
Stockman
Swalwell (CA)
Takano
Terry
Thompson (CA)
Thompson (MS)
Thompson (PA)
Tierney
Tipton
Titus
Tonko
Tsongas
Valadao
Vargas
Veasey
Visclosky
Walberg
Walden
Wasserman
Schultz
Waters
Welch
Whitfield
Wilson (FL)
Wilson (SC)
Wolf
Yarmuth
Young (AK)

Webster (FL)
Wenstrup
Westmoreland
Williams

Wittman
Womack
Woodall
Yoder

Yoho
Young (IN)

Palazzo
Paulsen
Payne
Peters (CA)
Peterson
Petri
Pittenger
Poe (TX)
Polis
Pompeo
Posey
Price (GA)
Radel
Reed
Reichert
Renacci
Ribble
Rice (SC)
Rigell
Rogers (AL)
Rohrabacher
Rokita

Ros-Lehtinen
Roskam
Ross
Royce
Ruiz
Ryan (WI)
Salmon
Sanford
Scalise
Schiff
Schweikert
Scott, Austin
Sensenbrenner
Serrano
Sherman
Sinema
Smith (MO)
Smith (TX)
Speier
Stivers
Stockman
Stutzman

Thompson (CA)
Thornberry
Titus
Turner
Upton
Van Hollen
Velázquez
Wagner
Walberg
Walorski
Waters
Watt
Waxman
Weber (TX)
Webster (FL)
Wenstrup
Westmoreland
Wilson (SC)
Womack
Woodall
Yoho
Young (IN)

NOT VOTING—19

ANNOUNCEMENT BY THE ACTING CHAIR
The Acting CHAIR (during the vote).
There is 1 minute remaining.

□ 1905

Mr. COLE changed his vote from
“no” to “aye.”
So the amendment was agreed to.
The result of the vote was announced
as above recorded.

AMENDMENT OFFERED BY MR. GRAYSON
The Acting CHAIR. The unfinished
business is the demand for a recorded
vote on the amendment offered by the
gentleman from Florida (Mr. GRAYSON)
on which further proceedings were
postponed and on which the noes pre-
vailed by voice vote.
The Clerk will redesignate the
amendment.
The Clerk redesignated the amend-
ment.

Aderholt
Alexander
Amodei
Andrews
Bachus
Barletta
Bass
Beatty
Becerra
Benishak
Bentivolio
Bera (CA)
Bishop (GA)
Bishop (NY)
Bishop (UT)
Blumenauer
Bonamici
Bonner
Boustany
Brady (PA)
Braley (IA)
Brooks (AL)
Brownley (CA)
Bustos
Butterfield
Calvert
Capito
Capps
Capuano
Cárdenas
Carney
Cartwright
Castro (TX)
Chabot
Cicilline
Clarke
Clay
Clyburn
Coble
Cohen
Cole
Conyers
Cook
Costa
Courtney
Cramer
Crenshaw
Crowley
Cuellar
Culberson
Daines
Davis (CA)
Davis, Danny
Davis, Rodney
DeFazio
Delaney
DeLauro
DelBene
Denham
Dent
DesJarlais
Deutch
Diaz-Balart
Doyle
Duckworth
Farr
Fattah
Forbes
Frankel (FL)
Fudge
Gabbard

Gallego
Garamendi
Gerlach
Gibson
Green, Al
Grimm
Guthrie
Hahn
Harper
Hastings (FL)
Hastings (WA)
Heck (WA)
Higgins
Honda
Hoyer
Huelskamp
Huffman
Issa
Jackson Lee
Jenkins
Johnson (GA)
Johnson (OH)
Joyce
Kaptur
Keating
Kelly (IL)
Kelly (PA)
Kennedy
Kildee
Kilmer
King (IA)
King (NY)
Kirkpatrick
Kuster
Langevin
Larsen (WA)
Larson (CT)
Latham
Latta
Levin
Lewis
Lipinski
LoBiondo
Loebsock
Lowenthal
Lowey
Lucas
Lujan Grisham
(NM)
McCaul
Luján, Ben Ray
(NM)
Lummis
Maloney, Sean
Marino
McCollum
McDermott
McGovern
McIntyre
McKeon
McKinley
McMorris
Rodgers
McNerney
Meehan
Meeks
Meng
Michaud
Miller (MI)
Moore
Mullin
Murphy (PA)
Neal
Negrete McLeod

Noem
Nolan
Nunes
Owens
Pascrell
Pastor (AZ)
Pearce
Pelosi
Perlmutter
Perry
Peters (MI)
Pocan
Price (NC)
Quigley
Rahall
Richmond
Robby
Roe (TN)
Rogers (KY)
Rogers (MI)
Rooney
Rothfus
Roybal-Allard
Runyan
Ruppersberger
Rush
Ryan (OH)
Sanchez, Linda
T.
Sanchez, Loretta
Sarbanes
Schakowsky
Schneider
Schock
Schrader
Schwartz
Scott (VA)
Scott, David

NOES—224

NOES—175

Alexander
Amash
Bachmann
Barber
Barr
Barrow (GA)
Barton
Bentivolio
Bilirakis
Black
Blackburn
Boustany
Bridenstine
Brooks (AL)
Brooks (IN)
Broun (GA)
Buchanan
Bueshon
Burgess
Camp
Cantor
Carter
Cassidy
Chabot
Chaffetz
Coffman
Collins (GA)
Collins (NY)
Conaway
Connolly
Cotton
Crawford
Cuellar
Cummings
Daines
DesSantis
DesJarlais
Doggett
Duffy
Duncan (SC)
Duncan (TN)
Farenthold
Fincher
Fitzpatrick
Fleischmann
Fleming
Flores
Forbes
Fortenberry
Foster
Foxy
Franks (AZ)
Frelinghuysen
Gallego
Garcia

Gardner
Garrett
Gingrey (GA)
Gosar
Gowdy
Granger
Graves (GA)
Grayson
Griffin (AR)
Griffith (VA)
Grimm
Harris
Heck (NV)
Hensarling
Himes
Holding
Hudson
Huelskamp
Huizenga (MI)
Hunter
Hurt
Israel
Rohrabacher
Issa
Jeffries
Jenkins
Johnson, Sam
Kingston
Kuster
LaMalfa
Lamborn
Lance
Lankford
Larson (CT)
Latta
Lofgren
Long
Lucas
Maffei
Marchant
Massie
Matheson
McCarthy (CA)
McCaul
McClintock
McHenry
McKinley
Meehan
Messer
Mulvaney
Murphy (PA)
Napolitano
Neugebauer
Noem
Nolan
Nugent

Nunes
Nunnelee
O'Rourke
Olson
Palazzo
Paulsen
Petri
Pittenger
Poe (TX)
Polis
Pompeo
Posey
Price (GA)
Radel
Reichert
Renacci
Ribble
Rice (SC)
Rigell
Roe (TN)
Rogers (AL)
Rohrabacher
Roskam
Ross
Royce
Ruiz
Salmon
Sanford
Schalise
Schweikert
Scott, Austin
Sensenbrenner
Serrano
Sessions
Sherman
Smith (MO)
Southernland
Speier
Stivers
Stutzman
Thornberry
Tiberi
Turner
Upton
Van Hollen
Vela
Velázquez
Wagner
Walorski
Walz
Watt
Waxman
Weber (TX)

RECORDED VOTE
The Acting CHAIR. A recorded vote
has been demanded.
A recorded vote was ordered.
The Acting CHAIR. This is a 2-
minute vote.
The vote was taken by electronic de-
vice, and there were—ayes 191, noes 224,
not voting 18, as follows:
[Roll No. 421]
AYES—191

Amash
Bachmann
Barber
Barr
Barrow (GA)
Barton
Bilirakis
Black
Blackburn
Brady (TX)
Bridenstine
Brooks (IN)
Broun (GA)
Brown (FL)
Buchanan
Bueshon
Burgess
Camp
Cantor
Carson (IN)
Carter
Cassidy
Castor (FL)
Chaffetz
Chu
Cleaver
Coffman
Collins (GA)
Collins (NY)
Conaway
Connolly
Cooper
Cotton
Crawford
Cummings
DeGette
DeSantis
Doggett
Duffy
Duncan (SC)
Duncan (TN)
Edwards

Ellison
Engel
Farenthold
Fincher
Fitzpatrick
Fleischmann
Fleming
Flores
Fortenberry
Foster
Foxy
Franks (AZ)
Frelinghuysen
Garcia
Gardner
Garrett
Gibbs
Gingrey (GA)
Gohmert
Goodlatte
Gosar
Gowdy
Granger
Graves (GA)
Grayson
Green, Gene
Griffin (AR)
Griffith (VA)
Grijalva
Hall
Hanna
Harris
Hartzler
Heck (NV)
Hensarling
Himes
Holding
Hudson
Hurt

Israel
Jeffries
Johnson, E. B.
Johnson, Sam
Jones
Jordan
Kind
Kingston
Kinzinger (IL)
Kline
LaMalfa
Lamborn
Lance
Lankford
Lee (CA)
Lofgren
Long
Luetkemeyer
Lynch
Maffei
Maloney,
Carolyn
Marchant
Massie
Matheson
Matsui
McCarthy (CA)
McClintock
McHenry
Messer
Mica
Miller (FL)
Miller, George
Moran
Mulvaney
Murphy (FL)
Napolitano
Neugebauer
Nugent
Nunnelee
O'Rourke
Olson

Wilson (FL) Wolf Yoder
Wittman Yarmuth Young (AK)

NOT VOTING—18

Campbell Hinojosa Miller, Gary
Dingell Holt Pallone
Graves (MO) Horsford Pingree (ME)
Gutiérrez Labrador Pitts
Hanabusa McCarthy (NY) Rangel
Herrera Beutler Meadows Young (FL)

□ 1910

Messrs. ROKITA and CRAWFORD changed their vote from “no” to “aye.” So the amendment was rejected.

The result of the vote was announced as above recorded.

AMENDMENT NO. 4 OFFERED BY MR. MCCLINTOCK

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from California (Mr. MCCLINTOCK) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 166, noes 248, not voting 19, as follows:

[Roll No. 422]

AYES—166

Amash Gardner Miller (MI)
Bachmann Garrett Mulvaney
Bachus Gibbs Murphy (PA)
Barber Gingrey (GA) Neugebauer
Barr Gohmert Nugent
Barrow (GA) Goodlatte Nunes
Barton Gowdy Nunnelee
Bentivolio Graves (GA) O'Rourke
Bilirakis Grayson Olson
Bishop (UT) Green, Gene Palazzo
Black Griffith (VA) Paulsen
Blackburn Grimm Payne
Boustany Hall Perry
Brady (TX) Hanna Petri
Bridenstine Harris Pittenger
Brooks (IN) Hastings (WA) Poe (TX)
Broun (GA) Heck (NV) Polis
Buchanan Hensarling Pompeo
Bucshon Himes Posey
Burgess Holding Price (GA)
Camp Hudson Radel
Cantor Huizenga (MI) Reed
Cassidy Hultgren Reichert
Castor (FL) Hunter Renacci
Chabot Hurt Rice (SC)
Chaffetz Issa Rigell
Coffman Jenkins Roe (TN)
Collins (GA) Johnson, Sam Rogers (AL)
Collins (NY) Jordan Rohrabacher
Conaway Kingston Roskam
Connolly Kinzinger (IL) Ross
Cook Klime Royce
Cotton LaMalfa Ruiz
Culberson Lamborn Ryan (WI)
Denham Lance Salmon
DeSantis Lankford Sanford
DesJarlais Latta Scalise
Doggett Long Schweikert
Duncan (SC) Maffei Scott, Austin
Duncan (TN) Marchant Sensenbrenner
Ellmers Massie Smith (MO)
Fincher McCarthy (CA) Smith (NJ)
Fleischmann McCaul Smith (TX)
Fleming McClintock Southerland
Flores McHenry Speier
Fortenberry Meehan Stewart
Foxy Messer Stivers
Franks (AZ) Mica Stockman
Frelinghuysen Miller (FL) Stutzman

Terry Thornberry
Tiberi
Upton
Velazquez
Wagner
Walberg

Aderholt
Alexander
Amodei
Andrews
Barletta
Bass
Beatty
Becerra
Benishek
Bera (CA)
Bishop (GA)
Bishop (NY)
Blumenauer
Bonamici
Bonner
Brady (PA)
Braley (IA)
Brooks (AL)
Brown (FL)
Brownley (CA)
Bustos
Butterfield
Calvert
Capito
Capps
Capuano
Cárdenas
Carney
Carson (IN)
Carter
Cartwright
Castro (TX)
Chu
Cicilline
Clarke
Clay
Cleaver
Clyburn
Coble
Cohen
Cole
Conyers
Cooper
Costa
Courtney
Cramer
Crawford
Crenshaw
Crowley
Cuellar
Cummings
Daines
Davis (CA)
Davis, Danny
Davis, Rodney
DeFazio
DeGette
Delaney
DeLauro
DelBene
Dent
Deutch
Diaz-Balart
Doyle
Duckworth
Duffy
Edwards
Ellison
Engel
Enyart
Eshoo
McMorris
Esty
Farenthold
Farr
Fattah
Fitzpatrick
Forbes
Foster
Frankel (FL)
Fudge
Gabbard
Gallego
Garamendi
Garcia
Gerlach

NOES—248

Gibson
Gosar
Granger
Green, Al
Griffin (AR)
Grijalva
Guthrie
Hahn
Harper
Hartzler
Hastings (FL)
Heck (WA)
Higgins
Honda
Hoyer
Huelskamp
Huffman
Israel
Jackson Lee
Jeffries
Johnson (GA)
Johnson (OH)
Johnson, E. B.
Jones
Joyce
Kaptur
Keating
Kelly (IL)
Kelly (PA)
Kennedy
Kildeer
Kilmer
Kind
King (IA)
King (NY)
Kirkpatrick
Kuster
Langevin
Larsen (WA)
Larsen (CT)
Latham
Lee (CA)
Levin
Lewis
Lipinski
LoBiondo
Loeb sack
Lofgren
Lowenthal
Lowe
Lucas
Luetkemeyer
Lujan Grisham
(NM)
Luján, Ben Ray
(NM)
Lummis
Lynch
Maloney,
Carolyn
Maloney, Sean
Marino
Matheson
Matsui
McCollum
McDermott
McGovern
McIntyre
McKeon
McKinley
McMorris
Rodgers
McNerney
Meeks
Meng
Michaud
Miller, George
Moore
Moran
Mullin
Murphy (FL)
Nadler
Napolitano
Neal
Negrete McLeod

NOT VOTING—19

Campbell
Dingell
Graves (MO)
Gutiérrez
Hanabusa
Herrera Beutler
Hinojosa
Holt
Horsford

Labrador
McCarthy (NY)
Meadows
Miller, Gary
Pallone
Pingree (ME)
Pitts
Rangel
Rokita
Young (FL)

ANNOUNCEMENT BY THE ACTING CHAIR
The Acting CHAIR (during the vote).
There is 1 minute remaining.

□ 1913

So the amendment was rejected.
The result of the vote was announced as above recorded.

AMENDMENT OFFERED BY MR. HASTINGS OF

FLORIDA

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Florida (Mr. HASTINGS) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 154, noes 258, not voting 21, as follows:

[Roll No. 423]

AYES—154

Andrews Frankel (FL) Moran
Barrow (GA) Fudge Murphy (FL)
Barton Garamendi Nadler
Bass Garcia Napolitano
Beatty Gibson Neal
Becerra Grayson Nolan
Bera (CA) Green, Al Owens
Bishop (GA) Grijalva Payne
Bishop (NY) Hahn Perlmutter
Blumenauer Hastings (FL) Peters (CA)
Bonamici Heck (WA) Peters (MI)
Brady (PA) Higgins Peterson
Braley (IA) Himes Pocan
Brown (FL) Honda Polis
Buchanan Huffman Posey
Bustos Jackson Lee Quigley
Butterfield Jeffries Richmond
Cartwright Johnson (GA) Roybal-Allard
Castor (FL) Johnson, E. B. Ruiz
Castro (TX) Keating
Chu Kelly (IL) Runyan
Clarke Kennedy Ruppersberger
Clay Kilmer Sanchez, Loretta
Cleaver King (NY) Schakowsky
Clyburn Kuster Schwartz
Cohen Larsen (WA) Scott (VA)
Connolly Larson (CT) Scott, David
Cooper Lee (CA) Serrano
Courtney Lewis Sewell (AL)
Crowley Lipinski Shea-Porter
Cummings LoBiondo Sherman
Davis (CA) Loeb sack Sires
Davis, Danny Lofgren Slaughter
Davis, Rodney Lowenthal Smith (WA)
DeFazio Lujan Grisham Speier
DeGette (NM) Swallowell (CA)
Delaney Luján, Ben Ray Takano
DeLauro (NM) Thompson (CA)
Dent Lynch Thompson (MS)
Deutch Maffei Tierney
Duffy Welch Titus
Doggett Maloney, Tonko
Doyle Carolyn Tsongas
Duckworth Maloney, Sean Veasey
Edwards Matheson Vela
Ellison Matsui Vela
Engel McDermott Velázquez
Enyart McGovern Visclosky
Eshoo McNerney Wasserman
Esty Meeks Schultz
Farr Meng Waters
Fattah Michaud Watt
Fitzpatrick Miller, George Welch
Foster Moore Wilson (FL)

NOES—258

Alexander Griffith (VA)
 Amash Grimm
 Amodei Guthrie
 Bachmann Hall
 Bachus Hanna
 Barber Harper
 Barletta Harris
 Barr Hartzler
 Benishek Hastings (WA)
 Bentivolio Heck (NV)
 Bilirakis Hensarling
 Bishop (UT) Holding
 Black Hoyer
 Blackburn Hudson
 Bonner Huelskamp
 Boustany Huitzenga (MI)
 Brady (TX) Hultgren
 Bridenstine Hunter
 Brooks (AL) Hurt
 Brooks (IN) Israel
 Broun (GA) Issa
 Brownley (CA) Jenkins
 Bucshon Johnson (OH)
 Burgess Johnson, Sam
 Calvert Jones
 Camp Jordan
 Cantor Joyce
 Capito Kaptur
 Capps Kelly (PA)
 Capuano Kildee
 Cárdenas Kind
 Carney King (IA)
 Carson (IN) Kingston
 Carter Kinzinger (IL)
 Cassidy Kirkpatrick
 Chabot Kline
 Chaffetz LaMalfa
 Cicilline Lamborn
 Coble Lance
 Coffman Langevin
 Cole Lankford
 Collins (GA) Latham
 Collins (NY) Latta
 Conaway Levin
 Conyers Long
 Cook Lowey
 Costa Lucas
 Cotton Luetkemeyer
 Crawford Lummis
 Crenshaw Marchant
 Cuellar Marino
 Culberson Massie
 Daines McCarthy (CA)
 Denham McCaul
 Dent McClintock
 DeSantis McCollum
 DesJarlais McHenry
 Diaz-Balart McIntyre
 Duffy McKeon
 Duncan (SC) McKinley
 Duncan (TN) McMorris
 Ellmers Rodgers
 Farenthold Meehan
 Fincher Messer
 Fleischmann Mica
 Fleming Miller (FL)
 Flores Miller (MI)
 Forbes Mullin
 Fortenberry Mulvaney
 Foxx Murphy (PA)
 Franks (AZ) Negrete McLeod
 Frelinghuysen Neugebauer
 Gabbard Noem
 Gallego Nugent
 Gardner Nunes
 Garrett Nunnelee
 Gerlach O'Rourke
 Gibbs Olson
 Gingrey (GA) Palazzo
 Gohmert Pascrell
 Goodlatte Pastor (AZ)
 Gosar Paulsen
 Gowdy Pearce
 Granger Pelosi
 Graves (GA) Perry
 Green, Gene Petri
 Griffin (AR) Pittenger

NOT VOTING—21

Aderholt Herrera Beutler
 Campbell Hinojosa
 Cramer Holt
 Dingell Horsford
 Graves (MO) Labrador
 Gutiérrez McCarthy (NY)
 Hanabusa Meadows

Poe (TX)
 Pompeo
 Price (GA)
 Price (NC)
 Radel
 Rahall
 Reed
 Reichert
 Renacci
 Ribble
 Rice (SC)
 Rigell
 Roby
 Roe (TN)
 Rogers (AL)
 Rogers (KY)
 Rogers (MI)
 Rohrabacher
 Rokita
 Rooney
 Ros-Lehtinen
 Roskam
 Ross
 Rothfus
 Royce
 Rush
 Ryan (OH)
 Ryan (WI)
 Salmon
 Sánchez, Linda
 T.
 Sanford
 Sarbanes
 Scalise
 Schiff
 Schneider
 Schock
 Schrader
 Schweikert
 Scott, Austin
 Sensenbrenner
 Sessions
 Shimkus
 Shuster
 Sinema
 Smith (MO)
 Smith (NE)
 Smith (NJ)
 Smith (TX)
 Southerland
 Stewart
 Stivers
 Stockman
 Stutzman
 Terry
 Thompson (PA)
 Thornberry
 Tiberi
 Tipton
 Turner
 Upton
 Valadao
 Van Hollen
 Vargas
 Wagner
 Walberg
 Walden
 Walorski
 Walz
 Waxman
 Weber (TX)
 Webster (FL)
 Wenstrup
 Westmoreland
 Whitfield
 Williams
 Williams (SC)
 Wittman
 Wolf
 Womack
 Woodall
 Yarmuth
 Yoder
 Yoho
 Young (AK)
 Young (IN)

Miller, Gary
 Pallone
 Pingree (ME)
 Pitts
 Rangel
 Simpson
 Young (FL)

ANNOUNCEMENT BY THE ACTING CHAIR
 The Acting CHAIR (during the vote).
 There is 1 minute remaining.

□ 1917

So the amendment was rejected.
 The result of the vote was announced
 as above recorded.

AMENDMENT OFFERED BY MR. HASTINGS OF
 FLORIDA

The Acting CHAIR. The unfinished
 business is the demand for a recorded
 vote on the amendment offered by the
 gentleman from Florida (Mr. HASTINGS)
 on which further proceedings were
 postponed and on which the noes pre-
 vailed by voice vote.

The Clerk will redesignate the
 amendment.

The Clerk redesignated the amend-
 ment.

RECORDED VOTE

The Acting CHAIR. A recorded vote
 has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This is a 2-
 minute vote.

The vote was taken by electronic de-
 vice, and there were—ayes 109, noes 300,
 not voting 24, as follows:

[Roll No. 424]

AYES—109

Andrews
 Bass
 Beatty
 Becerra
 Bishop (GA)
 Bishop (NY)
 Brady (PA)
 Braley (IA)
 Brown (FL)
 Buchanan
 Bustos
 Carney
 Carson (IN)
 Castro (TX)
 Clarke
 Clay
 Cleaver
 Clyburn
 Cohen
 Connolly
 Cooper
 Courtney
 Crowley
 Davis, Danny
 Davis, Rodney
 DeGette
 Delaney
 DeLauro
 Deutch
 Edwards
 Ellison
 Engel
 Eshoo
 Esty
 Fattah
 Frankel (FL)
 Fudge
 Gallego
 Garamendi
 Gibson
 Grayson
 Grijalva
 Grimm
 Hastings (FL)
 Higgins
 Himes
 Honda
 Huffman
 Jeffries
 Johnson (GA)
 Johnson, E. B.
 Kaptur
 Keating
 Kelly (IL)
 Kennedy
 Kind
 King (NY)
 Kirkpatrick
 Kuster
 Larson (CT)
 Lee (CA)
 Lewis
 Lipinski
 LoBiondo
 Loeb sack
 Lowenthal
 Lynch
 Maffei
 Maloney, Sean
 McDermott
 McGovern
 Meeks
 Michaud
 Moore
 Murphy (FL)
 Nadler
 Neal
 Nolan
 Payne
 Pocan
 Posey
 Quigley
 Richmond
 Ruiz
 Runyan
 Ruppertsberger
 Sánchez, Linda
 T.
 Sanchez, Loretta
 Schakowsky
 Schrader
 Scott (VA)
 Scott, David
 Serrano
 Sires
 Slaughter
 Speier
 Takano
 Thompson (MS)
 Tierney
 Titus
 Tonko
 Tsongas
 Van Hollen
 Veasey
 Velázquez
 Wasserman
 Schultz
 Watt
 Welch
 Wilson (FL)

NOES—300

Blumenauer
 Bonamici
 Bonner
 Cartwright
 Cassidy
 Castor (FL)
 Chabot
 Chaffetz
 Chu
 Cicilline
 Coble
 Coffman
 Collins (GA)
 Collins (NY)
 Conaway
 Conyers
 Cook
 Costa
 Capuano
 Cárdenas
 Carter
 Cartwright
 Castor (FL)
 Chabot
 Chaffetz
 Chu
 Cicilline
 Coble
 Coffman
 Collins (GA)
 Collins (NY)
 Conaway
 Conyers
 Cook
 Costa

Cotton
 Crawford
 Crenshaw
 Cuellar
 Culberson
 Cummings
 Daines
 Davis (CA)
 DeFazio
 DelBene
 Denham
 Dent
 DeSantis
 DesJarlais
 Doggett
 Doyle
 Duckworth
 Duffy
 Duncan (SC)
 Duncan (TN)
 Ellmers
 Enyart
 Farenthold
 Farr
 Fincher
 Fitzpatrick
 Fleischmann
 Fleming
 Flores
 Forbes
 Fortenberry
 Foster
 Foxx
 Franks (AZ)
 Frelinghuysen
 Gabbard
 Garcia
 Gardner
 Gibbs
 Gingrey (GA)
 Gohmert
 Goodlatte
 Gosar
 Gowdy
 Granger
 Graves (GA)
 Green, Al
 Green, Gene
 Griffin (AR)
 Griffith (VA)
 Guthrie
 Hahn
 Hanna
 Harper
 Harris
 Hartzler
 Hastings (WA)
 Heck (NV)
 Heck (WA)
 Hensarling
 Holding
 Hudson
 Huelskamp
 Huitzenga (MI)
 Hultgren
 Hunter
 Hurt
 Israel
 Issa
 Jackson Lee
 Jenkins
 Johnson (OH)
 Johnson, Sam
 Jones
 Jordan
 Joyce
 Kelly (PA)
 Kildee
 Kilmer
 King (IA)
 Kingston
 Kinzinger (IL)
 Kline
 LaMalfa
 Lamborn
 Lance
 Langevin
 Lankford
 Larsen (WA)
 Latham
 Latta
 Levin
 Lofgren
 Long
 Lowey
 Lucas
 Luetkemeyer
 Lujan Grisham
 (NM)
 Luján, Ben Ray
 (NM)
 Lummis
 Maloney,
 Carolyn
 Marchant
 Marino
 Massie
 Matheson
 Matsui
 McCarthy (CA)
 McCaul
 McClintock
 McCollum
 McHenry
 McIntyre
 McKeon
 McKinley
 McMorris
 Rodgers
 McNeerney
 Garrett
 Meng
 Messer
 Mica
 Miller (FL)
 Miller (MI)
 Miller, George
 Moran
 Mullin
 Mulvaney
 Murphy (PA)
 Napolitano
 Negrete McLeod
 Neugebauer
 Noem
 Nugent
 Nunes
 Nunnelee
 O'Rourke
 Olson
 Owens
 Palazzo
 Pascrell
 Pastor (AZ)
 Paulsen
 Pearce
 Pelosi
 Perlmutter
 Perry
 Peters (CA)
 Peters (MI)
 Peterson
 Petri
 Pittenger
 Poe (TX)
 Whitfield
 Williams
 Polis
 Pompeo
 Price (GA)
 Price (NC)
 Radel
 Rahall
 Reed
 Reichert
 Renacci
 Ribble
 Rice (SC)

NOT VOTING—24

Hanabusa
 Herrera Beutler
 Hinojosa
 Holt
 Horsford
 Graves (MO)
 Gutiérrez
 Labrador
 Labrador
 McCarthy (NY)
 Meadows
 Miller, Gary
 Pallone
 Pingree (ME)
 Pitts
 Rangel
 Waters
 Young (FL)

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR (during the vote).
 There is 1 minute remaining.

□ 1920

So the amendment was rejected.

The result of the vote was announced as above recorded.

(By unanimous consent, Mr. CRENSHAW was allowed to speak out of order.)

THE CONGRESSIONAL CHALLENGE CUP

Mr. CRENSHAW. Mr. Chairman, I think most Members of this body know that every year for the past 12 years there has been a golf match between the House Republicans and the House Democrats. It has become known as The First Tee Challenge, because the money that is raised from this event goes to help The First Tee, as they reach nearly hundreds of thousands of young people across this country using the game of golf to talk about honesty, integrity, hard work, and discipline. It is patterned after the Ryder Cup.

This year's competition took place last Monday. After the matches were over, the score was tied—10 points for the Republicans and 10 points for the Democrats. That is the ultimate in bipartisanship.

But the rules of The First Tee Challenge Cup provide, just like the Ryder Cup, that the team that is in possession of the coveted Roll Call Cup, which I have right here in my hand, the team that is in possession of the cup must be defeated for the cup to change hands. So, therefore, the fact that the match was a tie this year, the coveted Roll Call Cup will stay in possession of the Republican team for 1 more year.

I just want to thank all the members of the team for their hard work, their dedication, their fine play, and congratulate The First Tee for all the work that they do. And a special word of thanks to the sponsors, who have raised over \$2 million over these years to help support The First Tee.

I would like to yield to my Democratic counterpart, the gentleman from Kentucky (Mr. YARMUTH).

Mr. YARMUTH. Mr. Chairman, I want to thank my friend from Florida for his kind remarks.

It was a wonderful competition. I would like to blame redistricting on the reversal of fortune that we've had over the last 2 years; but I can say in all honesty that it was a phenomenal competition and, more importantly, it was a very civil and friendly competition with a great deal of mutual respect and a great deal of humor and fun in a day that was documented last night on Golf Central on the Golf Channel. As my friend said, the most important thing is that we are raising money for a very important charity that has done phenomenal work throughout the country.

I want to congratulate the Republicans for retaining the cup and congratulate my own team for a valiant effort. I must remind everyone that we didn't lose, we tied, and that we will get back at it next year and try to steal that cup from the Republicans where it rightfully belongs.

Once again, thank you very much to the Republican team. Thanks also to the sponsors, and primarily to The First Tee for the great work that they do.

Mr. CRENSHAW. Mr. Chairman, I yield back the balance of my time.

AMENDMENT OFFERED BY MR. HASTINGS OF FLORIDA

The Acting CHAIR. Without objection, 2-minute voting will continue.

There was no objection.

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Florida (Mr. HASTINGS) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 116, noes 295, not voting 22, as follows:

[Roll No. 425]

AYES—116

Andrews
Bass
Beatty
Becerra
Bishop (GA)
Bishop (NY)
Bonamici
Brady (PA)
Braley (IA)
Brown (FL)
Buchanan
Bustos
Butterfield
Cartwright
Castro (TX)
Chu
Clarke
Clay
Cleaver
Clyburn
Cohen
Cooper
Courtney
Crowley
Cummings
Davis, Danny
Davis, Rodney
DeGette
Delaney
DeLauro
Deutch
Doggett
Doyle
Duncan (TN)
Edwards
Ellison
Engel
Eshoo
Esty
Fattah

Foster
Frankel (FL)
Fudge
Garamendi
Garcia
Gibson
Grayson
Green, Al
Grijalva
Grimm
Hastings (FL)
Higgins
Himes
Honda
Huffman
Jackson Lee
Jeffries
Johnson (GA)
Johnson, E. B.
Kaptur
Keating
Kennedy
Kilmer
King (NY)
Kuster
Larson (CT)
Lee (CA)
Lewis
Lipinski
LoBiondo
Loebsack
Lowenthal
Lynch
Maffei
Maloney,
Carolyn
Maloney, Sean
McDermott
McGovern
Meeks

Michaud
Moore
Murphy (FL)
Nadler
Napolitano
Neal
Nolan
Payne
Pocan
Posey
Quigley
Richmond
Runyan
Sánchez, Linda
T.
Sanchez, Loretta
Schakowsky
Schwartz
Scott (VA)
Scott, David
Serrano
Sires
Slaughter
Speier
Takano
Thompson (MS)
Tierney
Titus
Tonko
Tsongas
Van Hollen
Veasey
Velázquez
Wasserman
Schultz
Waters
Watt
Welch
Wilson (FL)

NOES—295

Aderholt
Alexander
Amash
Amodei
Bachmann
Bachus
Barber
Barnett
Barr
Barrow (GA)
Barton
Benishak

Bentivolio
Bera (CA)
Bilirakis
Bishop (UT)
Black
Blackburn
Blumenauer
Bonner
Boustany
Brady (TX)
Bridenstine
Brooks (AL)

Brooks (IN)
Broun (GA)
Brownley (CA)
Bucshon
Burgess
Calvert
Camp
Cantor
Capito
Capps
Capuano
Cárdenas

Carson (IN)
Carter
Cassidy
Castor (FL)
Chabot
Chaffetz
Cicilline
Coble
Coffman
Cole
Collins (GA)
Collins (NY)
Conaway
Connolly
Conyers
Cook
Costa
Cotton
Crawford
Crenshaw
Cuellar
Culberson
Daines
Davis (CA)
DeFazio
DelBene
Denham
Dent
DeSantis
DesJarlais
Diaz-Balart
Duckworth
Duffy
Duncan (SC)
Ellmers
Enyart
Farenthold
Farr
Fincher
Fitzpatrick
Fleischmann
Fleming
Flores
Forbes
Fortenberry
Fox
Franks (AZ)
Frelinghuysen
Gabbard
Gallego
Gardner
Garrett
Gerlach
Gibbs
Gingrey (GA)
Gohmert
Goodlatte
Gosar
Gowdy
Granger
Graves (GA)
Griffin (AR)
Griffith (VA)
Guthrie
Hahn
Hall
Hanna
Harper
Harris
Hartzler
Hastings (WA)
Heck (NV)
Heck (WA)
Hensarling
Holding
Hoyer
Hudson
Huelskamp
Huizenga (MI)
Hultgren
Hunter
Hurt
Israel
Issa
Jenkins
Johnson (OH)
Johnson, Sam
Jones

Jordan
Joyce
Kelly (IL)
Kelly (PA)
Kildee
Kind
King (IA)
Kingston
Kinzinger (IL)
Kirkpatrick
Kline
LaMalfa
Lamborn
Lance
Langevin
Lankford
Larsen (WA)
Latham
Latta
Levin
Lofgren
Long
Lowey
Lucas
Luetkemeyer
Lujan Grisham
(NM)
Luján, Ben Ray
(NM)
Lummis
Marchant
Marino
Massie
Matheson
Matsui
McCarthy (CA)
McCaul
McClintock
McCollum
McHenry
McKeon
McKinley
McMorris
Rodgers
McNerney
Meehan
Meng
Messer
Mica
Miller (FL)
Miller (MI)
Miller, George
Moran
Mullin
Mulvaney
Murphy (PA)
Negrete McLeod
Neugebauer
Noem
Nugent
Nunes
Nunnelee
O'Rourke
Olson
Owens
Palazzo
Pascrell
Pastor (AZ)
Paulsen
Pearce
Pelosi
Perlmutter
Perry
Peters (CA)
Peters (MI)
Peterson
Petri
Pittenger
Poe (TX)
Polis
Pompeo
Price (GA)
Price (NC)
Radel
Rahall
Reed
Reichert
Renacci

Ribble
Rice (SC)
Rigell
Roby
Roe (TN)
Rogers (AL)
Rogers (KY)
Rogers (MI)
Rohrabacher
Rokita
Rooney
Ros-Lehtinen
Roskam
Ross
Rothenfus
Roybal-Allard
Royce
Ruiz
Ruppersberger
Rush
Ryan (OH)
Ryan (WI)
Salmon
Sanford
Sarbanes
Scalise
Schiff
Schneider
Schock
Schradler
Schweikert
Scott, Austin
Sensenbrenner
Sessions
Sewell (AL)
Shea-Porter
Sherman
Shimkus
Shuster
Simpson
Sinema
Smith (MO)
Smith (NE)
Smith (NJ)
Smith (TX)
Smith (WA)
Southerland
Stewart
Stivers
Stockman
Stutzman
Swalwell (CA)
Terry
Thompson (CA)
Thompson (PA)
Thornberry
Tiberi
Noem
Nugent
Nunes
Nunnelee
O'Rourke
Olson
Owens
Palazzo
Pascrell
Pastor (AZ)
Paulsen
Pearce
Pelosi
Perlmutter
Perry
Peters (CA)
Peters (MI)
Peterson
Petri
Pittenger
Poe (TX)
Polis
Pompeo
Price (GA)
Price (NC)
Radel
Rahall
Reed
Reichert
Renacci

NOT VOTING—22

Campbell
Carney
Cramer
Dingell
Graves (MO)
Green, Gene
Gutiérrez
Hanabusa

Herrera Beutler
Hinojosa
Holt
Horsford
Labrador
McCarthy (NY)
McIntyre
Meadows

Miller, Gary
Pallone
Pingree (ME)
Pitts
Rangel
Young (FL)

□ 1929

So the amendment was rejected.

The result of the vote was announced as above recorded.

CONTINUATION OF AMENDMENT OFFERED BY MR. GARRETT

Mr. MORAN. Mr. Chairman, I move to strike the last word.

The Acting CHAIR (Mr. WOODALL). The gentleman from Virginia is recognized for 5 minutes.

Mr. MORAN. Mr. Chairman, first of all, I want to thank my close friend from Oregon (Mr. BLUMENAUER), who not only called the House to order but who has been an extraordinary champion of transit systems for years, especially of Washington's metropolitan transit system, because he gets it. He understands how important this transit system is.

There was a previous discussion, a dialogue, between Mr. CONNOLLY and Mr. GARRETT. The outcome of it was a suggestion that Washington's Metro system is somehow extraordinarily subsidized. The fact is that it's subsidized but that it's subsidized primarily by local governments. We have been trying on our side to provide subsidies to transit systems all over the country, including in the New York-New Jersey area—apparently, given the results of some of the votes, without much success on this bill.

The point I want to make, Mr. Chairman, is that Metro is our Nation's transit system. It was created largely to serve the needs of the Federal Government. Forty percent of Metro's peak ridership are Federal employees, so a Federal role is both necessary and appropriate. WMATA is also the primary means of transportation for visitors to our Nation's Capital. Whether they come to experience our historical legacy, to participate in rallies on The Mall or to meet with their Members of Congress, they use our Nation's Metro system.

Now, in recognition of this special relationship and of WMATA's urgent need for additional capital funds, the Passenger Rail Investment and Improvement Act of 2008 authorized \$1.5 billion over 10 years for WMATA's capital and preventative maintenance projects. It was bipartisan. As Mr. CONNOLLY suggested, his predecessor, Mr. DAVIS, largely led much of the effort, and it was to be matched dollar for dollar by the jurisdictions that WMATA serves—the District of Columbia, the State of Maryland and the Commonwealth of Virginia.

That bill represented a compact between WMATA and the Federal Government, which was granted representation on the WMATA board. That was part of the legislation, that you've got to put Federal representation on the board in return for the funding. Up to this point, the Federal Government has upheld its end of this compact. That's why we object so strongly to the Garrett amendment. Currently, this appropriations bill on the floor today provides \$125 million, which is consistent

with this compact in its funding for the Metro system. It's a 16 percent cut already below the authorized level, which, in fact, has been fully funded in previous fiscal years, but Mr. GARRETT's amendment would eliminate even that reduced funding level.

The elimination of WMATA funding would be deeply detrimental to the system and would diminish the ability of thousands of employees to get to work—two-fifths of them Federal employees. Critically, the further cuts mandated by Mr. GARRETT's amendment would limit WMATA's ability to continue improving the safety of the system and fully implement the recommendations of the National Transportation Safety Board that resulted from the 2009 Red Line crash. That's what we need to implement. We wouldn't be able to do it with this amendment. Eliminating Federal funding would also jeopardize State capital funding for the Metro system by breaking the matching compact that has been agreed to by all the parties.

So, Mr. Chairman, I strongly urge my colleagues to reject this unnecessary amendment, which would irreparably harm America's most critical transit system.

With that, I yield back the balance of my time.

Mr. WOLF. Mr. Chairman, I move to strike the requisite number of words.

The Acting CHAIR. The gentleman from Virginia is recognized for 5 minutes.

(Mr. WOLF asked and was given permission to revise and extend his remarks.)

Mr. WOLF. I just want to speak briefly in support of what Mr. MORAN said.

Mr. Chairman, this law that we are drastically changing was really the result of a bipartisan agreement with regard to the Congress, and it was authored by former Congressman Tom Davis from northern Virginia. We voted on this one other time. A similar amendment was offered by Mr. GARRETT last year. It failed by a vote of 160–243.

In 2008, the Congress made a 10-year commitment as the Federal partner to provide capital funds for the needs of the Metro system. It was a commitment. It's in the law. We voted on it. We worked on it. It was bipartisan. Now we come up with the Garrett amendment. These funds are matched, as said by the gentleman from Virginia (Mr. MORAN), by WMATA's regional partners—Virginia, Maryland and Washington, D.C. Again, it was voted on before, in the last Congress, and it failed overwhelmingly by a vote of 160–243.

Eliminating this funding means that Congress would be choosing to go back on its commitment to provide the money needed to maintain a safe and reliable system used by many of your constituents—the people who visit. Metro is currently using Federal funds to improve a 30-year-old system to address the critical safety recommenda-

tions made by the National Transportation Safety Board. People died on the Metro. This money is being used to make the Metro safe. As the other Member said, many Members have constituents who come from all over the country to use it. More than half of the Metro rail system serves Federal facilities like the Pentagon, the Department of Homeland Security and many others.

I would ask Members to keep the commitment that was made in a bipartisan way and to vote down the Garrett amendment.

Mr. HOYER. Will the gentleman yield?

Mr. WOLF. I yield to the gentleman from Maryland.

Mr. HOYER. I thank the gentleman from Virginia for yielding.

He and I spent literally a decade working together, shoulder to shoulder, in a bipartisan way because this is America's subway. This is a subway that is used by almost all of the visitors who come to visit their capital. It is for that reason that the Federal Government has participated in building this extraordinary system.

The gentleman is correct. We have an agreement. There is a compact that has been signed by Republican Governors and Democratic Governors, by Republican Members of the House and Democratic Members of the House, by Republican members of the Senate and Democratic members of the Senate. I would hope that the House would reject this amendment.

I adopt the remarks of the gentlemen from Virginia. My colleagues Mr. MORAN and Mr. WOLF, I think, speak for all of us, and, of course, Mr. CONNOLLY has spoken very strongly for himself, but I would hope that the House would continue to keep the faith with the agreement that has been made for what is America's subway, used by all of our people when they come here to their Nation's Capital.

I want to thank the chairman, and I want to thank the ranking member for their efforts on behalf of the Metro as well as for keeping the faith of the agreement that we have reached. I thank the gentleman for his leadership and his remarks.

Mr. WOLF. I thank the gentleman.

I also want to thank Mr. LATHAM and Mr. PASTOR for their opposition to this amendment.

With that, I yield back the balance of my time.

THUD APPROPRIATIONS

In 2008, the Congress made a 10-year commitment, as the federal partner, to provide capital funds for the needs of the Metro system.

These funds are matched by WMATA's regional partners, Virginia, Maryland and Washington, D.C.

This amendment would eliminate \$125 million in capital funds for Metro, which has already been cut from \$150 million last year.

A similar amendment offered to last year's THUD bill failed by a vote of 160–243.

Eliminating this funding means Congress is choosing to go back on its commitment to provide money needed to maintain a safe and reliable system used by many of your constituents.

Metro is currently using federal funds to improve its 30-year-old system to address the critical safety recommendations made by the National Transportation Safety Board, which Metro has made its highest priority.

WMATA operates the second largest rail system and sixth largest bus system in the U.S.

It provides 1.3 million trips a day—many of these trips carry employees to and from work every day.

More than half of the Metrorail stations serve federal facilities, like the Pentagon and the Department of Homeland Security.

Metro is critical to the economic growth of this region.

It has spurred \$37 billion in economic development at or near to Metro's property.

I represent the Dulles airport and Loudoun County and since 1999, I have supported extending metro rail to Dulles.

The funding provided in this bill for Metro is critical to the success and safety of the rail project along the Dulles Corridor, which is the single greatest economic engine for Northern Virginia.

Congress must continue to uphold its commitment to provide a safe and reliable metro experience for the American people that we serve.

Mr. BLUMENAUER. I move to strike the last word.

The Acting CHAIR. The gentleman from Oregon is recognized for 5 minutes.

Mr. BLUMENAUER. Mr. Chairman, I would hope that we may take advantage of revisiting this yet again to have a teachable moment here.

My good friend from New Jersey talked about some of the problems of the Metro system. As a practical matter, many of those problems are the result of 40 years of an accumulated maintenance deficit and a lack of a long-term, reliable partnership with the Federal Government, exemplified by the irresponsibility of this amendment that is being proposed.

The Federal Government is the primary beneficiary of Metro. Bear in mind these 68 square miles that represent the District of Columbia: 21 percent of the land is owned by the Federal Government, and a much larger percentage of the valuable land is tax-exempt; 30 percent of the jobs are Federal jobs even in these difficult times, and they're not paying taxes to the District of Columbia or to Metro; 40 percent of the rush-hour traffic is of Federal employees, and we suffer some of the worst traffic congestion in the United States in this region.

We have a serious accumulated deficit for maintenance, and this was part of a bipartisan, long-term agreement to solve this problem and improve service and meet the Federal responsibilities. I appreciate the advocacy and the eloquence of my friends from Virginia and Maryland who have come to the floor and pointed out this responsibility. I

speak as somebody who represents a district 2,300 miles away, but I, too, have an interest in the Federal Government's being a responsible partner in helping Metro function properly.

Many of us were on the floor of the House during 9/11. That was a horrible week in our Nation's Capital. But for the Metro system, the area would have been paralyzed.

□ 1945

I suggest that this is, I hope, well intentioned; but I think it's shortsighted, and it underscores the problems we have had in the district to deal with long-term capital investments. As has been pointed out, the local governments surrounding are part of the partnership and are contributing money.

I would hope that the Federal Government understands its responsibility and not only do we reject this misguided amendment, but hopefully we can use this as an opportunity to reaffirm the partnership, the role that the Federal Government plays, the benefit that the Federal Government obtains for our employees, for our visitors, for the land that is located here that occupies Federal activities.

Mr. Chairman, these are tea leaves that people read. I am sad that this bill underfunds infrastructure across the country on the very day that the American Society of Civil Engineers puts out their report that gives us a D-plus rating for infrastructure in this country, that we need increased private investment, local government funding. We have \$2.2 trillion over the next 10 years. It will be necessary just to bring our infrastructure up to standard. And this will be the quickest way to put Americans to work at family-wage jobs from coast to coast. I would hope at some point we get back to our responsibilities overall for infrastructure, but in the meantime we should reject this effort to undermine the partnership and the Federal responsibility.

I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, when we're in session, I have the opportunity—and I take it—to ride the metro. That's the way I get around in this great city. I have to tell you that in the late sixties, early seventies when I first came to Washington on other business, I saw where Connecticut Avenue was being dug up, the beginning of the Red Line. So I can attest, Mr. Chairman, that every morning at the South Capitol stop, people who work in this complex on Capitol Hill, that there are lines of workers that are coming into work.

So when the proposition came before the House, the compact that the Federal Government agreed with Maryland, Virginia, and the District, to maintain the metro and the particular States and District had the matching

funds, I was very supportive because I knew of the benefit that Metro brought to our employees here on Capitol Hill, as well as to the Federal employees throughout this metro area. So I have to tell you that I support the Metro system, and I oppose this amendment.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from New Jersey (Mr. GARRETT).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. GARRETT. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from New Jersey will be postponed.

Mr. LANGEVIN. Mr. Chairman, I move to strike the requisite number of words.

The Acting CHAIR. The gentleman from Rhode Island is recognized for 5 minutes.

Mr. LANGEVIN. Mr. Chairman, this appropriations measure fails at every level to meet our Nation's transportation infrastructure needs, support our States' housing initiatives, or further our community development goals.

I would like to take a moment to highlight a few of the most egregious cuts in the Transportation-Housing and Urban Development appropriations bill before us today because it's important for my constituents in Rhode Island to hear exactly what's being proposed here today.

We all recognize clearly that some cuts in Federal spending are unavoidable. In certain cases, they're even desirable in the current budgetary environment. But this bill goes far beyond what's reasonable by reneging on the spirit of the agreed-to spending levels in the Budget Control Act. The cuts in this bill to the Community Development Block Grant program, the HOME grant, and transportation investments endanger the well-being of America's cities and towns, as well as our residents.

Expanding economic opportunities and creating jobs continue to be my top priorities in Congress. It's exactly what this Nation needs right now. It's certainly what we need in Rhode Island, given the fact we have the fourth highest unemployment rate in the Nation. Regrettably, this bill achieves neither of these goals. The Congressional Budget Office estimated just last week the sequestration would result in 1.6 million fewer American jobs by the end of September 2014. Yet my Republican colleagues have decided to double down on this reckless policy by crafting the T-HUD bill with the assumption that sequestration remains in effect.

These cuts translate into real jobs and real benefits to our communities. Just 2 weeks ago, I celebrated a \$10

million Federal TIGER grant award that will be used to help Rhode Island replace the aging Providence Viaduct. It's part of the I-95 corridor that goes right through the center of Providence. This bill eliminates the TIGER grant program.

In April, our State Department of Transportation unveiled plans to improve the Providence Amtrak station. The station serves over 1 million Amtrak and commuter rail passengers each year, benefiting our entire State, as well as neighboring ones with multimodal connections from Providence to the Boston metropolitan area. This bill cuts Amtrak funding by 33 percent, endangering further improvements to important interstate transportation infrastructure.

In June, Rhode Islanders celebrated the 100th anniversary of the Amalgamated Transit Union Local 618. Their 1,000 members take us to school, work, to the doctor, and to the grocery store quickly and safely every day. Public transportation decreases congestion, pollution, and individual fuel costs; it connects us to recreation, family, and community; and it creates jobs in the short term, while supporting careers over the long term. This bill cuts transit funding by 17 percent from last year.

It also delivers a 25 percent cut to the Housing Counseling Assistance Fund, which helped over 2,000 Rhode Island families last year stay in their homes, avoid foreclosure, or refinance their mortgage. This bill would cut the HOME program by \$300 million, a 30 percent reduction from pre-sequestration levels. HOME is a critical resource that's used to develop affordable housing for those who need it most. It has resulted in over 4,200 units in Rhode Island alone being created.

Meanwhile, homeless families, the most vulnerable among us, once again will feel the full brunt of the majority's misplaced priorities. In 2012, over 4,800 Rhode Islanders found themselves homeless, one-quarter of them children. The State homeless assistance programs depend on Federal support to operate shelters to help move people to a permanent housing solution; yet H.R. 2610 does not come close to adequately funding these programs, placing thousands of Rhode Island families in even further jeopardy.

By cutting the administrative fund for section 8, this bill seeks to undermine the very integrity of that program. Those seeking housing assistance vouchers will find agencies understaffed, underfunded, and unable to serve the millions who depend on section 8 to stay in affordable housing. This is outrageous.

Finally, Mr. Chairman, this bill cuts the CDBG program by almost 50 percent, an unacceptable and draconian move that will cripple the neighborhoods that need the most help. These grants are the cornerstone of local investment opportunities. For every dollar spent on CDBG grants, \$3 is lever-

aged from private, nonprofit, and other non-Federal funding sources. The organizations working with CDBG funds use them for employment services, homeless assistance, child care, senior care, mental health outreach, and countless other services. I'm sad to see that the committee has decided that this is not worth the investment.

This bill is misguided, and I hope we will rethink this. I urge my colleagues to oppose it.

I yield back the balance of my time. Mr. LATHAM. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to. Accordingly, the Committee rose; and the Speaker pro tempore (Mrs. WOODALL, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 2610) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes, had come to no resolution thereon.

REPORT ON H.R. 2855, STATE, FOREIGN OPERATIONS, AND RELATED PROGRAMS APPROPRIATIONS ACT, 2014

Ms. GRANGER, from the Committee on Appropriations, submitted a privileged report (Rept. No. 113-185) on the bill making appropriations for the Department of State, foreign operations, and related programs for the fiscal year ending September 30, 2014, and for other purposes, which was referred to the Union Calendar and ordered to be printed.

The SPEAKER pro tempore. Pursuant to clause 1, rule XXI, all points of order are reserved on the bill.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 693

Mr. DOYLE. Mr. Speaker, I ask unanimous consent to remove my name as a cosponsor of H.R. 693.

The SPEAKER pro tempore (Mr. WOODALL). Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

SCHOOL ACCESS TO EMERGENCY EPINEPHRINE ACT

Mr. BURGESS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2094) to amend the Public Health Service Act to increase the preference given, in awarding certain asthma-related grants, to certain States (those allowing trained school personnel to administer epinephrine and meeting other related requirements).

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2094

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "School Access to Emergency Epinephrine Act".

SEC. 2. ADDITIONAL PREFERENCE TO CERTAIN STATES THAT ALLOW TRAINED SCHOOL PERSONNEL TO ADMINISTER EPINEPHRINE.

Section 399L(d) of part P of title III of the Public Health Service Act (42 U.S.C. 280g(d)) is amended—

(1) in paragraph (1), by adding at the end the following:

“(F) SCHOOL PERSONNEL ADMINISTRATION OF EPINEPHRINE.—In determining the preference (if any) to be given to a State under this subsection, the Secretary shall give additional preference to a State that provides to the Secretary the certification described in subparagraph (G) and that requires that each public elementary school and secondary school in the State—

“(i) permits trained personnel of the school to administer epinephrine to any student of the school reasonably believed to be having an anaphylactic reaction;

“(ii) maintains a supply of epinephrine in a secure location that is easily accessible to trained personnel of the school for the purpose of administration to any student of the school reasonably believed to be having an anaphylactic reaction; and

“(iii) has in place a plan for having on the premises of the school during all operating hours of the school one or more individuals who are trained personnel of the school.

“(G) CIVIL LIABILITY PROTECTION LAW.—The certification required in subparagraph (F) shall be a certification made by the State attorney general that the State has reviewed any applicable civil liability protection law to determine the application of such law with regard to elementary and secondary school trained personnel who may administer epinephrine to a student reasonably believed to be having an anaphylactic reaction and has concluded that such law provides adequate civil liability protection applicable to such trained personnel. For purposes of the previous sentence, the term ‘civil liability protection law’ means a State law offering legal protection to individuals who give aid on a voluntary basis in an emergency to an individual who is ill, in peril, or otherwise incapacitated.”; and

(2) in paragraph (3), by adding at the end the following:

“(E) The term ‘trained personnel’ means, with respect to an elementary or secondary school, an individual—

“(i) who has been designated by the principal (or other appropriate administrative staff) of the school to administer epinephrine on a voluntary basis outside their scope of employment;

“(ii) who has received training in the administration of epinephrine; and

“(iii) whose training in the administration of epinephrine meets appropriate medical

standards and has been documented by appropriate administrative staff of the school.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. BURGESS) and the gentleman from North Carolina (Mr. BUTTERFIELD) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

GENERAL LEAVE

Mr. BURGESS. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and insert extraneous materials into the RECORD on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. BURGESS. Mr. Speaker, I yield myself such time as I may consume.

I rise in support and urge my colleagues to vote for H.R. 2094, the School Access to Emergency Epinephrine Act.

Mr. Speaker, according to the CDC, one out of every 13 children has a food allergy and that rate is rising. Some of these children can experience a severe allergic reaction known as anaphylaxis that can be deadly unless a medication called “epinephrine” is promptly administered. Studies also show that 16 percent to 18 percent of children with food allergies have had allergic reactions while in school. If those reactions are severe, school personnel should be ready to effectively manage students with known allergies and to be prepared for emergencies.

In 2004, Congress passed legislation to encourage States to allow children with known food allergies to bring their medication to school; however, there are many children who do not know that they have a serious food allergy, and they continue to be at risk.

Currently, less than half of the States have legislation concerning the stocking of epinephrine in schools. Even in these States with legislation, there is a broad range of different provisions about who can administer the epinephrine. Keeping a stock of nonstudent-specific epinephrine in schools is a lifesaving measure and should be implemented nationwide. H.R. 2094, the School Access to Emergency Epinephrine Act, is an important step to protect children who do not know that they are at risk for anaphylaxis. The bill would amend the Public Health Service Act to allow a preference in awarding asthma grants to States that prevent school personnel to administer epinephrine to a student in an emergency.

Mr. Speaker, I reserve the balance of my time.

□ 2000

Mr. BUTTERFIELD. Mr. Speaker, I yield myself such time as I may consume.

(Mr. BUTTERFIELD asked and was given permission to revise and extend his remarks.)

Mr. BUTTERFIELD. Mr. Speaker, I rise tonight in support of H.R. 2094, the School Access to Emergency Epinephrine Act. I am a cosponsor of this bill and urge its passage in the House.

Mr. Speaker, this bill provides incentives for schools to stock the lifesaving medicine that is critical for students and school staff who experience an anaphylactic emergency. Anaphylaxis is serious and life threatening. It is often caused by bee stings, bug bites, latex, and some medications, and can take just a few minutes to cause serious harm and even death.

Epinephrine is used to treat the symptoms of anaphylaxis and comes in the form of an EpiPen that is injected into the body and provides almost instant relief. Nearly 30 States across the country are working on legislation that would permit schools to keep a stock of EpiPens that aren't designated for particular individuals but, rather, available to students and staff who experience an allergic reaction that can be treated with epinephrine. H.R. 2094 that we are considering tonight would encourage the remaining States to work on enacting similar legislation.

This bill creates a preference in the existing Children's Asthma Treatment Grants Program, administered by the Department of Health and Human Services, for States that meet certain requirements that are enumerated in the bill.

Food allergies affect 5.9 million children. That's one in 13. This legislation is especially important because about 25 percent of individuals who are injected with an EpiPen for the first time don't know they have allergies that warrant the use of epinephrine. No student experiencing a severe allergic reaction at school should lose their life because there was no medicine prescribed to them.

Mr. Speaker, simply put, the passage and enactment of this bill will save the lives of countless students across our country who live with severe allergies. So I want to take a moment to commend the bill's author, the gentleman from Maryland (Mr. HOYER), who has worked on this legislation for at least 3 years, and also Congressman PHIL ROE, for their bipartisan work on behalf of all Americans with allergies.

At this time, I yield such time as he may consume to the Democratic whip, the gentleman from Maryland (Mr. HOYER).

(Mr. HOYER asked and was given permission to revise and extend his remarks.)

Mr. HOYER. Mr. Speaker, I want to thank Dr. BURGESS and Mr. BUTTERFIELD for their leadership on this bill, but I certainly want to thank my friend, Dr. PHIL ROE, who has been a delight to work with. It has taken us a little bit of time, but we stayed after it. We stayed after it because, as Dr. BURGESS and Judge BUTTERFIELD have observed, this will save lives. This will save the lives of children. This will save the lives of children who do not

know that they have an allergy which is life threatening.

I'm the grandfather of an 11-year-old little girl. I've been with her twice in the emergency room when she was but an infant and when she was slightly older than an infant. I want to tell my colleagues a story about my daughter who took Alexa to Disney World.

They were walking down the pathway, one of the walkways at Disney World, and all of a sudden my granddaughter started wheezing heavily and stated having an allergic reaction. She is extraordinarily allergic to peanut butter and peanuts. But she'd had no peanut butter and she'd had no peanuts. As a matter of fact, this little girl is extraordinarily careful about what she eats. She comes to my house, she makes sure that I read the labels and she reads the labels. She brings with her her EpiPen in the little case that is always with her.

But as they were walking down that pathway, she started to wheeze heavily, and they had no idea why. My daughter turned around and retraced a few of their steps, and they saw popcorn being made—popcorn being made with peanut oil. And the mere breathing in of that peanut oil air caused her to start wheezing heavily. Now, she didn't have anaphylactic shock at that point in time, and she did not need to go to an emergency room at that time, but it shows how extraordinarily vulnerable people can be to these food allergies.

So I'm very pleased to stand here in support of this bill. I'm very pleased to stand here as a cosponsor of this legislation with my friend, Dr. ROE from Tennessee, and I want to thank him. I want to thank him for his work. I want to thank him as a doctor and as a Member of Congress and as a parent. He shared my concern and we worked together.

There were some difficulties to overcome, but he and I together, working together with FRED UPTON—and I want to thank FRED UPTON and HENRY WAXMAN, the chair and ranking member of the committee, as well as Dr. BURGESS and Mr. BUTTERFIELD for their help. They have both said, and I'm sure Dr. ROE will say, this will save lives. It is not a mandate, but it is a suggestion. It is an urging to make sure that, given the fact that we have this lifesaving capability, that that capability be deployed and be present so that no child will have to die because of a reaction to one of these allergies.

So I thank them again and thank my friend for yielding.

Mr. BUTTERFIELD. I thank the gentleman for those words, and I reserve the balance of my time.

Mr. BURGESS. Mr. Speaker, I yield such time as he may consume to the gentleman from Tennessee, Dr. PHIL ROE.

Mr. ROE of Tennessee. I thank Dr. BURGESS, and, Mr. Speaker, I rise to urge my colleagues to support the School Access to Emergency Epinephrine Act.

This bill will encourage States and schools to take small but meaningful steps to protect schoolchildren from anaphylaxis, a severe and potentially fatal allergic reaction that can be triggered by a food allergy, or even an insect sting. According to Food Allergy Research and Education, one in 13 children has a food allergy—roughly two in every classroom.

The bipartisan bill I introduced with Congressman HOYER—and I want to thank Congressman HOYER profusely today. His staff and my staff worked diligently on this bill to bring it to the floor. This bill provides a preference for asthma-related grants to States that adopt laws to permit properly trained school personnel to administer epinephrine to a student reasonably believed to have an anaphylactic reaction. To obtain preference, schools would have to maintain a supply of epinephrine and ensure trained personnel are present to administer.

This legislation has been scored by the Congressional Budget Office at no cost to the taxpayer. Our bill simply builds on an existing preference system signed into law in 2004 that helped make student self-administration of epinephrine a reality in 49 States.

Anaphylaxis, however, is not always predictable. An individual—adult or child—could have a severe allergic reaction even with no prior history of a food allergy, and I've seen this many times in my practice. Because anaphylaxis can cause deaths in just minutes, it is essential that epinephrine, the best treatment for anaphylaxis, be readily available for treatment. In most States, however, schools are not required to keep epinephrine stocked in case of emergencies. The result is needless tragedies, like that of Amarria Johnson.

Amarria was a 7-year-old girl—the same age of my granddaughter—who lived in Chesterfield County, Virginia. On January 2, 2012, she died from cardiac arrest and anaphylaxis as a result of eating a peanut. I had an opportunity to meet Amarria's mother, Laura Pendleton, at a briefing that Mr. HOYER and I hosted on our bill. Her story is absolutely heartbreaking.

As a father and a grandfather, I can't begin to imagine what she had to go through. In response to her death, the Virginia Legislature passed what has become known as "Amarria's law," which required public schools in the State to keep epinephrine on hand. But while 28 States have laws allowing schools to stock epinephrine, the States requiring the same remain in the minority.

A set of two epinephrine autoinjectors costs about \$150 and are good for a year. With new competition in the marketplace to produce what are commonly known as EpiPens, I'm confident the price will come down even further. The training required to use an EpiPen is minimal. School personnel could be trained by an EMT or a school nurse in a brief session. The

autoinjectors themselves are safe and very easy to use. The needle is covered by a protective sheath and only comes out when the EpiPen is pressed against the leg.

To make sure that teachers and other adults working at the school don't have to worry about a lawsuit for doing the right thing, our bill requires, as a condition of receiving preference for asthma-related grants, that the State attorney general reviews existing civil liability protection laws and certifies that they provide adequate protection to the trained school personnel.

I thank the minority whip, Mr. HOYER, who worked tirelessly on this, for being an outstanding partner in this process. His story with his granddaughter is a compelling one. This has become a bipartisan process every step of the way.

I would also like to thank Chairman UPTON and Mr. WAXMAN and his staff for helping advance this proposal. My hope is that this bill gives the States a little encouragement to ensure that what happened to Amarria doesn't ever happen to another child.

I thank Mr. BUTTERFIELD, and I thank Dr. BURGESS for allowing me to be here this evening, and I encourage my colleagues to support this bill.

Mr. BUTTERFIELD. Mr. Speaker, I don't have any other speakers, and with that I yield back the balance of my time.

Mr. BURGESS. Mr. Speaker, as a physician, a parent and grandparent, I share the same fears that we have heard discussed this evening. I am worried that schools may not be prepared to act quickly in an emergency. I am pleased to support this legislation. I urge everyone on the floor to vote in favor of H.R. 2094.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. BURGESS) that the House suspend the rules and pass the bill, H.R. 2094.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

COLLECTIBLE COIN PROTECTION ACT

Mr. BURGESS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2754) to amend the Hobby Protection Act to make unlawful the provision of assistance or support in violation of that Act, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2754

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Collectible Coin Protection Act".

SEC. 2. PROVISION OF ASSISTANCE OR SUPPORT.

The Hobby Protection Act (15 U.S.C. 2101 et seq.) is amended—

(1) in section 2—

(A) in subsection (b), by inserting " , or the sale in commerce" after "distribution in commerce";

(B) by redesignating subsection (d) as subsection (e) and inserting after subsection (c) the following:

"(d) PROVISION OF ASSISTANCE OR SUPPORT.—It shall be a violation of subsection (a) or (b) for a person to provide substantial assistance or support to any manufacturer, importer, or seller if that person knows or should have known that the manufacturer, importer, or seller is engaged in any act or practice that violates subsection (a) or (b).";

(C) in subsection (e) (as so redesignated), by striking "and (b)" and inserting "(b), and (d)";

(2) in section 3—

(A) by striking "If any person" and inserting "(a) IN GENERAL.—If any person";

(B) by striking "or has an agent" and inserting " , has an agent, transacts business, or wherever venue is proper under section 1391 of title 28, United States Code"; and

(C) by adding at the end the following:

"(b) TRADEMARK VIOLATIONS.—If the violation of section 2 (a) or (b) or a rule under section 2(c) also involves unauthorized use of registered trademarks belonging to a collectibles certification service, the owner of such trademarks shall have, in addition to the remedies provided in subsection (a), all rights provided under sections 34, 35, and 36 of the Trademark Act of 1946 (15 U.S.C. 1116, 1117, and 1118) for violations of such Act."; and

(3) in section 7, by adding at the end the following:

"(8) The term 'collectibles certification service' means a person recognized by collectors for providing independent certification that collectible items are genuine.

"(9) The term 'Trademark Act of 1946' means the Act entitled 'An Act to provide for the registration and protection of trademarks used in commerce, to carry out the provisions of certain international conventions, and for other purposes', approved July 5, 1946 (15 U.S.C. 1051 et seq.)."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. BURGESS) and the gentleman from North Carolina (Mr. BUTTERFIELD) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

GENERAL LEAVE

Mr. BURGESS. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and insert extraneous materials on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. BURGESS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 2754, the Collectible Coin Protection Act, is a simple bill with a simple purpose: to equip honest merchants and collectors as well as the Federal Government with the tools needed to fight a new wave of counterfeit coins and currency.

In recent years, the United States Government has taken extraordinary steps to make it difficult to counterfeit

U.S. currency. Think how the \$20 bill and other denominations have been redesigned over the last decade. As new bills become more difficult to counterfeit, some criminals have turned to counterfeiting rare specimens of older currency, which have none of the security features that we now recognize. Others have invested in counterfeiting rare coins. Some people have gone to great lengths to create realistic fakes—using modern design software and 3-D laser printers to make extremely close replicas, and even purchasing the old equipment used by the mint to strike the original coins.

As you might have guessed, most of the counterfeits are coming from China—where else?

The criminals have also cleverly taken advantage of the certification system used by collectors to assure authenticity, and they've turned it on its head.

Grading services, also called collectibles certification services, evaluate the authenticity and condition of a rare coin and then put it into a special holder called a slab, encapsulating it together with a description of the coin and its condition. The slab is designed to protect the coin, but it also protects the integrity of the grading. If the slab is tampered with, the grading is voided.

Some counterfeiters have now realized they can counterfeit the slab and the certificate as well. This has the advantage of making it harder to examine the coin since dealers are reluctant to break open the slab to examine the coin more closely unless they are absolutely certain that it is a fake.

□ 2015

H.R. 2754, the Collectible Coin Protection Act, amends the Hobby Protection Act to deal with these new problems. Under existing law, it is unlawful to make in the United States or to import into the United States an imitation coin or other numismatic item unless it is plainly and permanently marked with the word "copy."

The Federal Trade Commission has the authority to enforce the Act, and there is also a provision allowing private individuals to enjoin violations or to recover damages for violations that affect them.

H.R. 2754 extends the current law in three ways. It makes it unlawful to sell, as well as manufacture or import, the counterfeit coin that is not marked with the word "copy."

Second, the bill makes it unlawful to provide substantial support or assistance to a manufacturer, importer or seller if the person providing assistance knows or should have known that the manufacturer, importer or seller is engaged in any act or practice that violates the Hobby Protection Act.

Third, the bill provides additional remedies for violations that involve unauthorized use of registered trademarks belonging to a grading service. The additional remedies are the same that are usually provided for under the Trademark Act.

Mr. Speaker, this bill has no cost to the taxpayer. It should deter some of the counterfeiting practices that are now rampant in the marketplace and provide additional tools to deal with unrepentant dealers who go ahead with their schemes to defraud consumers.

I reserve the balance of my time.

Mr. BUTTERFIELD. Mr. Speaker, I yield myself such time as I may consume.

(Mr. BUTTERFIELD asked and was given permission to revise and extend his remarks.)

Mr. Speaker, I rise tonight in support of H.R. 2754, the Collectible Coin Protection Act. I introduced this bill with the bipartisan support of Energy and Commerce full committee Ranking Member Mr. HENRY WAXMAN and Commerce, Manufacturing and Trade Subcommittee Chairman Mr. LEE TERRY, as well as three other colleagues, because the manufacture and sale of counterfeit coins is rapidly increasing across the country.

Manufacturing and selling imitation coins is a little-known black market industry here in the United States. With the invention of 3-D printers, anyone with a computer can now create a fake coin with relative ease that, for all intents and purposes, appears genuine in size and in color and in weight.

Unloading these imitation coins off on unsuspecting collectors has become big business and cuts to the very core of our ability to control and regulate the currency. By the time the collector realizes that he has been scammed, it is absolutely too late.

Current law, Mr. Speaker, makes it illegal to manufacture or import imitation coins meant for sale unless that coin is plainly and permanently marked with the word "copy." Mr. BURGESS made reference to that a moment ago.

My bill would extend current law and make it illegal to sell an imitation coin that is not conspicuously marked with the word "copy."

My bill would also make it unlawful for an individual to provide substantial support or assistance to anyone who manufactures or imports or sells counterfeit imitation coins in violation of the law.

And this bill would also extend trademark infringement protections available under the Trademark Act of 1946 for unauthorized use of a registered trademark in connection with an unlawful sale or other violation involving an imitation coin.

Mr. Speaker, my constituents in North Carolina and Americans across the country deserve to have the peace of mind to know that they will receive what they believe they are purchasing.

Individuals who sell fake products have a real and significant impact on our economy. The manufacture and sale of counterfeit imitation currency cannot be permitted to continue.

I'm confident my bill will provide greater protection for our Nation's currency and for those who collect it.

And so I thank Mr. BURGESS, and I thank all of my colleagues. I ask my colleagues to support this piece of legislation and vote "aye."

Again, I ask my colleagues to look at this and work with us, and let's get it passed and let's stop this black market that's emerging in our country.

I yield back the balance of my time.

Mr. BURGESS. Mr. Speaker, I urge my colleagues to vote "aye" on H.R. 2754.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. BURGESS) that the House suspend the rules and pass the bill, H.R. 2754.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

REAUTHORIZATION OF NATIONAL WILDLIFE REFUGE SYSTEM PROGRAMS

Mr. RUNYAN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1300) to amend the Fish and Wildlife Act of 1956 to reauthorize the volunteer programs and community partnerships for the benefit of national wildlife refuges, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1300

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. REAUTHORIZATION OF NATIONAL WILDLIFE REFUGE SYSTEM VOLUNTEER, COMMUNITY PARTNERSHIP, AND EDUCATION PROGRAMS.

Section 7(g) of the Fish and Wildlife Act of 1956 (16 U.S.C. 742f(g)) is amended by striking "2011 through 2014" and inserting "2015 through 2017".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. RUNYAN) and the gentleman from North Carolina (Mr. BUTTERFIELD) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey.

GENERAL LEAVE

Mr. RUNYAN. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include any extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

Mr. RUNYAN. I yield myself as much time as I may consume.

Mr. Speaker, I rise today in support of the legislation that I have, H.R. 1300, which would reauthorize the volunteer programs and community partnerships at National Wildlife Refuges from FY15 to FY17.

Volunteers are the backbone of our National Wildlife Refuge system. In

fact, in FY12, volunteers contributed 1,594,246 hours of work at the wildlife refuges across the country. The value of this work, estimated at \$21.79 per hour, has an overall value contribution to FY12 estimated to be over \$34 million.

With this annual authorized appropriation of just \$2 million, we have received a value of return on investment of over 17 times. This kind of return on investment sets an example of how to effectively leverage a limited government investment.

The simple fact of the matter is that refuges cannot remain open without the contribution of volunteers and community groups. Volunteers currently contribute more than 20 percent of all refuge work, an equivalent to 766 full-time employees.

Volunteers have also allowed visitors centers to remain open during sequestration. As a result of volunteer work, the Fish and Wildlife Service has recently stated, "There are no immediate plans to close volunteer and education centers for sustained periods of time because of sequestration."

My home district in New Jersey is home to the Edwin B. Forsythe National Wildlife Refuge, which benefits from one of the best community volunteer programs in the country, The Friends of Forsythe. I have seen firsthand the invaluable contribution these volunteers make at Forsythe, and know that the refuge cannot continue to operate without the contributions of these volunteers.

I urge passage of H.R. 1300.

Mr. Speaker, I reserve the balance of my time.

Mr. BUTTERFIELD. Mr. Speaker, I yield myself such time as I may consume.

(Mr. BUTTERFIELD asked and was given permission to revise and extend his remarks.)

Mr. Speaker, I rise to join Mr. RUNYAN in support of H.R. 1300, a bill that will reauthorize volunteer and community partnerships for the National Wildlife Refuge System.

The National Wildlife Refuge System is an incredible asset to our country. In addition to protecting habitat that is essential to the survival of many bird and mammal and fish species, the system provides recreational opportunities that translate into jobs for Americans.

The 45 million people who visit a wildlife refuge each year to hunt and to fish and paddle, or simply watch wildlife, generate \$1.7 billion in sales for local economies. They support more than 34,000 jobs and contribute \$185 million in much-needed tax revenue.

My State of North Carolina has 10 National Wildlife Refuges, and there are 516 of them across the country.

Mr. Speaker, H.R. 1300 would reauthorize valuable volunteer and community partnership programs that benefit the refuge system.

Sequestration has tightened even more the scarce resources we have to

keep the National Wildlife Refuge System open and operational. The system depends on refuge volunteers, and we thank those volunteers, 56,000 of them, in fact, who contributed more than 2.15 million hours, valued at almost \$47 million in just 2012 alone. Generations of Americans would not be able to enjoy these national treasures if not for gracious volunteers.

Therefore, I commend my colleague, Mr. RUNYAN of New Jersey, for his work on this bill. I thank him for his work on the Natural Resources Committee, even thank him for his work on the Veterans' Affairs Committee, and for all that he does in introducing H.R. 1300, along with Natural Resources Committee Ranking Member SABLAN.

I strongly support this legislation and urge my colleagues to vote "yes."

Mr. Speaker, I have no more speakers, and I yield back the balance of my time.

Mr. RUNYAN. Mr. Speaker, I thank the gentleman, and with that, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Jersey (Mr. RUNYAN) that the House suspend the rules and pass the bill, H.R. 1300, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2014—Continued

The SPEAKER pro tempore (Mr. POE of Texas). Pursuant to House Resolution 312 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the further consideration of the bill, H.R. 2610.

Will the gentleman from Georgia (Mr. WOODALL) kindly resume the chair.

□ 2028

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the further consideration of the bill (H.R. 2610) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes, with Mr. WOODALL (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose earlier today, a request for a recorded vote on an amendment offered by the gentleman from New Jersey (Mr. GARRETT) had been postponed, and the bill had been read through page 50, line 6.

The Clerk will read.

The Clerk read as follows:

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION (INCLUDING RESCISSION)

SEC. 160. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. 161. Notwithstanding any other provision of law, funds appropriated or limited by this Act under the Federal Transit Administration's discretionary program appropriations headings for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2015, and other recoveries, shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.

SEC. 162. Notwithstanding any other provision of law, any funds appropriated before October 1, 2012, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.

SEC. 163. Of the funds made available for the discretionary bus and bus facilities program under 49 U.S.C. 5309 in fiscal years 1999 through 2007, 2009 and 2010, \$88,047,709 shall be rescinded: *Provided*, That of the funds made available to carry out new fixed guideways and extensions to existing fixed guideways under 49 U.S.C. 5309 in fiscal years 1998 through 2000 and 2005 through 2006, \$38,290,300 shall be rescinded: *Provided further*, That of the funds made available for the alternatives analysis program under 49 U.S.C. 5339 in fiscal year 2012, \$25,000,000 shall be rescinded.

SEC. 164. For purposes of applying the project justification and local financial commitment criteria of 49 U.S.C. 5309(d) to a New Starts project, the Secretary may consider the costs and ridership of any connected project in an instance in which private parties are making significant financial contributions to the construction of the connected project; additionally, the Secretary may consider the significant financial contributions of private parties to the connected project in calculating the non-Federal share of net capital project costs for the New Starts project.

SEC. 165. Notwithstanding any other provision of law, none of the funds made available in this Act shall be used to enter into a full funding grant agreement for a project with a New Starts share greater than 50 percent.

SEC. 166. None of the funds in this Act may be available to advance in any way a new fixed guideway capital project towards a full funding grant agreement as defined by 49 U.S.C. 5309 for the Metropolitan Transit Authority of Harris County, Texas if the proposed capital project is constructed on or planned to be constructed on Richmond Avenue west of South Shepherd Drive or on Post Oak Boulevard north of Richmond Avenue in Houston, Texas.

□ 2030

Mr. POE of Texas. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. POE of Texas. I wish to enter into a colloquy with the gentleman from Texas (Mr. CULBERSON).

Houston is the fourth most populous city in the country; but unlike other large cities, we have struggled to have an effective mass transit system. Ten

years ago, Houston had only buses. Wider highways were always the solution for transportation.

Over the past decade, Houston has but one light rail that averages 36,000 weekly boardings. I have never been a strong champion of light rail; but my congressional district includes a significant portion of the proposed rail line in section 166, the University rail line, which would go from downtown Houston toward the Hillcroft Transit Center.

A majority of my constituents in the affected area that would be served support the light rail. I am concerned about section 166 of the bill that would prohibit Federal funds from going toward a part of the University line that falls in the neighboring 7th Congressional District, Mr. CULBERSON's district. This language, although affecting his district primarily, indirectly affects my constituents because it has the effect of killing the whole project. Federal funds are needed to build the University line in Houston.

To be clear, section 166 really doesn't save any Federal money. It just sends those funds somewhere else—maybe to New York City. If we're going to spend the money, let's keep the money in Texas and put Texans to work.

I've recently surveyed the constituents who live in the affected area in my congressional district. My office went door-to-door meeting with local businesses over the last few days, speaking with organizations and talking to constituents. Those in the affected area want light rail. On Facebook alone in the last 2 days, 604 people supported light rail and 340 opposed it.

One Houstonian commented:

Houston needs a viable east-west transit corridor to connect to the Main Street line. As a 23-year-old young Houstonian, I strongly support the Richmond rail and project for Houston's future.

At least 26 community and civic organizations support the University line.

At this time I will yield to the gentleman sponsoring section 166 in the bill, Mr. CULBERSON, for a colloquy.

Mr. CULBERSON. Thank you, Judge POE.

Of course, I will continue to work with you and the committee, as I always have. I'll continue to support the will of the voters, as I have always supported Federal funding for those rail lines. It's been approved by the voters. And I look forward to continuing to work with you and my colleagues with the eastern area, as I have with Congressmen GENE GREEN and SHEILA JACKSON LEE, to support those lines in their districts that were on the ballot and were approved by voters.

Mr. POE of Texas. I understand the gentleman's position and the concerns from my colleague and his constituents who really don't want the rail in your congressional district. I respect that representation. The gentleman understands that we have a disagreement as to what constituents want in the af-

ected area. Your constituents don't want the rail. That small section in mine do want the rail. I hope we can work together with Metro productively to get something built that is in the interest of all concerned.

I yield back to the gentleman.

Mr. CULBERSON. Thank you. I look forward to working with the gentleman.

Mr. POE of Texas. I thank the gentleman for his offer to work together. I certainly respect his position. It's my hope we can move forward and work productively and not block Federal funds that are coming to the Houston area that would go somewhere else. Let's work together with Metro, the City of Houston, the mayor's office, and the residents along the entire proposed line and see if we can find a solution that we all agree on, and hopefully we can keep this money in Texas.

I yield back the balance of my time.

SUPPORT FOR UNIVERSITY RAIL LINE

Greater Houston Partnership; Houston Citizen's Transportation Coalition; Houston Tomorrow; Richmond Rail.org; Montrose Management District; Claude Wynn Interests; Museum District Business Alliance; Neartown/Montrose Super Neighborhood; East Montrose Civic Association; Cherryhurst Civic Association; Board of Directors of the University Place Association; University Place Super Neighborhood Council; and Boulevard Oaks Civic Association.

Morningside Civic Association; Old Braeswood Property Owners Associations; Southgate Civic Club; Southampton Civic Club; Museum Area Municipal Association; Rice Village Alliance; Brays Bayou Association; Greater Houston Preservation Alliance; Uptown Management District; Menil Foundation; Museum of Fine Arts Houston; Friends of Mandell Park; and Former City Councilman Peter Brown, Director of BetterHouston.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.

OPERATIONS AND MAINTENANCE (HARBOR MAINTENANCE TRUST FUND)

For necessary expenses to conduct the operations, maintenance, and capital asset renewal activities of those portions of the St. Lawrence Seaway owned, operated, and maintained by the Saint Lawrence Seaway Development Corporation, \$30,582,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662.

MARITIME ADMINISTRATION MARITIME SECURITY PROGRAM

For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, \$174,000,000, to remain available until expended.

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law,

\$143,768,000, of which \$11,500,000 shall remain available until expended for maintenance and repair of training ships at State Maritime Academies, and of which \$2,400,000 shall remain available through September 30, 2015 for Student Incentive Program payments at State Maritime Academies, and of which \$10,000,000 shall remain available until expended for facilities maintenance and repair, equipment, and capital improvements at the United States Merchant Marine Academy: *Provided*, That amounts apportioned for the United States Merchant Marine Academy shall be available only upon allotments made personally by the Secretary of Transportation or the Assistant Secretary for Budget and Programs: *Provided further*, That the Superintendent, Deputy Superintendent and the Director of the Office of Resource Management of the United States Merchant Marine Academy may not be allotment holders for the United States Merchant Marine Academy, and the Administrator of the Maritime Administration shall hold all allotments made by the Secretary of Transportation or the Assistant Secretary for Budget and Programs under the previous proviso: *Provided further*, That 50 percent of the funding made available for the United States Merchant Marine Academy under this heading shall be available only after the Secretary, in consultation with the Superintendent and the Maritime Administrator, completes a plan detailing by program or activity how such funding will be expended at the Academy, and this plan is submitted to the House and Senate Committees on Appropriations.

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, \$4,000,000, to remain available until expended.

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

For necessary administrative expenses of the maritime guaranteed loan program, \$2,655,000 shall be paid to the appropriation for "Operations and Training", Maritime Administration.

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

SEC. 170. Notwithstanding any other provision of this Act, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration: *Provided*, That payments received therefor shall be credited to the appropriation charged with the cost thereof and shall be available until expended: *Provided further*, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

SEC. 171. None of the funds available or appropriated in this Act shall be used by the United States Department of Transportation or the United States Maritime Administration to negotiate or otherwise execute, enter into, facilitate or perform fee-for-service contracts for vessel disposal, scrapping or recycling, unless there is no qualified domestic ship recycler that will pay any sum of money to purchase and scrap or recycle a vessel owned, operated or managed by the Maritime Administration or that is part of the National Defense Reserve Fleet. Such sales of vessels must be consistent with the solicitation and provide that the work will be performed in a timely manner at a facility qualified within the meaning of section 3502 of Public

Law 106-398. Nothing contained herein shall affect the Maritime Administration's authority to award contracts at least cost to the Federal Government and consistent with the requirements of 16 U.S.C. 5405(c), section 3502, or otherwise authorized under the Federal Acquisition Regulation.

PIPELINE AND HAZARDOUS MATERIALS SAFETY
ADMINISTRATION
OPERATIONAL EXPENSES
(PIPELINE SAFETY FUND)
(INCLUDING TRANSFER OF FUNDS)

For necessary operational expenses of the Pipeline and Hazardous Materials Safety Administration, \$21,167,000, of which \$639,000 shall be derived from the Pipeline Safety Fund: *Provided*, That \$1,000,000 shall be transferred to "Pipeline Safety" in order to fund "Pipeline Safety Information Grants to Communities" as authorized under section 60130 of title 49, United States Code.

HAZARDOUS MATERIALS SAFETY

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, \$42,762,000, of which \$1,725,000 shall remain available until September 30, 2016: *Provided*, That up to \$800,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: *Provided further*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions.

PIPELINE SAFETY
(PIPELINE SAFETY FUND)
(OIL SPILL LIABILITY TRUST FUND)
(PIPELINE SAFETY DESIGN REVIEW FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, \$111,252,000, of which \$18,573,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2016; and of which \$90,679,000 shall be derived from the Pipeline Safety Fund, of which \$52,000,000 shall remain available until September 30, 2016; and of which \$2,000,000, to remain available until expended, shall be derived from the Pipeline Safety Design Review Fund, as authorized in 49 U.S.C. 60117(n): *Provided*, That not less than \$1,058,000 of the funds provided under this heading shall be for the One-Call state grant program.

EMERGENCY PREPAREDNESS GRANTS
(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5128(b), \$188,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, 2015: *Provided*, That not more than \$28,318,000 shall be made available for obligation in fiscal year 2014 from amounts made available by 49 U.S.C. 5116(i) and 5128(b)-(c): *Provided further*, That none of the funds made available by 49 U.S.C. 5116(i), 5128(b), or 5128(c) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee.

OFFICE OF INSPECTOR GENERAL
SALARIES AND EXPENSES

For necessary expenses of the Office of the Inspector General to carry out the provisions

of the Inspector General Act of 1978, as amended, \$79,624,000: *Provided*, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3), to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: *Provided further*, That the funds made available under this heading may be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso: *Provided further*, That: (1) the Inspector General shall have the authority to audit and investigate the Metropolitan Washington Airports Authority (MWAA); (2) in carrying out these audits and investigations the Inspector General shall have all the authorities described under section 6 of the Inspector General Act (5 U.S.C. App.); (3) MWAA Board Members, employees, contractors, and subcontractors shall cooperate and comply with requests from the Inspector General, including providing testimony and other information; (4) The Inspector General shall be permitted to observe closed executive sessions of the MWAA Board of Directors; (5) MWAA shall pay the expenses of the Inspector General, including staff salaries and benefits and associated operating costs, which shall be credited to this appropriation and remain available until expended; and (6) if MWAA fails to make funds available to the Inspector General within 30 days after a request for such funds is received, then the Inspector General shall notify the Secretary of Transportation who shall not approve a grant for MWAA under section 47107(b) of title 49, United States Code, until such funding is made available for the Inspector General.

SURFACE TRANSPORTATION BOARD
SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, \$29,310,000: *Provided*, That notwithstanding any other provision of law, not to exceed \$1,250,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: *Provided further*, That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year 2014, to result in a final appropriation from the general fund estimated at no more than \$28,060,000.

GENERAL PROVISIONS—DEPARTMENT OF
TRANSPORTATION

SEC. 180. During the current fiscal year, applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 181. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 182. None of the funds in this Act shall be available for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transpor-

tation: *Provided*, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

SEC. 183. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) Notwithstanding subsection (a), the Secretary shall not withhold funds provided in this Act for any grantee if a State is in noncompliance with this provision.

SEC. 184. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account, the Federal Transit Administration's "Research and University Research Centers" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 185. None of the funds in this Act to the Department of Transportation may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any project competitively selected to receive a discretionary grant award, any discretionary grant award, letter of intent, or full funding grant agreement totaling \$500,000 or more is announced by the department or its modal administrations from:

(1) any discretionary grant program of the Federal Highway Administration including the emergency relief program;

(2) the airport improvement program of the Federal Aviation Administration;

(3) any program of the Federal Railroad Administration; or

(4) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs: *Provided*, That the Secretary gives concurrent notification to the House and Senate Committees on Appropriations for any "quick release" of funds from the emergency relief program: *Provided further*, That no notification shall involve funds that are not available for obligation.

SEC. 186. Rebates, refunds, incentive payments, minor fees and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated to elements of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.

SEC. 187. Amounts made available in this or any other Act that the Secretary determines represent improper payments by the Department of Transportation to a third-party contractor under a financial assistance award, which are recovered pursuant to law, shall be available—

(1) to reimburse the actual expenses incurred by the Department of Transportation in recovering improper payments; and

(2) to pay contractors for services provided in recovering improper payments or contractor support in the implementation of the Improper Payments Information Act of 2002: *Provided*, That amounts in excess of that required for paragraphs (1) and (2)—

(A) shall be credited to and merged with the appropriation from which the improper

payments were made, and shall be available for the purposes and period for which such appropriations are available; or

(B) if no such appropriation remains available, shall be deposited in the Treasury as miscellaneous receipts: *Provided further*, That prior to the transfer of any such recovery to an appropriations account, the Secretary shall notify the House and Senate Committees on Appropriations of the amount and reasons for such transfer: *Provided further*, That for purposes of this section, the term “improper payments”, has the same meaning as that provided in section 2(d)(2) of Public Law 107–300.

SEC. 188. Notwithstanding any other provision of law, if any funds provided in or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, said reprogramming action shall be approved or denied solely by the Committees on Appropriations: *Provided*, That the Secretary may provide notice to other congressional committees of the action of the Committees on Appropriations on such reprogramming but not sooner than 30 days following the date on which the reprogramming action has been approved or denied by the House and Senate Committees on Appropriations.

SEC. 189. None of the funds appropriated or otherwise made available under this Act may be used by the Surface Transportation Board of the Department of Transportation to charge or collect any filing fee for rate complaints filed with the Board in an amount in excess of the amount authorized for district court civil suit filing fees under section 1914 of title 28, United States Code.

SEC. 190. Funds appropriated in this Act to the modal administrations may be obligated for the Office of the Secretary for the costs related to assessments or reimbursable agreements only when such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

SEC. 191. The Secretary of Transportation is authorized to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under section 7905 of title 5, United States Code, including distribution of transit benefits by various paper and electronic media.

SEC. 192. None of the funds made available by this Act may be used for the California High-Speed Rail Program of the California High-Speed Rail Authority.

SEC. 193. (a) Unobligated balances of funds made available for section 1307(d) of Public Law 109–59 are hereby permanently rescinded.

(b) For an additional amount to be made available on September 30, 2014 from savings made available from subsection (a), the Secretary of Transportation shall make grants for grade crossing safety as described in section 148(a)(4)(B)(vi) of title 23, United States Code, and corridor planning improvements as described in section 26101(b) of title 49, United States Code.

SEC. 194. None of the funds made available by this Act shall be used by the Surface Transportation Board to take any actions with respect to construction of a high-speed rail project in California unless the Board has jurisdiction over the entire project and the permit is or was issued by the Board with respect to the project in its entirety.

This title may be cited as the “Department of Transportation Appropriations Act, 2014”.

TITLE II

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MANAGEMENT AND ADMINISTRATION
EXECUTIVE OFFICES

For necessary salaries and expenses for Executive Offices, which shall be comprised of the offices of the Secretary, Deputy Secretary, Hearings and Appeals, Congressional and Intergovernmental Relations, Public Affairs, and Center for Faith-Based and Community Initiatives, \$12,000,000, of which \$500,000 shall remain available until September 30, 2015: *Provided*, That not to exceed \$25,000 of the amount made available under this heading shall be available to the Secretary for official reception and representation expenses as the Secretary may determine.

AMENDMENT OFFERED BY MS. CASTOR OF FLORIDA

Ms. CASTOR of Florida. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 68, line 11, after the first dollar amount, insert “(reduced by \$3,000,000)”.

Page 68, line 19, after the dollar amount, insert “(increased by \$3,000,000)”.

Page 69, line 4, after the dollar amount, insert “(increased by \$3,000,000)”.

The Acting CHAIR. The gentlewoman is recognized for 5 minutes.

Ms. CASTOR of Florida. Mr. Chairman, my amendment moves \$3 million from the executive offices of the Department of Housing and Urban Development, including the Deputy Secretary’s office, to the Office of Field Policy and Management, for a very good reason. The leadership at the Department of Housing and Urban Development has failed my neighbors in Florida under its unsubstantiated plan to remove the on-the-ground, community-based personnel from our local communities and transfer these positions to a single bureaucratic behemoth.

On September 30 of this year, HUD executives plan to move our local community-based HUD professionals to other offices hundreds of miles away. Yet the housing and homeless challenges in my community will remain. Mr. Chairman, Congress was not consulted on HUD’s plan. After HUD’s plan was leaked, a number of Members of Congress inquired.

So what is HUD’s plan? The Deputy Secretary said HUD plans to remove its representatives from the Tampa Bay and Orlando areas, a region of over 6 million Americans, larger than 30 States, and from other communities across the country. I asked HUD’s Deputy Secretary, Is this a cost-saving measure? He said, No. I asked HUD’s Deputy Secretary, Have you done a workforce analysis so that the HUD workforce is devoted to the areas that need help and the appropriate places at the appropriate numbers? No.

HUD executives have failed to provide any reasonable justification to Congress regarding the closing of 16 field offices, including two in Florida.

Mr. Chairman, I suggest it is not appropriate to concentrate HUD per-

sonnel in offices hundreds of miles away from where they’re needed. HUD is just asking for higher travel costs and an agency that will be more disconnected from communities.

Today, my amendment cuts the executive office budget of HUD by 25 percent and moves those dollars away from Washington and back to the Office of Field Policy and Management to restore some of the HUD field offices that are being shuttered in 2 months. In moving the dollars out of Washington, my intent is to directly help our homeless veterans and those on the ground working for multifamily housing, Choice Neighborhoods grants, neighborhood stabilization, Hardest Hit, housing counseling, and more.

My State and local communities cannot be served effectively under HUD’s plan to stovepipe its personnel hundreds of miles away. Florida has a population of 19 million, and 1.5 million veterans live in Florida, of which about 8,000 are homeless. We have 57,000 people in Florida that are battling homelessness and our foreclosure rate is still too high. Over the last year, Florida has had the most homes—over 103,000—foreclosed upon. California is a distant second. Nearly 9 percent of all Florida homes with mortgages were in some stage of foreclosure.

Communities throughout Tampa Bay have been hit hard by the housing crisis, and the reliable and informed HUD professionals in the Tampa Bay field office have been on the ground helping our neighbors daily. Earlier this year, more than 5,000 notices of mortgage default, foreclosure auction, or repossession were sent across Tampa Bay. Florida continues to have a very high foreclosure rate—and Tampa is no exception.

HUD professionals in my community have been there to help. They have helped us weather the economic crisis. The Tampa Bay HUD office has been critical for many of my neighbors and for community-based nonprofits working to solve the housing and homeless problems.

Mr. Chairman, my amendment simply says that bureaucrats in Washington will have a little bit less to ensure that our communities, including my home of Tampa, Orlando, and other communities across the country, have the professionals in the field that we need to help our neighbors, our veterans, and others with housing challenges.

I would like to thank my colleagues, Ms. BROWN of Florida, Mr. GRAYSON, Ms. MATSUI, Mr. MCNERNEY, and Mr. COSTA for joining me in cosponsoring this amendment.

I urge a “yes” vote on the Castor amendment, and I yield back the balance of my time.

□ 2045

Mr. MCNERNEY. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from California is recognized for 5 minutes.

Mr. MCNERNEY. Mr. Chairman, I rise in support of the amendment by my colleague from Florida (Ms. CASTOR), and I want to thank Ms. CASTOR for working on this amendment.

The housing crisis has hit countless districts across the country—Florida, California, and other States—especially including my own district.

I represent some of the hardest hit areas in the United States of America, including the San Joaquin Valley. Although the housing sector has improved in recent months, there is still much work to be done. We must ensure hardworking individuals and families have the best information possible when making important life decisions, and HUD field offices and officers play a critical role in this process.

Whether it's through foreclosure assistance or for first-time homebuyers, HUD help is needed. Unfortunately, HUD wants to close various offices throughout the country. We must focus on providing HUD with the appropriate resources to adequately assist areas like the San Joaquin Valley that have been disproportionately affected by the housing crisis. Reducing access to services is not the answer.

Mr. Chairman, we've held countless foreclosure summits and workshops in our district. I've seen individuals in front of me that are losing their homes—young men, young women—tears in their eyes. They're getting excellent information from the HUD service officers, and to take that resource away from these individuals is a travesty. This commonsense amendment by my colleague from Florida aims to address this issue by removing 25 percent from HUD's executive account and moving it toward the field offices and policy management account. I know that the people in my district need and deserve these services. Ensuring HUD has the funding to keep offices open is a step in the right direction.

I urge my colleagues to support this amendment, and I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, first of all, I want to thank the gentlelady for bringing this issue to our attention. I know it not only affects her district, but others across the country.

I have to tell you that other Members have come to me, and their great concern is that in many cases the stakeholders at the local offices where there will be closure have not been consulted or have not had adequate input into the negative effects that the closures will have. So for this reason, Mr. Chairman, I support my colleague's amendment and I support the gentlelady, and I ask for an "aye" vote.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from Florida (Ms. CASTOR).

The amendment was agreed to.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

ADMINISTRATIVE SUPPORT OFFICES

For necessary salaries and expenses for administration, management and operations of offices of the Department of Housing and Urban Development, \$479,000,000, of which \$5,000,000 shall remain available until September 30, 2015: *Provided*, That \$1,000,000 shall be available for claims and indemnities and shall remain available until expended; not to exceed \$44,000,000 shall be available for the Office of the Chief Financial Officer; not to exceed \$90,000,000 shall be available for the Office of the General Counsel; not to exceed \$186,000,000 shall be available for the Office of Administration; not to exceed \$49,000,000 shall be available for the Office of the Chief Human Capital Officer; not to exceed \$50,000,000 shall be available for the Office of Field Policy and Management; not to exceed \$17,000,000 shall be available for the Office of the Chief Procurement Officer; not to exceed \$3,000,000 shall be available for the Office of Departmental Equal Employment Opportunity; not to exceed \$5,000,000 shall be available for the Office of Strategic Planning and Management; and not to exceed \$34,000,000 shall be available for the Office of the Chief Information Officer: *Provided further*, That funds provided under this heading may be used for necessary administrative and non-administrative expenses of the Department of Housing and Urban Development, not otherwise provided for, including purchase of uniforms, or allowances therefore, as authorized by U.S.C. 5901-5902; hire of passenger motor vehicles; services as authorized by 5 U.S.C. 3109: *Provided further*, That notwithstanding any other provision of law, funds appropriated under this heading may be used for advertising and promotional activities that support the housing mission area: *Provided further*, That the Secretary shall provide the Committees on Appropriations quarterly written notification regarding the status of pending congressional reports: *Provided further*, That the Secretary shall provide all signed reports required by Congress electronically.

AMENDMENT OFFERED BY MRS. CAPITO

Mrs. CAPITO. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 68, line 19, after the dollar amount, insert "(reduced by \$75,000,000)".

Page 69, line 1, after the dollar amount, insert "(reduced by \$40,000,000)".

Page 69, line 3, after the dollar amount, insert "(reduced by \$25,000,000)".

Page 69, line 4, after the dollar amount, insert "(reduced by \$10,000,000)".

Page 70, line 7, after the dollar amount, insert "(reduced by \$50,000,000)".

Page 70, line 12, after the dollar amount, insert "(reduced by \$25,000,000)".

Page 70, line 17, after the first dollar amount, insert "(reduced by \$100,000,000)".

Page 89, line 5, after the dollar amount, insert "(increased by \$350,000,000)".

Page 89, line 7, after the dollar amount, insert "(increased by \$350,000,000)".

Page 91, line 11, after the dollar amount, insert "(reduced by \$100,000,000)".

The Acting CHAIR. The gentlewoman from West Virginia is recognized for 5 minutes.

Mrs. CAPITO. Mr. Chairman, I am pleased to offer this amendment with my colleagues, Mr. KELLY from Penn-

sylvania, Mr. MCKINLEY of West Virginia, and Mr. BARLETTA of Pennsylvania. Our amendment puts \$350 million back into the Community Development Block Grant program. The CDBG's budget has been reduced by \$1.3 billion from last year, and these reductions we believe will deeply affect our local communities.

With our national debt approaching \$17 trillion, it is critical that Congress tighten its belt and direct limited resources to the most important priorities. I believe that funding for CDBG is a high priority.

This amendment has been scored by the Congressional Budget Office, and it will not increase the budget authority proposed in this bill. In fact, it will actually reduce the outlays for fiscal year 2014 by \$129 million.

The Community Development Block Grant program plays a critical role for the many communities who are trying to find funds to improve lower-income and under-utilized areas. It helps tremendously in the rural areas.

In my home State of West Virginia, unfortunately, there are still some West Virginians who have to drive to fill up a water tank because they don't have access to safe drinking water. The CDBG program has been critical in funding these safe drinking water and sewer projects to many areas in West Virginia. Through the small cities CDBG fund, West Virginia has invested \$80 million over the last 5 years to improve access to clean water and to develop water and wastewater systems. These projects include a safe drinking water project in Buffalo, West Virginia, which provided clean drinking water to over 100 residents.

In my home town of Charleston, West Virginia, this program has provided much-needed help for our senior citizens, for road repairs, and our homeless shelters. The program has produced results, and our local governments need this funding to be reinstated so they can continue helping the communities because they need our support.

It was very difficult to find an offset for this. The HOME program has helped a lot of low-income individuals find affordable housing over the past 20 years. However, there have been grave concerns regarding oversight of the program, and HUD has been slow to adapt to many of the recommendations proposed by various auditors, including a GAO audit performed last February. I'm hopeful that HUD will view these cuts in their budget as proof that Congress is serious about oversight and will increase the oversight of the HOME program.

The CDBG program is a vital one, essential to States like mine and those of my colleagues who introduced this amendment. So I ask all my colleagues to support this amendment, and I yield back the balance of my time.

Mr. LATHAM. Mr. Chairman, I move to strike last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Mr. Chairman, I rise in support of the amendment of the gentlewoman from West Virginia. Obviously, we've got a very difficult allocation, and we understand the importance of the program. So with that, I would ask for an "aye" vote on this amendment.

I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, I join Chairman LATHAM and the gentlelady from West Virginia. CDBG is a great program.

When I was a county supervisor, we used the moneys to do infrastructure development and helped the communities and allowed other local officials to decide how those moneys were going to be used. But I have concerns about this amendment. It cuts HUD's salaries and expenses by \$250 million. This level will likely mean staff layoffs, especially in the office that administers the CDBG program. It also cuts the HOME program by \$100 million, even while it is at a record low level in this bill.

The amendment makes these draconian cuts to other programs, and the CDBG levels would still be well below the 1975 level. Robbing Peter to pay Paul is a direct result of the Ryan budget and the inadequate 302(b) allocation.

For that reason, I would oppose the amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from West Virginia (Mrs. CAPITO).

The amendment was agreed to.

AMENDMENT OFFERED BY MS. VELÁZQUEZ

Ms. VELÁZQUEZ. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 68, line 19, after the dollar amount, insert "(reduced by \$10,000,000)".

Page 69, line 1, after the dollar amount, insert "(reduced by \$7,000,000)".

Page 69, line 3, after the dollar amount, insert "(reduced by \$3,000,000)".

Page 101, line 14, after the first dollar amount, insert "(increased by \$10,000,000)".

The Acting CHAIR. The gentlewoman from New York is recognized for 5 minutes.

Ms. VELÁZQUEZ. Mr. Chairman, families that receive housing counseling and home inspections make better decisions when it comes to purchasing or refinancing a home. They understand the financial burdens they can reasonably assume and what future costs they may incur due to homeownership, reducing their individual risk of foreclosure in the future. Fewer individual foreclosures also benefit surrounding communities; home prices remain stable, blight is reduced, and more families remain in place. That is why I have been relentless in urging

HUD to improve the educational resources available to borrowers when purchasing or refinancing a home.

Currently, HUD is working to improve its certified housing counselor training for potential and existing homebuyers, as well as develop home inspection educational materials for consumers when purchasing a home. Unfortunately, the issuance of these resources has been delayed. To date, only a few of the housing counseling documents have been released for public comment, including the application for the Housing Counseling Federal Advisory Committee and certification for HUD housing counseling.

The legislation before us today, H.R. 2610, the Transportation, Housing and Urban Development, and Related Agencies Appropriation Act, would reduce funding to finalize these resources at the time they are most needed.

Many low-to-moderate-income homeowners are still struggling to afford their homes. My amendment would provide the additional \$10 million necessary to restore housing counseling assistance funding to its FY 2013 level. Funding from HUD's administrative supportive offices account would be used to offset the amendment.

It would not impact any of the transportation or housing programs funding amounts. The net impact is zero on the budget authority, and it would reduce 2014 outlays by \$4 million—actually saving the government money over time.

This increased funding would help HUD complete its statutory obligations and start providing housing counseling information to FHA-insured borrowers and other interested families. These resources are essential for educating families about the financial burdens of owning a home, the importance of conducting a home inspection prior to purchase, and informing underwater homeowners of their options to avoid foreclosure. We cannot allow these families to wait any longer for these critical homeownership information resources.

I urge the House to protect families' interests when purchasing a home by voting "yes" on this amendment.

I yield back the balance of my time. Mr. LATHAM. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Mr. Chairman, I rise in opposition to this amendment.

Our bill had already taken steps to reduce HUD's salary and expenses budget in the interest of fiscal responsibility. In addition to these reductions, we just passed an amendment that reduced that account. We also have several more amendments at the desk that further eat at the administrative expenses to offset increases in higher priority programs—again, like the Community Development Block Grants. At some point, however, we cannot continue to take cut after cut into these accounts without jeopard-

izing HUD's ability to responsibly carry out its mission.

Again, Mr. Chairman, I would ask for a "no" vote and oppose this amendment.

I yield back the balance of my time. Mr. PASTOR of Arizona. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, as described by my colleague, Ms. VELÁZQUEZ, counseling is very important to current homeowners, prospective homeowners; and with it, we ensure that someone who is going into an FHA-backed home is able to have all the information in order to be a good homeowner. Obviously home inspection is very important. To those people who are still underwater, they still need the counseling and the information from HUD.

So for those reasons, Mr. Chairman, I rise in support of the gentlelady's amendment.

I yield back the balance of my time.

□ 2100

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from New York (Ms. VELÁZQUEZ).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Ms. VELÁZQUEZ. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentlewoman from New York will be postponed.

AMENDMENT OFFERED BY MR. BARBER

Mr. BARBER. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 68, line 19, after the dollar amount, insert "(reduced by \$1,500,000)".

Page 69, line 1, after the dollar amount, insert "(reduced by \$1,500,000)".

Page 71, line 22, after the dollar amount, insert "(increased by \$1,000,000)".

Page 80, line 4, after the dollar amount, insert "(increased by \$1,000,000)".

The Acting CHAIR. The gentleman from Arizona is recognized for 5 minutes.

Mr. BARBER. Mr. Chairman, I rise today to request approval of an amendment that will support citizens of our great Nation who desperately need and deserve our assistance.

I am talking about our Nation's homeless veterans. At a time when our country needed them, they answered the call, personally sacrificing for the greater good—for our greater good.

My amendment will increase funding for housing vouchers by \$1 million, and it is offset by a reduction in the Administrative Support Office's budget.

We owe these men and women more than just a debt of gratitude. We owe them our unflinching support commensurate with their level of service, equal

to their sacrifice for you and for me and for all Americans who enjoy the freedoms that these veterans have protected.

Unfortunately, too many veterans still lack the necessary resources to keep a permanent roof over their heads. This, I hope we all agree, is completely unacceptable.

The Department of Veterans Affairs estimates that approximately 62,000 veterans remain homeless. That is 62,000 members of our Armed Forces who made an unwavering commitment to stand in the breach for this Nation, for freedom, for democracy, and the values that are the foundation of the United States of America.

According to the United States Inter-agency Council on Homelessness, nearly one-third of chronically homeless people are veterans. The men and women who put on the uniform of our Armed Forces took a solemn oath to do what we asked them to do, and they should not go without in their time of need.

When our soldiers came home from Vietnam they were subject to despicable insults and, even worse, did not receive the supports we promised them. Thousands of them make up the homeless population in our country today. This was a national disgrace, and we must do better for them and for the new veterans from Iraq and Afghanistan who are coming home every day. We must not allow them to become yet another homeless veteran.

While the Department of Veterans Affairs has a commendable goal to end veteran homelessness by 2015, it is shameful to even let one single veteran become homeless.

In my home district in Tucson, the city is working to ensure that veteran homelessness is eradicated permanently. I applaud and support those efforts, but more can and must be done across my district and the Nation.

If my amendment is adopted, it would increase by \$1 million the amount available to veterans for housing vouchers. It is offset by a reduction of \$1.5 million from the HUD Administrative Support Offices.

While this amendment will not solve the issue of veteran homelessness, it is a small and important first step that we can take to show our commitment to our veterans.

We cannot continue to fail these men and women who have so bravely served this Nation. It is not a Democratic or a Republican issue; it is an American issue. I urge my colleagues on both sides of the aisle to vote "yes" on this amendment.

I yield back the balance of my time. Mr. LATHAM. Madam Chairman, I move to strike the last word.

The Acting CHAIR (Ms. FOXX). The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Madam Chairman, I rise in opposition to this amendment. Unfortunately, this, once again, is a political amendment. If you remember

last year, the motion to recommit the gentleman had, that was purely political after Mr. Dicks from Washington and I had made sure that we had every dime in the bill to make sure that every veteran was taken care of. And now to play politics with veterans I think is extraordinarily offensive because, in this bill, we fully fund the President's request. Everything that HUD says that we must do, every dollar is here for the veterans. Now to raise an issue like this I think is something that is not becoming to the House of Representatives.

We have, like I said, Madam Chairman, fully funded \$75 million for 10,000 new vouchers for our veterans. These vouchers are labor intensive, involving both the Veterans Administration and HUD officials in an intensive process moving veterans out of homelessness. The program also provides veterans with supportive services so that they receive job training and other services so that they can move toward a path of independence.

We have heard repeatedly from HUD that 10,000 new veterans' vouchers is the maximum number that can be processed. Let me say it again. From the administration, from President Obama, from Secretary Donovan and HUD, they are saying that they cannot handle any more capacity than the money that we have.

Again, Madam Chairman, I would ask a "no" vote for this only political vote. This is the second year in a row that we have had this. I find it very, very offensive that anyone in this House believes that we are not funding this to the full extent of what is asked for and what is required for our veterans that have served this country so well.

I yield back the balance of my time. Mr. PASTOR of Arizona. Madam Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. First of all, I want to commend Chairman LATHAM for including the \$75 million in the base bill. As he said, that will deal with 10,000 veterans who are homeless. I commend him and President Obama for honoring their commitment to service the veterans.

To speak about amendments having political motives or having political connotations, several amendments ago I think we did CDBG, and I'm sure it had a few political connotations, but that's the way some of these amendments come forward.

To Mr. BARBER's amendment, I do have concerns that the offset may impede HUD's ability to carry out its mission, but I look forward to working with the gentleman to continue this important work. Hopefully, as we work for the Senate, we'll be able to increase the allocation for this bill.

I support the gentleman's amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Arizona (Mr. BARBER).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. BARBER. Madam Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Arizona will be postponed.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

PROGRAM OFFICE SALARIES AND EXPENSES
PUBLIC AND INDIAN HOUSING

For necessary salaries and expenses of the Office of Public and Indian Housing, \$197,000,000, of which \$2,000,000 shall remain available until September 30, 2015.

COMMUNITY PLANNING AND DEVELOPMENT

For necessary salaries and expenses of the Office of Community Planning and Development, \$99,000,000, of which \$1,000,000 shall remain available until September 30, 2015.

HOUSING

For necessary salaries and expenses of the Office of Housing, \$377,000,000, of which \$4,000,000 shall remain available until September 30, 2015: *Provided*, That the Secretary shall appoint an administrator of the Office of Manufactured Housing within 120 days of enactment of this Act: *Provided further*, That the funds made available under this heading shall be reduced by \$50,000 for each day that the Department is in violation of the previous proviso.

POLICY DEVELOPMENT AND RESEARCH

For necessary salaries and expenses of the Office of Policy Development and Research, \$21,000,000, of which \$500,000 shall remain available until September 30, 2015.

FAIR HOUSING AND EQUAL OPPORTUNITY

For necessary salaries and expenses of the Office of Fair Housing and Equal Opportunity, \$71,000,000, of which \$1,000,000 shall remain available until September 30, 2015.

OFFICE OF HEALTHY HOMES AND LEAD HAZARD CONTROL

For necessary salaries and expenses of the Office of Healthy Homes and Lead Hazard Control, \$7,000,000, of which \$500,000 shall remain available until September 30, 2015.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

For activities and assistance for the provision of tenant-based rental assistance authorized under the United States Housing Act of 1937, as amended (42 U.S.C. 1437 et seq.) ("the Act" herein), not otherwise provided for, \$14,610,564,000, to remain available until expended, shall be available on October 1, 2013 (in addition to the \$4,000,000,000 previously appropriated under this heading that became available on October 1, 2013), and \$4,000,000,000, to remain available until expended, shall be available on October 1, 2014: *Provided*, That amounts made available under this heading are provided as follows:

(1) \$17,000,000,000 shall be available for renewals of expiring section 8 tenant-based annual contributions contracts (including renewals of enhanced vouchers under any provision of law authorizing such assistance under section 8(t) of the Act) and including renewal of other special purpose incremental vouchers: *Provided*, That notwithstanding any other provision of law, from amounts provided under this paragraph and any carryover, the Secretary for the calendar year 2014 funding cycle shall provide renewal funding for each public housing agency based on validated voucher management system

(VMS) leasing and cost data for the prior calendar year and by applying an inflation factor as established by the Secretary, by notice published in the Federal Register, and by making any necessary adjustments for the costs associated with the first-time renewal of vouchers under this paragraph, including tenant protection and HOPE VI vouchers: *Provided further*, That in determining calendar year 2014 funding allocation under this heading for public housing agencies, including agencies participating in the Moving To Work (MTW) demonstration, the Secretary may take into account the anticipated impact of changes in targeting, medical expense thresholds, and utility allowances, to public housing agencies' contract renewal needs: *Provided further*, That the Secretary shall, to the extent necessary to stay within the amount specified under this paragraph (except as otherwise modified under this Act), pro rate each public housing agency's allocation otherwise established pursuant to this paragraph: *Provided further*, That except as provided in the following provisos, the entire amount specified under this paragraph (except as otherwise modified under this Act) shall be obligated to the public housing agencies based on the allocation and pro rata method described above, and the Secretary shall notify public housing agencies of their annual budget by the latter of 60 days after enactment of this Act or March 1, 2014: *Provided further*, That the Secretary may extend the notification period, with the prior written approval of the House and Senate Committees on Appropriations: *Provided further*, That public housing agencies participating in the MTW demonstration shall be funded pursuant to their MTW agreements and shall be subject to the same pro rata adjustments under the previous provisos: *Provided further*, That the Secretary may offset public housing agencies' calendar year 2014 allocations by the excess amount of agencies' reserves as established by the Secretary: *Provided further*, That public housing agencies participating in the MTW demonstration shall also be subject to the offset, as determined by the Secretary, from the agencies' calendar year 2014 MTW funding allocation: *Provided further*, That the Secretary shall use any offset referred to in the previous two provisos throughout the calendar year to prevent the termination of rental assistance for families as the result of insufficient funding, as determined by the Secretary, and to avoid or reduce the proration of renewal funding allocations: *Provided further*, That up to \$50,000,000 shall be available only: (1) for adjustments in the allocations for public housing agencies, after application for an adjustment by a public housing agency, that experienced a significant increase, as determined by the Secretary, in renewal costs of vouchers resulting from unforeseen circumstances or from portability under section 8(r) of the Act; (2) for vouchers that were not in use during the 12-month period in order to be available to meet a commitment pursuant to section 8(o)(13) of the Act; (3) for adjustments for costs associated with HUD-Veterans Affairs Supportive Housing (HUD-VASH) vouchers; (4) for adjustments in the allocations for public housing agencies that experienced a significant increase, as determined by the Secretary, in renewal costs as a result of participation in the Small Area Fair Market Rent demonstration: *Provided further*, That the Secretary shall allocate amounts under the previous proviso based on need as determined by the Secretary; and (5) for public housing agencies that despite taking reasonable cost savings measures, as determined by the Secretary, would otherwise be required to terminate rental assistance for families as the result of insufficient funding;

(2) \$75,000,000 shall be for section 8 rental assistance for relocation and replacement of housing units that are demolished or disposed of pursuant to section 18 of the Act, conversion of section 23 projects to assistance under section 8, the family unification program under section 8(x) of the Act, relocation of witnesses in connection with efforts to combat crime in public and assisted housing pursuant to a request from a law enforcement or prosecution agency, enhanced vouchers under any provision of law authorizing such assistance under section 8(t) of the Act, HOPE VI vouchers, mandatory and voluntary conversions, and tenant protection assistance including replacement and relocation assistance or for project-based assistance to prevent the displacement of unassisted elderly tenants currently residing in section 202 properties financed between 1959 and 1974 that are refinanced pursuant to Public Law 106-569, as amended, or under the authority as provided under this Act: *Provided*, That when a public housing development is submitted for demolition or disposition under section 18 of the Act, the Secretary may provide section 8 rental assistance when the units pose an imminent health and safety risk to residents: *Provided further*, That the Secretary may only provide replacement vouchers for units that were occupied within the previous 24 months that cease to be available as assisted housing, subject only to the availability of funds: *Provided further*, That of the amounts made available under this paragraph, \$5,000,000 may be available to provide tenant protection assistance, not otherwise provided under this paragraph, to residents residing in low vacancy areas and who may have to pay rents greater than 30 percent of household income, as the result of (1) the maturity of a HUD-insured, HUD held or section 202 loan that requires the permission of the Secretary prior to loan prepayment; (2) the expiration of a rental assistance contract for which the tenants are not eligible for enhanced voucher or tenant protection assistance under existing law; or (3) the expiration of affordability restrictions accompanying a mortgage or preservation program administered by the Secretary: *Provided further*, That such tenant protection assistance made available under the previous proviso may be provided under the authority of section 8(t) or section 8(o)(13) of the United States Housing Act of 1937 (42 U.S.C. 1437f(t)); *Provided further*, That the Secretary shall issue guidance to implement the previous provisos, including, but not limited to, requirements for defining eligible at-risk households within 120 days of the enactment of this Act, for the purposes under this paragraph, may use unobligated balances, including recaptures and carryovers, remaining from amounts appropriated in prior fiscal years under this heading for voucher assistance for nonelderly disabled families and for disaster assistance made available under Public Law 110-329;

(3) \$1,350,000,000 shall be for administrative and other expenses of public housing agencies in administering the section 8 tenant-based rental assistance program, of which up to \$15,000,000 shall be available to the Secretary to allocate to public housing agencies that need additional funds to administer their section 8 programs, including fees associated with section 8 tenant protection rental assistance, the administration of disaster-related vouchers, Veterans Affairs Supportive Housing vouchers, and other special purpose incremental vouchers: *Provided*, That no less than \$1,335,000,000 of the amount provided in this paragraph shall be allocated to public housing agencies for the calendar year 2014 funding cycle based on section 8(q) of the Act (and related Appropriation Act provisions) as in effect immediately before

the enactment of the Quality Housing and Work Responsibility Act of 1998 (Public Law 105-276): *Provided further*, That if the amounts made available under this paragraph are insufficient to pay the amounts determined under the previous proviso, the Secretary may decrease the amounts allocated to agencies by a uniform percentage applicable to all agencies receiving funding under this paragraph or may, to the extent necessary to provide full payment of amounts determined under the previous proviso, utilize unobligated balances, including recaptures and carryovers, remaining from funds appropriated to the Department of Housing and Urban Development under this heading from prior fiscal years, notwithstanding the purposes for which such amounts were appropriated: *Provided further*, That all public housing agencies participating in the MTW demonstration shall be funded pursuant to their MTW agreements, and shall be subject to the same uniform percentage decrease as under the previous proviso: *Provided further*, That amounts provided under this paragraph shall be only for activities related to the provision of tenant-based rental assistance authorized under section 8, including related development activities;

(4) \$110,564,000 for the renewal of tenant-based assistance contracts under section 811 of the Cranston-Gonzalez National Affordable Housing Act (42 U.S.C. 8013), including necessary administrative expenses: *Provided*, That administrative and other expenses of public housing agencies in administering the special purpose vouchers in this paragraph shall be funded under the same terms and be subject to the same pro rata reduction as the percent decrease for administrative and other expenses to public housing agencies under paragraph (3) of this heading;

(5) \$75,000,000 for incremental rental voucher assistance for use through a supported housing program administered in conjunction with the Department of Veterans Affairs as authorized under section 8(o)(19) of the United States Housing Act of 1937: *Provided*, That the Secretary of Housing and Urban Development shall make such funding available, notwithstanding section 204 (competition provision) of this title, to public housing agencies that partner with eligible VA Medical Centers or other entities as designated by the Secretary of the Department of Veterans Affairs, based on geographical need for such assistance as identified by the Secretary of the Department of Veterans Affairs, public housing agency administrative performance, and other factors as specified by the Secretary of Housing and Urban Development in consultation with the Secretary of the Department of Veterans Affairs: *Provided further*, That the Secretary of Housing and Urban Development may waive, or specify alternative requirements for (in consultation with the Secretary of the Department of Veterans Affairs), any provision of any statute or regulation that the Secretary of Housing and Urban Development administers in connection with the use of funds made available under this paragraph (except for requirements related to fair housing, nondiscrimination, labor standards, and the environment), upon a finding by the Secretary that any such waivers or alternative requirements are necessary for the effective delivery and administration of such voucher assistance: *Provided further*, That assistance made available under this paragraph shall continue to remain available for homeless veterans upon turn-over; and

(6) The Secretary shall separately track all special purpose vouchers funded under this heading.

AMENDMENT OFFERED BY MR. NADLER

Mr. NADLER. Madam Chairman, I have an amendment at the desk.

Mr. LATHAM. Madam Chairman, I reserve a point of order on the gentleman's amendment.

The Acting CHAIR. A point of order is reserved.

The Clerk will report the amendment.

The Clerk read as follows:

Page 71, line 22, after the dollar amount, insert "(increased by \$1,000,000,000)".

Page 72, line 4, after the dollar amount, insert "(increased by \$1,000,000,000)".

The Acting CHAIR. The gentleman from New York is recognized for 5 minutes.

Mr. NADLER. Madam Chairman, much of the debate today on this bill has focused on tough choices—accepting cuts to one program to make sure another program stays afloat. But the reality is that these so-called tough choices are nothing compared to the choices this bill would force on hundreds of thousands of low-income families: whether to buy food for their children, to fill their necessary prescriptions, or to pay their rent.

Today, the Housing Choice Voucher program, commonly known as section 8, ensures that many fewer families have to make such choices by providing rental assistance to 2.2 million households with incomes well below the poverty line. Half of these households are headed by seniors or people with disabilities, and the rest are typically families with children. Study after study by HUD, GAO, and independent researchers have demonstrated that the section 8 voucher program is a cost-effective means of providing very low-income families secure housing and preventing homelessness.

Typically, Congress has provided State and local housing agencies the funds necessary to renew every housing voucher used in the previous fiscal year, thereby ensuring that families have stable housing, kids stay in school, and parents stay in the workforce. This year, however, for only the third time in the program's 40-year history, this bill would fail to provide sufficient, or even close to sufficient, funding to renew all existing housing vouchers.

Because of sequestration, nearly 100,000 fewer families, and maybe as many as 150,000 fewer families, will receive housing assistance this year. I have already heard from housing agencies across New York State who are turning away families on waiting lists and pulling back issued vouchers for families who have not yet signed a lease agreement. If the bill becomes law as written, thousands of low-income families will lose their existing vouchers, will be evicted from their homes, and will end up living on the streets.

Despite the risks for these families, the bill before us today provides only \$17 billion for housing choice voucher renewals, locking in sequestration

cuts, and cutting off 100,000 families from housing assistance. To protect these families, I am offering this amendment to increase funding for section 8 voucher renewals by \$1 billion.

These additional funds will ensure that housing agencies can renew existing eligible vouchers this year and that no additional families will have to face the choice between putting food on the table and paying their rent, between filling their prescriptions and living on the street. I say no additional families will have to face this choice because the current allocation of section 8 is far too meager and there are hundreds of thousands of families on the waiting list. But at least with this amendment, no additional families will be thrown out on the street because we will renew existing vouchers.

□ 2115

Under the bill as written, upwards of 100,000 or so families will not have their vouchers renewed and will be forced to be evicted. This amendment will ensure not additional section 8 vouchers but simply that existing vouchers will be maintained for people who are living on section 8 vouchers now.

Madam Chairperson, our first objective must be to prevent further hardship to the poorest among us and to prevent the evictions of people currently receiving section 8 vouchers.

I urge my colleagues to support the amendment, and I yield back the balance of my time.

POINT OF ORDER

Mr. LATHAM. Madam Chairwoman, I insist on my point of order.

The Acting CHAIR. The gentleman will state his point of order.

Mr. LATHAM. Madam Chairwoman, the amendment proposes a net increase in budget authority in the bill. The amendment is not in order under section 3(d)(3) of House Resolution 5, the 113th Congress, which states:

It shall not be in order to consider an amendment to a general appropriations bill proposing a net increase in budget authority in the bill unless considered en bloc with another amendment or amendments proposing an equal or greater decrease in such budget authority pursuant to clause 2(f) of rule XXI.

The amendment proposes a net increase in budget authority in the bill in violation of this section. This amendment would increase net budget authority by \$1 billion.

I ask for a ruling of the Chair.

The Acting CHAIR. Does any other Member wish to be heard on the gentleman's point of order?

Mr. NADLER. Madam Chairwoman, I think we can all agree the amendment is necessary. We are talking about evicting 100,000 to 150,000 families from an efficient, cost-effective program that keeps families together and that lowers our costs over the long term. Without this amendment, you will see a spike in homelessness, a spike in medical costs and a spike in hungry kids.

I understand the chairman's point of order, and I understand that the rules demand an offset for any funding increase in the bill. However, when funding levels are as restrictive across the board as they are in this bill and when the rules require that a majority in the House cannot increase the total funds allocated by the Appropriations Committee to this bill, it is impossible to—

The Acting CHAIR. The gentleman will confine his remarks to the point of order.

Mr. NADLER. I am very much on the point.

When the rules require that a majority in the House cannot increase the total funds allocated by the Appropriations Committee to this bill, it is impossible to remedy such a drastic cut without hurting other people in need. I hope, as we go forward, that we can find a way to provide these funds so that hundreds of thousands of very low-income working families and seniors are not put out on the street. I hope we will recognize that the Senate bill is less brutal than the bill now before us.

The Acting CHAIR. The Chair is prepared to rule.

The gentleman from Iowa makes a point of order that the amendment offered by the gentleman from New York violates section 3(d)(3) of House Resolution 5.

Section 3(d)(3) establishes a point of order against an amendment proposing a net increase in budget authority in the pending bill.

As persuasively asserted by the gentleman from Iowa, the amendment proposes a net increase in budget authority in the bill. Therefore, the point of order is sustained. The amendment is not in order.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

HOUSING CERTIFICATE FUND
(INCLUDES RESCISSIONS)

Unobligated balances, including recaptures and carryover, remaining from funds appropriated to the Department of Housing and Urban Development under this heading, the heading "Annual Contributions for Assisted Housing", and the heading "Project-Based Rental Assistance", for fiscal year 2014 and prior years may be used for renewal of or amendments to section 8 project-based contracts and for performance-based contract administrators, notwithstanding the purposes for which such funds were appropriated: *Provided*, That any obligated balances of contract authority from fiscal year 1974 and prior that have been terminated shall be rescinded: *Provided further*, That amounts previously recaptured, or recaptured during the current fiscal year, from section 8 project-based contracts from source years fiscal year 1975 through fiscal year 1987 are hereby permanently rescinded, and an amount of additional new budget authority, equivalent to the amount permanently rescinded is hereby appropriated, to remain available until expended, for the purposes set forth under this heading, in addition to amounts otherwise available.

PUBLIC HOUSING CAPITAL FUND

For the Public Housing Capital Fund Program to carry out capital and management

activities for public housing agencies, as authorized under section 9 of the United States Housing Act of 1937 (42 U.S.C. 1437g) (the "Act"), \$1,500,000,000, to remain available until September 30, 2017: *Provided*, That notwithstanding any other provision of law or regulation, during fiscal year 2014 the Secretary of Housing and Urban Development may not delegate to any Department official other than the Deputy Secretary and the Assistant Secretary for Public and Indian Housing any authority under paragraph (2) of section 9(j) regarding the extension of the time periods under such section: *Provided further*, That for purposes of such section 9(j), the term "obligate" means, with respect to amounts, that the amounts are subject to a binding agreement that will result in outlays, immediately or in the future: *Provided further*, That up to \$8,000,000 shall be to support ongoing Public Housing Financial and Physical Assessment activities: *Provided further*, That of the total amount provided under this heading, not to exceed \$20,000,000 shall be available for the Secretary to make grants, notwithstanding section 204 of this Act, to public housing agencies for emergency capital needs including safety and security measures necessary to address crime and drug-related activity as well as needs resulting from unforeseen or unpreventable emergencies and natural disasters excluding Presidentially declared emergencies and natural disasters under the Robert T. Stafford Disaster Relief and Emergency Act (42 U.S.C. 5121 et seq.) occurring in fiscal year 2014: *Provided further*, That from the funds made available under this heading, the Secretary shall provide bonus awards in fiscal year 2014 to public housing agencies that are designated high performers: *Provided further*, That up to \$15,000,000 of funds made available under this heading shall be used for a Jobs-Plus Pilot initiative modeled after the Jobs-Plus demonstration: *Provided further*, That the Jobs-Plus Pilot initiative shall provide competitive grants to partnerships between public housing authorities, local workforce investment boards established under section 117 of the Workforce Investment Act of 1998, and other agencies and organizations that provide support to help public housing residents obtain employment and increase earnings: *Provided further*, That the Secretary may waive or specify alternative requirements for any provision of the United States Housing Act of 1937 (except for requirements related to fair housing, nondiscrimination, labor standards, and the environment) upon a finding by the Secretary that any such waivers or alternative requirements are necessary for the effective implementation of the Jobs-Plus Pilot initiative: *Provided further*, That the Secretary shall publish by notice in the Federal Register any waivers or alternative requirements pursuant to the preceding proviso no later than 10 days before the effective date of such notice.

PUBLIC HOUSING OPERATING FUND

For 2014 payments to public housing agencies for the operation and management of public housing, as authorized by section 9(e) of the United States Housing Act of 1937 (42 U.S.C. 1437g(e)), \$4,262,010,000: *Provided*, That in determining public housing agencies', including Moving to Work agencies', calendar year 2014 funding allocations under this heading, the Secretary shall take into account the impact of changes in flat rents and medical expense thresholds on public housing agencies' formula income levels.

CHOICE NEIGHBORHOODS INITIATIVE (RESCISSION)

Of the funds made available for "Department of Housing and Urban Development—Public and Indian Housing - Choice Neigh-

borhoods Initiative" by division F of Public Law 113-6, \$120,000,000 is rescinded.

FAMILY SELF-SUFFICIENCY

For the Family Self-Sufficiency program to support family self-sufficiency coordinators under section 23 of the United States Housing Act of 1937, to promote the development of local strategies to coordinate the use of assistance under sections 8(o) and 9 of such Act with public and private resources, and enable eligible families to achieve economic independence and self-sufficiency, \$60,000,000: *Provided*, That the Secretary may, by Federal Register notice, waive or specify alternative requirements (except for requirements related to fair housing, nondiscrimination, labor standards, and the environment) for any provision of section 23 of such Act in order to better fulfill the purposes of section 23 of such Act, as determined by the Secretary.

NATIVE AMERICAN HOUSING BLOCK GRANTS

For the Native American Housing Block Grants program, as authorized under title I of the Native American Housing Assistance and Self-Determination Act of 1996 (NAHASDA) (25 U.S.C. 4111 et seq.), \$600,000,000, to remain available until September 30, 2018: *Provided*, That, notwithstanding the Native American Housing Assistance and Self-Determination Act of 1996, to determine the amount of the allocation under title I of such Act for each Indian tribe, the Secretary shall apply the formula under section 302 of such Act with the need component based on single-race census data and with the need component based on multi-race census data, and the amount of the allocation for each Indian tribe shall be the greater of the two resulting allocation amounts: *Provided further*, That of the amounts made available under this heading, \$2,000,000 shall be contracted for assistance for national or regional organizations representing Native American housing interests for providing training and technical assistance to Indian housing authorities and tribally designated housing entities as authorized under NAHASDA; and \$2,000,000 shall be to support the inspection of Indian housing units, contract expertise, training, and technical assistance in the training, oversight, and management of such Indian housing and tenant-based assistance, including up to \$300,000 for related travel: *Provided further*, That of the amount provided under this heading, \$2,000,000 shall be made available for the cost of guaranteed notes and other obligations, as authorized by title VI of NAHASDA: *Provided further*, That such costs, including the costs of modifying such notes and other obligations, shall be as defined in section 502 of the Congressional Budget Act of 1974, as amended: *Provided further*, That these funds are available to subsidize the total principal amount of any notes and other obligations, any part of which is to be guaranteed, not to exceed \$16,530,000.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

For the cost of guaranteed loans, as authorized by section 184 of the Housing and Community Development Act of 1992 (12 U.S.C. 1715z-13a), \$6,000,000, to remain available until expended: *Provided*, That such costs, including the costs of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, up to \$1,818,000,000, to remain available until expended: *Provided further*, That up to \$750,000 of this amount may be used for administrative contract expenses including management processes and systems to carry out the loan guarantee program.

COMMUNITY PLANNING AND DEVELOPMENT HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

For carrying out the Housing Opportunities for Persons with AIDS program, as authorized by the AIDS Housing Opportunity Act (42 U.S.C. 12901 et seq.), \$303,000,000, to remain available until September 30, 2015, except that amounts allocated pursuant to section 854(c)(3) of such Act shall remain available until September 30, 2016: *Provided*, That the Secretary shall renew all expiring contracts for permanent supportive housing that initially were funded under section 854(c)(3) of such Act from funds made available under this heading in fiscal year 2010 and prior fiscal years that meet all program requirements before awarding funds for new contracts under each section, and if amounts provided under this heading pursuant to such section are insufficient to fund renewals for all such expiring contracts, then amounts made available under this heading for formula grants pursuant to section 854(c)(1) shall be used to provide the balance of such renewal funding before awarding funds for such formula grants: *Provided further*, That the Department shall notify grantees of their formula allocation within 60 days of enactment of this Act.

AMENDMENT OFFERED BY MR. NADLER

Mr. NADLER. Madam Chairman, I have an amendment at the desk.

Mr. LATHAM. Madam Chairwoman, I reserve a point of order on the gentleman's amendment.

The Acting CHAIR. A point of order is reserved.

The Clerk will report the amendment.

The Clerk read as follows:

Page 88, line 8, after the dollar amount, insert "(increased by \$29,000,000)".

Page 110, line 12, after the dollar amount, insert "(reduced by \$29,000,000)".

The Acting CHAIR. The gentleman from New York is recognized for 5 minutes.

Mr. NADLER. Madam Chairman, since 1992, the Housing Opportunities for People with AIDS, or HOPWA, has provided a vital housing safety net for people battling HIV-AIDS. Nearly 1.2 million Americans are living with HIV-AIDS. More than 145,000 currently lack stable housing, and 500,000 will need some form of housing assistance during the course of their illnesses. Research consistently shows that a lack of stable housing is a major barrier to effective treatment for people living with AIDS and puts them at significant risk of premature death from poor nutrition, exposure to other diseases and a lack of medical care.

HOPWA fills this gap by providing secure housing through one of the most effective programs in HUD's portfolio, and it is the only one that addresses the intersection of housing and health. Within 1 year, 96 percent of HOPWA participants achieve disease stabilization and reduced viral loads. Because housing stability plays a key role in preventing the spread of the virus, HOPWA contributes to better individual and community health outcomes. Further, for every \$1 of HOPWA funding spent, \$3.35 is leveraged from other Federal, State and local programs, and every \$1 million in HOPWA

funding provides housing and support for 171 families. For that reason, HOPWA has enjoyed broad, bipartisan support since its first authorization more than 20 years ago.

Despite HOPWA's proven track record in improving health and housing outcomes for communities, this year's Transportation-HUD appropriations bill would cut \$29 million in HOPWA funding. The committee's recommendation of \$303 million brings the allocation for HOPWA back to FY 2008 funding levels despite the fact that there are 100,000 individuals more who are infected with HIV-AIDS than in 2008.

I recognize that \$29 million may sound small by Federal budgeting standards, but to the individuals and families who rely on HOPWA for stable housing and access to support services, these cuts are anything but small. If this funding level becomes law, nearly 5,000 families and individuals will lose access to HOPWA housing and all the health benefits that go with it. For those families, this cut is a matter of life and death.

For that reason, I am offering this amendment to restore the \$29 million cut from HOPWA this year and return it to the same funding level it has received for the last 2 fiscal years. This amendment would ensure that those 5,000 families and individuals who rely on HOPWA for secure, stable housing will not suddenly find themselves back on the street with no access to life-saving medical treatment.

To protect those 5,000 households and stay within the House rules, I would have to cut \$29 million from another account, but at the funding levels included in this bill, any offset would fundamentally undermine HUD's ability to provide services to hundreds of millions of families every day.

HOPWA provides life-saving, efficient services to thousands of families and individuals impacted by HIV-AIDS. Will you work in conference to reach a workable funding level that ensures families and individuals currently served by HOPWA do not lose access to their housing?

Mr. LATHAM. Will the gentleman yield?

Mr. NADLER. I yield to the gentleman from Iowa.

Mr. LATHAM. I will be more than happy to work with the gentleman on this issue as we move through the process.

Mr. NADLER. Thank you.

Madam Chairman, I appreciate the chairman's willingness to work on this issue in conference and to find a funding level that maintains this highly effective life-saving program, and I am, therefore, looking forward to those efforts.

At this time, I ask unanimous consent to withdraw my amendment.

The Acting CHAIR. Is there objection to the request of the gentleman from New York?

There was no objection.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

COMMUNITY DEVELOPMENT FUND

For assistance to units of State and local government, and to other entities, for economic and community development activities, and for other purposes, \$1,696,813,000, to remain available until September 30, 2016, unless otherwise specified: *Provided*, That of the total amount provided, \$1,636,813,000 is for carrying out the community development block grant program under title I of the Housing and Community Development Act of 1974, as amended (the "Act" herein) (42 U.S.C. 5301 et seq.): *Provided further*, That unless explicitly provided for under this heading, not to exceed 20 percent of any grant made with funds appropriated under this heading shall be expended for planning and management development and administration: *Provided further*, That \$60,000,000 shall be for grants to Indian tribes notwithstanding section 106(a)(1) of such Act, of which, notwithstanding any other provision of law (including section 204 of this Act), up to \$3,960,000 may be used for emergencies that constitute imminent threats to health and safety: *Provided further*, That none of the funds made available under this heading may be used for grants for the Economic Development Initiative ("EDI") or Neighborhood Initiatives activities, Rural Innovation Fund, or for grants pursuant to section 107 of the Housing and Community Development Act of 1974 (42 U.S.C. 5307): *Provided further*, That the Department shall notify grantees of their formula allocation within 60 days of enactment of this Act.

EMPOWERMENT ZONES/ENTERPRISE
COMMUNITIES/RENEWAL COMMUNITIES
(RESCISSION)

Unobligated balances, including recaptures and carryover, remaining from funds appropriated to the Department of Housing and Urban Development under this heading are hereby permanently rescinded.

COMMUNITY DEVELOPMENT LOAN GUARANTEES
PROGRAM ACCOUNT
(INCLUDING RESCISSION OF FUNDS)

Subject to section 502 of the Congressional Budget Act of 1974, during fiscal year 2014 commitments to guarantee loans under section 108 of the Housing and Community Development Act of 1974, any part of which is guaranteed, shall not exceed a total principal amount of \$500,000,000, notwithstanding any aggregate limitation on outstanding obligations guaranteed in subsection (k) of such section 108: *Provided*, That the Secretary shall collect fees from borrowers, notwithstanding subsection (m) of such section 108, to result in a credit subsidy cost of zero, and such fees shall be collected in accordance with section 502(7) of the Congressional Budget Act of 1974: *Provided further*, That all unobligated balances, including recaptures and carryover, remaining from funds appropriated to the Department of Housing and Urban Development under this heading are hereby permanently rescinded.

HOME INVESTMENT PARTNERSHIPS PROGRAM

For the HOME Investment Partnerships program, as authorized under title II of the Cranston-Gonzalez National Affordable Housing Act, as amended, \$700,000,000, to remain available until September 30, 2016: *Provided*, That notwithstanding the amount made available under this heading, the threshold reduction requirements in sections 216(10) and 217(b)(4) of such Act shall not apply to allocation of such amount: *Provided further*, That funds made available under this heading used for projects not completed within 4 years of the commitment date, as

determined by a signature of each party to the agreement, shall be repaid: *Provided further*, That the Secretary may extend the deadline by 1 year if the Secretary determines that the failure to complete the project is beyond the control of the participating jurisdiction: *Provided further*, That no funds provided under this heading may be committed to any project included as part of a participating jurisdiction's plan under section 105(b), unless each participating jurisdiction certifies that it has conducted an underwriting review, assessed developer capacity and fiscal soundness, and examined neighborhood market conditions to ensure adequate need for each project: *Provided further*, That any homeownership units funded under this heading which cannot be sold to an eligible homeowner within 6 months of project completion shall be rented to an eligible tenant: *Provided further*, That no funds provided under this heading may be awarded for development activities to a community housing development organization that cannot demonstrate that it has staff with demonstrated development experience: *Provided further*, That the preceding provisos, except the first proviso, shall not be effective during any period in which the Final Rule titled "Home Investment Partnerships Program; Improving Performance and Accountability; Updating Property Standards" is published and effective: *Provided further*, That funds provided in prior appropriations Acts for technical assistance, and that still remain available, may be used for HOME technical assistance notwithstanding the purposes for which such amounts were appropriated: *Provided further*, That the Department shall notify grantees of their formula allocations within 60 days of enactment of this Act.

SELF-HELP AND ASSISTED HOMEOWNERSHIP
OPPORTUNITY PROGRAM

For the Self-Help and Assisted Homeownership Opportunity Program, as authorized under section 11 of the Housing Opportunity Program Extension Act of 1996, as amended, \$30,000,000, to remain available until September 30, 2016: *Provided*, That of the total amount provided under this heading, \$10,000,000 shall be made available to the Self-Help and Assisted Homeownership Opportunity Program as authorized under section 11 of the Housing Opportunity Program Extension Act of 1996, as amended: *Provided further*, That \$15,000,000 shall be made available for the second, third, and fourth capacity building activities authorized under section 4(a) of the HUD Demonstration Act of 1993 (42 U.S.C. 9816 note), of which not less than \$5,000,000 shall be made available for rural capacity-building activities: *Provided further*, That \$5,000,000 shall be made available for capacity building by national rural housing organizations with experience assessing national rural conditions and providing financing, training, technical assistance, information, and research to local nonprofits, local governments and Indian Tribes serving high need rural communities.

HOMELESS ASSISTANCE GRANTS

For the emergency solutions grants program as authorized under subtitle B of title IV of the McKinney-Vento Homeless Assistance Act, as amended; and the continuum of care program as authorized under subtitle C of title IV of such Act; and the rural housing stability assistance program as authorized under subtitle D of title IV of such Act, \$2,088,000,000, to remain available until September 30, 2016: *Provided*, That any rental assistance amounts that are recaptured under such continuum of care program shall remain available until expended: *Provided further*, That not less than \$200,000,000 of the funds appropriated under this heading shall be available for such emergency solutions

grants program: *Provided further*, That not less than \$1,882,000,000 of the funds appropriated under this heading shall be available for such continuum of care and rural housing stability assistance program: *Provided further*, That up to \$6,000,000 of the funds appropriated under this heading shall be available for the national homeless data analysis project: *Provided further*, That all funds awarded for supportive services under the continuum of care program and the rural housing stability assistance program shall be matched by not less than 25 percent in cash or in kind by each grantee: *Provided further*, That for all match requirements applicable to funds made available under this heading for this fiscal year and prior years, a grantee may use (or could have used) as a source of match funds other funds administered by the Secretary and other Federal agencies unless there is (or was) a specific statutory prohibition on any such use of any such funds: *Provided further*, That all awards of assistance under this heading shall be required to coordinate and integrate homeless programs with other mainstream health, social services, and employment programs for which homeless populations may be eligible, including Medicaid, State Children's Health Insurance Program, Temporary Assistance for Needy Families, Food Stamps, and services funding through the Mental Health and Substance Abuse Block Grant, Workforce Investment Act, and the Welfare-to-Work grant program: *Provided further*, That all balances for Shelter Plus Care renewals previously funded from the Shelter Plus Care Renewal account and transferred to this account shall be available, if recaptured, for continuum of care renewals in fiscal year 2014: *Provided further*, That the Department shall notify grantees of their formula allocation from amounts allocated (which may represent initial or final amounts allocated) for the emergency solutions grant program within 60 days of enactment of this Act.

AMENDMENT OFFERED BY MR. BROUN OF GEORGIA

Mr. BROUN of Georgia. Madam Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 94, line 8, after the dollar amount, insert "reduced by \$55,000,000".

Page 94, line 15, after the dollar amount, insert "reduced by \$55,000,000".

Page 150, line 8, after the dollar amount, insert "increased by \$55,000,000".

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. BROUN of Georgia. Madam Chairman, this amendment would remove the \$55 million increase—and only the increase—from the Homeless Assistance Grant Program and transfer that same amount into the Spending Reduction account.

I understand that times are tough nationwide—that they are tough for families, that they are tough for businesses and that everyone has to cut back. We have to live within our means, but the fact remains that we are broke as a country. Our Federal Government is in massive, massive debt. According to the committee report, the \$55 million increase proposed for this program would be used to increase funding for the Continuum of Care Projects and Emergency Solutions Grants.

Madam Chairman, these are worthy programs. They help a lot of people

who are transitioning out of homelessness, but I'm not asking that we cut their funding. Not at all. I'm simply asking that we hold the line—fund what we have been funding and put the rest of this large increase towards fixing our Nation's debt crisis.

I urge my colleagues to support my amendment, and I yield back the balance of my time.

Mr. LATHAM. I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Madam Chairwoman, I must rise in opposition to the gentleman's amendment.

I think everyone needs to understand that we already cut \$7.7 billion from what was provided in 2013 and that this is actually \$4.4 billion less than the current rate of spending under sequestration. So everybody talks about sequestration when, in this bill, we are actually \$4.4 billion less than that already. To deliver this fiscally responsible reduction, we carefully prioritized programs to preserve housing options for families that are already counting on HUD for support in 2014.

The funding level provided reflects what is required to renew commitments by HUD to State and local programs that serve the homeless. With less funding, homeless shelters and other service providers will operate at a lower capacity or, Madam Chairman, many of them will close, putting people who currently need help at risk.

For those reasons, Madam Chairwoman, I urge a "no" on this amendment, and I yield back the balance of my time.

Mr. NADLER. I move to strike the last word.

The Acting CHAIR. The gentleman from New York is recognized for 5 minutes.

Mr. NADLER. Madam Chairman, I listened carefully to the gentleman from Georgia, who talks about the fiscal crisis—that this country is broke and that we have to cut spending drastically. This country is not broke. This country is the wealthiest country in the world, but we are breaking ourselves, and we are breaking ourselves by cutting too much and by following a silly economic policy.

When President Obama took office, this country had a deficit in the first fiscal year of \$1.6 trillion. That was the last Bush budget, because, in the first year of any President, he is living under the former budget. The budget passed just before he took office.

□ 2130

We had a \$1.6 trillion budget deficit, and we were losing 800,000 jobs a month. The President and the Democratic Congress decided that to reduce the deficit and to reduce unemployment, we had to spend some money to stimulate the economy. We had to put money into infrastructure, into jobs; and we did it. Congress passed it. It didn't do enough. But the fact is, with-

in a year, we were gaining 250,000 jobs a month instead of losing 800,000 a month. We turned the economy around by a million jobs a month, and the deficit started falling.

The deficit has fallen like a rock. It's been reduced by 60 percent since the 2009 fiscal year. We've had the fastest deficit reduction in the last 3 years since the demobilization after World War II; and, frankly, it's going too fast. Any economist will tell you that the too-rapid reduction in Federal spending is hindering the economy and hurting jobs.

The sequester has probably cut about one point off the gross domestic product. We have done what we have to do on the deficit for now. We have to do more in the long term. For now, it's still dropping like a rock. It's been cut by 60 percent. And now we ought to pivot and create jobs, even if that means spending money, but certainly not by cutting so much more. When we create jobs, that creates tax revenues; it reduces expenditures on things like unemployment and food stamps and reduces the deficit.

If you want to see exactly what happened—it's rare in life that you get a controlled experiment. The economies in the United States and Europe tracked. They collapsed in 2007 until 2009. In 2009, they started going up slowly, and they kept going up until 2010. In 2010, the U.S. economy kept going up slowly, and the European economies went into a double-dip recession and tanked and unemployment went way up. Why? Because in Europe in 2010, they did what the American voters wisely refused to do, they elected conservative governments which cut spending much more and which endorsed austerity policies. What did they get? Higher unemployment and higher deficits.

When I hear this rhetoric, it's just backwards. We've done enough on the deficit for now. We have more to do later, but for now we ought to create jobs. That will reduce the deficit by increasing employment, by increasing tax revenues from people who are employed, and by decreasing expenditures that go up when there's unemployment, mainly food stamps and unemployment insurance.

I just had to say that this rhetoric is just wrong. The policies that we keep hearing about from that side of the aisle are driving us more and more into debt and more and more into unemployment.

I yield back the balance of my time.

Mr. PASTOR of Arizona. Madam Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Arizona is recognized for 5 minutes.

Mr. PASTOR of Arizona. Madam Chairman, I rise in opposition to this amendment as this is one of the few accounts in this bill which reached an increase; yet it is still nearly \$3 million below the President's request and actual need.

As it is, HUD and homeless providers are skeptical that the amount provided in the bill is sufficient to provide the same level of services that we provided last year. Reducing this account would further jeopardize our Nation's ability to provide housing for the homeless.

I oppose this amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Georgia (Mr. BROUN).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. LATHAM. Madam Chair, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Georgia will be postponed.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

HOUSING PROGRAMS
PROJECT-BASED RENTAL ASSISTANCE
(INCLUDING TRANSFER OF FUNDS)

For activities and assistance for the provision of project-based subsidy contracts under the United States Housing Act of 1937 (42 U.S.C. 1437 et seq.) ("the Act"), not otherwise provided for, \$9,050,672,000, to remain available until expended, shall be available on October 1, 2013 (in addition to the \$400,000,000 previously appropriated under this heading that became available October 1, 2013), and \$400,000,000, to remain available until expended, shall be available on October 1, 2014: *Provided*, That the amounts made available under this heading shall be available for expiring or terminating section 8 project-based subsidy contracts (including section 8 moderate rehabilitation contracts), for amendments to section 8 project-based subsidy contracts (including section 8 moderate rehabilitation contracts), for contracts entered into pursuant to section 441 of the McKinney-Vento Homeless Assistance Act (42 U.S.C. 11401), for renewal of section 8 contracts for units in projects that are subject to approved plans of action under the Emergency Low Income Housing Preservation Act of 1987 or the Low-Income Housing Preservation and Resident Homeownership Act of 1990, and for administrative and other expenses associated with project-based activities and assistance funded under this paragraph: *Provided further*, That of the total amounts provided under this heading, up to \$200,000,000 may be transferred to the Office of Housing for the administration of contracts funded under this heading: *Provided further*, That amounts recaptured under this heading, the heading "Annual Contributions for Assisted Housing", or the heading "Housing Certificate Fund" may be used for renewals of or amendments to section 8 project-based contracts, notwithstanding the purposes for which such amounts were appropriated: *Provided further*, That, notwithstanding any other provision of law, upon the request of the Secretary of Housing and Urban Development, project funds that are held in residual receipts accounts for any project subject to a section 8 project-based Housing Assistance Payments contract that authorizes HUD to require that surplus project funds be deposited in an interest-bearing residual receipts account and that are in excess of an amount to be determined by the Secretary, shall be remitted to the Department and deposited in this account, to

be available until expended: *Provided further*, That amounts deposited pursuant to the previous proviso shall be available in addition to the amount otherwise provided by this heading for uses authorized under this heading.

HOUSING FOR THE ELDERLY

For amendments to capital advance contracts for housing for the elderly, as authorized by section 202 of the Housing Act of 1959, as amended, and for project rental assistance for the elderly under section 202(c)(2) of such Act, including amendments to contracts for such assistance and renewal of expiring contracts for such assistance for up to a 1-year term, and for senior preservation rental assistance contracts, as authorized by section 811(e) of the American Housing and Economic Opportunity Act of 2000, as amended, and for supportive services associated with the housing, \$374,627,000 to remain available until September 30, 2017: *Provided*, That of the amount provided under this heading, up to \$70,000,000 shall be for service coordinators and the continuation of existing congregate service grants for residents of assisted housing projects: *Provided further*, That amounts under this heading shall be available for Real Estate Assessment Center inspections and inspection-related activities associated with section 202 projects: *Provided further*, That the Secretary may waive the provisions of section 202 governing the terms and conditions of project rental assistance, except that the initial contract term for such assistance shall not exceed 5 years in duration: *Provided further*, That upon the request of the Secretary of Housing and Urban Development, project funds that are held in residual receipts accounts for any project subject to a section 202 project rental assistance contract and that upon termination of such contract are in excess of an amount to be determined by the Secretary shall be remitted to the Department and deposited in this account, to be available until September 30, 2017: *Provided further*, That amounts deposited in this account pursuant to the previous proviso shall be available, in addition to the amounts otherwise provided by this heading, for the purposes authorized under this heading, and such funds, together with such other funds, may be used by the Secretary for demonstration programs to test housing with services models for the elderly: *Provided further*, That unobligated balances, including recaptures and carryover, remaining from funds transferred to or appropriated under this heading may be used for the current purposes authorized under this heading, notwithstanding the purposes for which such funds were originally appropriated.

AMENDMENT OFFERED BY MR. LATHAM

Mr. LATHAM. Madam Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 96, line 9, strike "(in addition to the \$400,000,000 previously appropriated under this heading that became available October 1, 2013), and" and insert ", of which \$400,000,000 was previously appropriated under this heading to be available October 1, 2013; and in addition,".

Mr. LATHAM (during the reading). Madam Chair, I ask unanimous consent to dispense with the reading.

The Acting CHAIR. Is there objection to the request of the gentleman from Iowa?

There was no objection.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Madam Chairwoman, this is purely a technical amendment

clarifying the funds available for the project-based rental assistance account.

It was our intention to provide the same amount for the rental contracts in FY 14 as was provided in FY 13. However, because of a clerical error that was carried forward in the CBO scoring, we need this amendment to keep the bill within our 302(b) allocation. This amendment does not change the committee's intention of level-funding the project-based rental contracts.

I urge the adoption of the amendment, and I yield back the balance of my time.

Mr. PASTOR of Arizona. Madam Chairwoman, I move to strike the last word.

The Acting CHAIR. The gentleman from Arizona is recognized for 5 minutes.

Mr. PASTOR of Arizona. Madam Chairwoman, the gentleman has cleared this amendment with our side, and it makes technical corrections to the section of the bill.

We have no objection to this amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Iowa (Mr. LATHAM).

The amendment was agreed to.

Ms. JENKINS. Madam Chairwoman, I move to strike the last word.

The Acting CHAIR. The gentlewoman from Kansas is recognized for 5 minutes.

Ms. JENKINS. Madam Chairwoman, I would like to thank Chairman LATHAM for his work in crafting this appropriation bill to fund our Federal transportation and housing programs. This already difficult task was made more difficult because of the House's adherence to the sequestration cuts, and I applaud the entire committee for working within these parameters.

I'd also like to rise in support of a provision to strengthen the safety net for our veterans in need by making some changes to the HUD Veterans Affairs Supportive Housing or HUD-VASH program. The HUD-VASH program is an example of a program worthy of Federal funding. It helps our homeless veterans who served and defended our Nation to obtain viable housing assistance. I believe that we can all agree that supporting our veterans, particularly our homeless veterans, is a worthy and worthwhile initiative. Veterans and their families sacrifice tremendously to fight to preserve the freedoms you and I enjoy.

After discussing the program with communities in Kansas, I believe there are several changes that can be made in order to improve delivery of the program from local housing authorities to veterans. The changes would direct that the Department of Housing and Urban Development track HUD-VASH vouchers after they've been awarded to public housing agencies to ensure these funds are able to be fully utilized to help homeless veterans. This will aid

housing agencies in differentiating VASH vouchers from other section 9 vouchers in the same pool. The suggested changes would also require the Department of Housing and Urban Development to work with public agencies to adopt a simple process for reporting HUD-VASH vouchers from one community to another based on need by a community's homeless veterans. Streamlining this process would give flexibility to our communities to ensure that VASH vouchers are utilized by as many qualified veterans as possible.

Finally, my proposal would require HUD to implement a guidance recognizing the delay that public housing authorities sometimes face in distributing a HUD-VASH voucher while a veteran is in a drug or alcohol rehabilitation program. This will continue to allow housing agencies to reserve HUD-VASH vouchers for these homeless veterans without it affecting their administrative performance in the eyes of the Department of Housing and Urban Development.

Mr. LATHAM. Will the gentlewoman yield?

Ms. JENKINS. I yield to the gentleman from Iowa.

Mr. LATHAM. Madam Chairwoman, I want to thank the gentlelady for her concern about housing for our Nation's most vulnerable veterans. I agree with her that we should do everything in our power to ensure that the HUD-VASH program works and serves homeless veterans in the most efficient manner possible.

I look forward to working with the gentlelady on her concerns and would encourage the authorizers to look at this issue as they consider reforms across the housing programs.

Ms. JENKINS. Madam Chair, reclaiming my time, again I would like to thank the chairman for his commitment to our Nation's veterans. I believe that he and I recognize that, just as it is critical to support our troops in the midst of combat, we must also ensure that our veterans receive the highest quality of care and service upon their return home.

I would thank him again, and I yield back the balance of my time.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

HOUSING FOR PERSONS WITH DISABILITIES

For amendments to capital advance contracts for supportive housing for persons with disabilities, as authorized by section 811 of the Cranston-Gonzalez National Affordable Housing Act (42 U.S.C. 8013), for project rental assistance for supportive housing for persons with disabilities under section 811(d)(2) of such Act and for project assistance contracts pursuant to section 202(h) of the Housing Act of 1959 (Public Law 86-372; 73 Stat. 667), including amendments to contracts for such assistance and renewal of expiring contracts for such assistance for up to a 1-year term, for project rental assistance to State housing finance agencies and other appropriate entities as authorized under section 811(b)(3) of the Cranston-Gonzalez National Housing Act, and for supportive serv-

ices associated with the housing for persons with disabilities as authorized by section 811(b)(1) of such Act, \$126,000,000 to remain available until September 30, 2017: *Provided*, That amounts made available under this heading shall be available for Real Estate Assessment Center inspections and inspection-related activities associated with section 811 Projects: *Provided further*, That, notwithstanding any other provision of law, upon the request of the Secretary of Housing and Urban Development, project funds that are held in residual receipts accounts for any project subject to a section 811 project rental assistance contract and that upon termination of such contract are in excess of an amount to be determined by the Secretary shall be remitted to the Department and deposited in this account, to be available until expended: *Provided further*, That amounts deposited in this account pursuant to the previous proviso shall be available in addition to the amounts otherwise provided by this heading for the purposes authorized under this heading: *Provided further*, That unobligated balances, including recaptures and carryover, remaining from funds transferred to or appropriated under this heading may be used for the current purposes authorized under this heading notwithstanding the purposes for which such funds originally were appropriated.

HOUSING COUNSELING ASSISTANCE

For contracts, grants, and other assistance excluding loans, as authorized under section 106 of the Housing and Urban Development Act of 1968, as amended, \$35,000,000, including up to \$4,500,000 for administrative contract services, to remain available until September 30, 2014: *Provided*, That grants made available from amounts provided under this heading shall be awarded within 120 days of enactment of this Act: *Provided further*, That funds shall be used for providing counseling and advice to tenants and homeowners, both current and prospective, with respect to property maintenance, financial management/literacy, and such other matters as may be appropriate to assist them in improving their housing conditions, meeting their financial needs, and fulfilling the responsibilities of tenancy or homeownership; for program administration; and for housing counselor training.

OTHER ASSISTED HOUSING PROGRAMS

RENTAL HOUSING ASSISTANCE

For amendments to contracts under section 101 of the Housing and Urban Development Act of 1965 (12 U.S.C. 1701s) and section 236(f)(2) of the National Housing Act (12 U.S.C. 1715z-1) in State-aided, noninsured rental housing projects, \$21,000,000, to remain available until expended: *Provided*, That such amount, together with unobligated balances from recaptured amounts appropriated prior to fiscal year 2006 from terminated contracts under such sections of law, and any unobligated balances, including recaptures and carryover, remaining from funds appropriated under this heading after fiscal year 2005, shall also be available for extensions of up to one year for expiring contracts under such sections of law.

AMENDMENT OFFERED BY MR. BROUN OF GEORGIA

Mr. BROUN of Georgia. Madam Chairwoman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 102, line 9, after the dollar amount, insert "reduced by \$5,000,000".

Page 150, line 8, after the dollar amount, insert "increased by \$5,000,000".

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. BROUN of Georgia. Madam Chairman, this amendment would simply reduce the \$19.7 million increase proposed for the rental housing assistance program under HUD by \$5 million, putting this amount in the spending reduction account.

As before, this would not be a cut to this program. It wouldn't even bring funding back to the 2013 levels like many amendments that I've offered today would have done. Instead, it would allow for a \$14.7 million increase to this program instead of the \$19.7 million increase.

I'm not arguing the merits of this program, Madam Chairman; but as I've said before, and I'll say it again, this country is broke.

I commend the subcommittee and the chairman, my friend, Mr. LATHAM, for making some tough choices in this bill. He's done a great job in doing so, and I applaud his efforts. But if we want to solve our current fiscal crisis, we must continue to make very careful decisions. This is a small reduction, and it will just help in the process of getting our government to living within its means.

I urge support of my amendment, and I yield back the balance of my time.

Mr. LATHAM. Madam Chairwoman, I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Madam Chairwoman, I rise in opposition to the gentleman's amendment.

The gentleman said there's a big difference as far as an increase in funding in this account from last year. The fact of the matter is that what was actually spent was not increased and will not be increased this year. We recaptured a great deal of money from accounts previously to fund our bill last year. So the funding level is actually the same as what it was last year.

The bill funds the rental housing assistance at \$21 million, which is the amount with the recapture from last year that was spent, and this amount is necessary to fund 18,000 existing long-term project-based rental assistance contracts. This will ensure that these units remain available for low-income families.

The bill funding levels are not arbitrary, Madam Chairwoman. We have scrubbed these accounts. We've held hearings on them and made recommendations on what must be funded. Again, although it appears a sizeable increase, in fact, it is not because of the recapture we had from last year.

I urge a "no" vote on the amendment, and I yield back the balance of my time.

Mr. PASTOR of Arizona. Madam Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

□ 2145

Mr. PASTOR of Arizona. Madam Chair, I rise in opposition to this amendment.

This account renews long-term assistance contracts, and the number varies from year to year. The amount needed to renew these contracts depends on how many agreements HUD entered into years ago, not the number we renewed last year. Reducing the funding in this account will threaten the viability of these units if the funding is not preserved.

I oppose the amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Georgia (Mr. BROWN).

The amendment was rejected.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

RENT SUPPLEMENT
(RESCISSION)

Of the amounts recaptured from terminated contracts under section 101 of the Housing and Urban Development Act of 1965 (12 U.S.C. 1701s) and section 236 of the National Housing Act (12 U.S.C. 1715z-1) \$3,500,000 are rescinded: *Provided*, That no amounts may be rescinded from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

PAYMENT TO MANUFACTURED HOUSING FEES
TRUST FUND

For necessary expenses as authorized by the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. 5401 et seq.), up to \$6,530,000, to remain available until expended, to be derived from the Manufactured Housing Fees Trust Fund: *Provided*, That not to exceed the total amount appropriated under this heading shall be available from the general fund of the Treasury to the extent necessary to incur obligations and make expenditures pending the receipt of collections to the Fund pursuant to section 620 of such Act: *Provided further*, That the amount made available under this heading from the general fund shall be reduced as such collections are received during fiscal year 2014 so as to result in a final fiscal year 2014 appropriation from the general fund estimated at zero and fees pursuant to such section 620 shall be modified as necessary to ensure such a final fiscal year 2014 appropriation: *Provided further*, That for the dispute resolution and installation programs, the Secretary of Housing and Urban Development may assess and collect fees from any program participant: *Provided further*, That such collections shall be deposited into the Fund, and the Secretary, as provided herein, may use such collections, as well as fees collected under section 620, for necessary expenses of such Act: *Provided further*, That, notwithstanding the requirements of section 620 of such Act, the Secretary may carry out responsibilities of the Secretary under such Act through the use of approved service providers that are paid directly by the recipients of their services.

FEDERAL HOUSING ADMINISTRATION
MUTUAL MORTGAGE INSURANCE PROGRAM
ACCOUNT

New commitments to guarantee single family loans insured under the Mutual Mort-

gage Insurance Fund shall not exceed \$400,000,000,000, to remain available until September 30, 2015: *Provided*, That during fiscal year 2014, obligations to make direct loans to carry out the purposes of section 204(g) of the National Housing Act, as amended, shall not exceed \$20,000,000: *Provided further*, That the foregoing amount in the previous proviso shall be for loans to nonprofit and governmental entities in connection with sales of single family real properties owned by the Secretary and formerly insured under the Mutual Mortgage Insurance Fund. For administrative contract expenses of the Federal Housing Administration, \$127,000,000, to remain available until September 30, 2015: *Provided further*, That to the extent guaranteed loan commitments exceed \$200,000,000,000 on or before April 1, 2013, an additional \$1,400 for administrative contract expenses shall be available for each \$1,000,000 in additional guaranteed loan commitments (including a pro rata amount for any amount below \$1,000,000), but in no case shall funds made available by this proviso exceed \$30,000,000.

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

New commitments to guarantee loans insured under the General and Special Risk Insurance Funds, as authorized by sections 238 and 519 of the National Housing Act (12 U.S.C. 1715z-3 and 1735c), shall not exceed \$30,000,000,000 in total loan principal, any part of which is to be guaranteed, to remain available until September 30, 2015: *Provided*, That during fiscal year 2014, gross obligations for the principal amount of direct loans, as authorized by sections 204(g), 207(l), 238, and 519(a) of the National Housing Act, shall not exceed \$20,000,000, which shall be for loans to nonprofit and governmental entities in connection with the sale of single family real properties owned by the Secretary and formerly insured under such Act.

GOVERNMENT NATIONAL MORTGAGE
ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES
LOAN GUARANTEE PROGRAM ACCOUNT

New commitments to issue guarantees to carry out the purposes of section 306 of the National Housing Act, as amended (12 U.S.C. 1721(g)), shall not exceed \$500,000,000,000, to remain available until September 30, 2015: *Provided*, That \$19,000,000 shall be available for necessary salaries and expenses of the Office of Government National Mortgage Association: *Provided further*, That to the extent that guaranteed loan commitments will and do exceed \$155,000,000,000 on or before April 1, 2014, an additional \$100 for necessary salaries and expenses shall be available until expended for each \$1,000,000 in additional guaranteed loan commitments (including a pro rata amount for any amount below \$1,000,000), but in no case shall funds made available by this proviso exceed \$3,000,000: *Provided further*, That receipts from Commitment and Multiclass fees collected pursuant to title III of the National Housing Act, as amended, shall be credited as offsetting collections to this account.

POLICY DEVELOPMENT AND RESEARCH
RESEARCH AND TECHNOLOGY

For contracts, grants, and necessary expenses of programs of research and studies relating to housing and urban problems, not otherwise provided for, as authorized by title V of the Housing and Urban Development Act of 1970 (12 U.S.C. 1701z-1 et seq.), including carrying out the functions of the Secretary of Housing and Urban Development under section 1(a)(1)(i) of Reorganization Plan No. 2 of 1968, \$21,000,000, to remain available until September 30, 2015: *Provided*, That with respect to amounts made available under this heading, notwithstanding

section 204 of this title, the Secretary may enter into cooperative agreements funded with philanthropic entities, other Federal agencies, or State or local governments and their agencies for research projects: *Provided further*, That with respect to the previous proviso, such partners to the cooperative agreements must contribute at least a 50 percent match toward the cost of the project: *Provided further*, That for non-competitive agreements entered into in accordance with the previous two provisos, the Secretary of Housing and Urban Development shall comply with section 2(b) of the Federal Funding Accountability and Transparency Act of 2006 (Public Law 109-282, 31 U.S.C. note) in lieu of compliance with section 102(a)(4)(C) with respect to documentation of award decisions.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

For contracts, grants, and other assistance, not otherwise provided for, as authorized by title VIII of the Civil Rights Act of 1968, as amended by the Fair Housing Amendments Act of 1988, and section 561 of the Housing and Community Development Act of 1987, as amended, \$55,847,000, to remain available until September 30, 2015: *Provided*, That, notwithstanding 31 U.S.C. 3302, the Secretary may assess and collect fees to cover the costs of the Fair Housing Training Academy, and may use such funds to provide such training: *Provided further*, That no funds made available under this heading shall be used to lobby the executive or legislative branches of the Federal Government in connection with a specific contract, grant or loan: *Provided further*, That, of the funds made available under this heading, \$300,000 shall be available to the Secretary of Housing and Urban Development for the creation and promotion of translated materials and other programs that support the assistance of persons with limited English proficiency in utilizing the services provided by the Department of Housing and Urban Development.

AMENDMENT OFFERED BY MR. AL GREEN OF
TEXAS

Mr. AL GREEN of Texas. Madam Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 108, line 10, after the dollar amount, insert "(increased by \$12,500,000)".

Mr. LATHAM. Madam Chair, I reserve a point of order on the gentleman's amendment.

The Acting CHAIR. A point of order is reserved.

The gentleman is recognized for 5 minutes.

Mr. AL GREEN of Texas. Madam Chair, I thank the ranking member and I thank the chair. I would like to, if I may, compliment you and thank you for what you did with the HUD-VASH vouchers, the \$75 million which is what was requested. I did join in that request, serving on Financial Services, and we share some jurisdiction with reference to the VASH vouchers. So I am appreciative, Mr. Chairman and Mr. Ranking Member, for what was done. And, of course, I respect anyone who wants to increase the amount that we accord our veterans. They have gone to distant places; and many times when they return, they don't return home to

circumstances that we enjoy, and I'm eager to do all that I can to make sure that they have a place to call home when they return.

With reference to this amendment, Mr. Chairman and Mr. Ranking Member, this amendment deals with the Fair Housing Initiative Program and the Fair Housing Assistance Program. The Fair Housing Assistance Program was started in 1968, the Fair Housing Initiatives Program in 1987. They have enjoyed bipartisan support here in Congress, and the purpose of these two programs happens to be that of elimination of invidious discrimination.

Invidious discrimination does not know the boundaries that many of us assume it is limited to. We find right now that a good many of our persons who have gone to war and who are returning home have been injured. A good many of them don't return the way they left. And the truth be told, the greatest number of complaints that we have in this area of discrimination are related to persons who have disabilities. Evidence shows us we had 27,092 complaints in 2011 and 28,519 complaints in 2012. That's a 1,427 complaint increase; and disability are the greatest percentage of these complaints, with 47.1 to 55.6 percent going against persons who have disabilities.

This piece of legislation seeks to make sure that all persons—this would include our veterans who may have disabilities—have a place to call home and that they are not discriminated against. I know “discrimination” is not a word that we like to use. I, quite frankly, don't find favor with the word, but for making our point, we have to mention it because there are people who are suffering from it.

I would hope that we can restore FHIP to the amount that was in the original bill from the Senate, and FHAP as well. This is the Fair Housing Initiatives Program, FHIP, and the Fair Housing Assistance Program, FHAP, as they are commonly called. The bill reduces FHIP to \$32.2 million, and this amendment restores it to \$44.1 million, which is an \$11.9 million increase. The bill reduces the Fair Housing Assistance Program to \$23.4 million, and the amendment restores it to \$24 million. That's a \$600,000 increase, making a total of a \$12.5 million increase.

It is my hope that we can find a way to accord these programs the losses they are suffering because the losses go beyond just the numbers. They impact people, and a good many of these people are our veterans.

With that, I ask the chairman if he would engage me in a colloquy.

Mr. Chairman, my assumption is that you have a point of order on this piece of legislation, the amendment, and I understand why; but I wanted to make sure that I emphasized the need to protect all persons, and I wanted to focus on our veterans tonight. My hope is that as we move forward, you and I and the ranking member can work together

so that we can make sure that veterans are not the victims of invidious discrimination.

Mr. LATHAM. Will the gentleman yield?

Mr. AL GREEN of Texas. I yield to the gentleman from Iowa.

Mr. LATHAM. I thank the gentleman for his most sincere concern for these folks who need help, and I would pledge, if possible, if we can find ways. But under our allocation, you understand we have a very difficult situation, so I would have to insist on the point of order; but I appreciate the gentleman's efforts, and I look forward to working with him.

Mr. AL GREEN of Texas. With that, Mr. Chairman, I withdraw my amendment. I hope that we can find that common ground that you mentioned, and I look forward to working with the ranking member who has always done whatever he can to help our veterans as well.

The Acting CHAIR. Without objection, the amendment is withdrawn.

There was no objection.

AMENDMENT OFFERED BY MR. GRAYSON

Mr. GRAYSON. Madam Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 108, line 19, after the dollar amount, insert “(increased by \$150,000)”.

The Acting CHAIR. The gentleman from Florida is recognized for 5 minutes.

Mr. GRAYSON. Madam Chair, this is an amendment that relates to fair housing programs, and specifically the part of the program regarding the Limited English Proficiency Initiative.

This is a small program that is capped in the bill presently at \$300,000. The President had asked that this be increased to \$500,000. We now offer an amendment that would increase it to \$450,000, still less than what the President offered, but nowhere near what a program like this actually justifies. I want to point out we're not taking away from any other programs. We are just slightly lifting the cap on this particular program to allow the purpose of this program to be carried out.

This initiative is vital to ensuring that individuals who are not proficient in English are aware of their rights, able to understand the terms of leases and other housing-related documents, and able to receive important announcements that affect the health and safety of their households.

In addition, the initiative educates the HUD-assisted housing providers on their responsibilities under Federal law and HUD regulations to ensure that their housing programs and activities are fully accessible to all, regardless of national origin or English proficiency.

Finally, the initiative saves HUD staff time as it helps HUD to more efficiently communicate with and, thereby, serve the needs of people who are not proficient in English.

Madam Chair, I have heard from time to time that the folks on the other side

of the aisle are looking for some way to reach out to the Hispanic community and make their party more appealing to the Hispanic community here in America. We have to realize that there are over 40 million Americans who do not speak English as their first language. This is a tiny program that is meant to allow for people who do not have English proficiency to have some of the same benefits and benefit from the same programs as those who do. Certainly it would be a very small and minor concession on the part of the folks on the other side of the aisle to give this little nod to the Hispanic community and show their concern that we have equal protection under the law for all, regardless of whether they are English speaking or Spanish speaking or speak some other language.

Since Congress initiated this program in fiscal year 2008, the Department has used this funding to translate vital HUD documents, such as model leases, fair housing complaint forms, statements of residents' rights and responsibilities, information on how to become a first-time homeowner, how to avoid loan fraud and foreclosure, and fair housing information for disaster housing providers and survivors.

This request will not only fund translation of HUD documents and printing, but also oral interpretation services at HUD events, oral interpretation for persons seeking access to HUD services by telephone, acquisition of technology that conducts simultaneous oral translation, marketing of HUD's language access services to populations that need them, and public education on the availability of and the right to obtain information regarding HUD-funded services in multiple languages.

Given the tiny amount of money that's involved here, this program has been extraordinarily effective. In the last year for which we have statistics, almost 30,000 people benefited from a program that cost the Federal Government only \$300,000. This program has been incredibly cost effective. It is very much needed by Hispanics throughout America and other minorities who do not have English as their first language. I ask the majority, my friends across the aisle, to consider the value of this program to the Hispanic community and everyone else in America.

I yield back the balance of my time. Mr. LATHAM. Madam Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. I rise in opposition to this amendment.

This account that he is taking the money from is already stretched extremely thin. His amendment seeks to take funds away from the investigations and adjudication for fair housing claims. So the exact people that he's talking about being concerned about, he is going to take away enforcement for fair housing. I don't understand the trade-off.

I think that fair housing is extraordinarily important, and we have \$300,000 in this account already; and to rob an account that enforces the law to make housing available so there is no discrimination, whether it be Hispanic or any nationality in their housing, you don't want to have cases where people, because of race, are not allowed in their housing.

So I think it is ill thought out, something that certainly when you're taking away enforcement, fair housing is simply the wrong account. Again, we have \$300,000 in this account for this purpose.

Madam Chair, I ask for a "no" vote, and I yield back the balance of my time.

Mr. PASTOR of Arizona. Madam Chair, I move to strike the last word.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. I rise in support of the gentleman's amendment. It is his and my effort to help the majority with Republican outreach to Hispanic voters. This amendment would increase by \$150,000 the amount of funding HUD shall spend on translating documents for people who are not proficient English speakers.

Because of our record to help the outreach program, we support this amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Florida (Mr. GRAYSON).

The amendment was agreed to.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

OFFICE OF LEAD HAZARD CONTROL AND
HEALTHY HOMES
LEAD HAZARD REDUCTION

For the Lead Hazard Reduction Program, as authorized by section 1011 of the Residential Lead-Based Paint Hazard Reduction Act of 1992, \$50,000,000, to remain available until September 30, 2015: *Provided*, That up to \$5,000,000 of that amount shall be for the Healthy Homes Initiative, pursuant to sections 501 and 502 of the Housing and Urban Development Act of 1970 that shall include research, studies, testing, and demonstration efforts, including education and outreach concerning lead-based paint poisoning and other housing-related diseases and hazards: *Provided further*, That for purposes of environmental review, pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and other provisions of the law that further the purposes of such Act, a grant under the Healthy Homes Initiative or the Lead Technical Studies program under this heading or under prior appropriations Acts for such purposes under this heading, shall be considered to be funds for a special project for purposes of section 305(c) of the Multifamily Housing Property Disposition Reform Act of 1994: *Provided further*, That amounts made available under this heading in this or prior appropriations Acts, and that still remain available, may be used for any purpose under this heading notwithstanding the purpose for which such amounts were appropriated if a program competition is undersubscribed and there are other program competitions under this heading that are oversubscribed.

INFORMATION TECHNOLOGY FUND

For the development of, modifications to, and infrastructure for Department-wide and program-specific information technology systems, for the continuing operation and maintenance of both Department-wide and program-specific information systems, and for program-related maintenance activities, \$100,000,000, to remain available until September 30, 2015: *Provided*, That up to \$25,000,000 may be used for Development Modernization and Enhancement: *Provided further*, That any amounts transferred to this Fund under this Act shall remain available until expended: *Provided further*, That not more than 25 percent of the funds made available under this heading for Development, Modernization and Enhancement, including development and deployment of a Next Generation Management System and development and deployment of modernized Federal Housing Administration systems may be obligated until the Secretary submits to the Committees on Appropriations and the Comptroller General of the United States a plan for expenditure that—(A) provides for all information technology investments: (i) the cost and schedule baselines with explanations for each associated variance, (ii) the status of functional and performance capabilities delivered or planned to be delivered, and (iii) mitigation strategies to address identified risks; (B) outlines activities to ensure strategic, consistent, and effective application of information technology management controls: (i) enterprise architecture, (ii) project management, (iii) investment management, and (iv) human capital management.

OFFICE OF INSPECTOR GENERAL

For necessary salaries and expenses of the Office of Inspector General in carrying out the Inspector General Act of 1978, as amended, \$124,000,000: *Provided*, That the Inspector General shall have independent authority over all personnel issues within this office.

GENERAL PROVISIONS—DEPARTMENT OF
HOUSING AND URBAN DEVELOPMENT

SEC. 201. Fifty percent of the amounts of budget authority, or in lieu thereof 50 percent of the cash amounts associated with such budget authority, that are recaptured from projects described in section 1012(a) of the Stewart B. McKinney Homeless Assistance Amendments Act of 1988 (42 U.S.C. 1437 note) shall be cancelled or in the case of cash, shall be remitted to the Treasury, and such amounts of budget authority or cash recaptured and not cancelled or remitted to the Treasury shall be used by State housing finance agencies or local governments or local housing agencies with projects approved by the Secretary of Housing and Urban Development for which settlement occurred after January 1, 1992, in accordance with such section. Notwithstanding the previous sentence, the Secretary may award up to 15 percent of the budget authority or cash recaptured and not cancelled or remitted to the Treasury to provide project owners with incentives to refinance their project at a lower interest rate.

SEC. 202. None of the amounts made available under this Act may be used during fiscal year 2014 to investigate or prosecute under the Fair Housing Act any otherwise lawful activity engaged in by one or more persons, including the filing or maintaining of a non-frivolous legal action, that is engaged in solely for the purpose of achieving or preventing action by a Government official or entity, or a court of competent jurisdiction.

SEC. 203. Sections 203 and 209 of division C of Public Law 112–55 (125 Stat. 693–694) shall apply during fiscal year 2014 as if such sections were included in this title, except that

during such fiscal year such sections shall be applied by substituting "fiscal year 2014" for "fiscal year 2011" and "fiscal year 2012", each place such terms appear.

SEC. 204. Except as explicitly provided in law, any grant, cooperative agreement or other assistance made pursuant to title II of this Act shall be made on a competitive basis and in accordance with section 102 of the Department of Housing and Urban Development Reform Act of 1989 (42 U.S.C. 3545).

SEC. 205. Funds of the Department of Housing and Urban Development subject to the Government Corporation Control Act or section 402 of the Housing Act of 1950 shall be available, without regard to the limitations on administrative expenses, for legal services on a contract or fee basis, and for utilizing and making payment for services and facilities of the Federal National Mortgage Association, Government National Mortgage Association, Federal Home Loan Mortgage Corporation, Federal Financing Bank, Federal Reserve banks or any member thereof, Federal Home Loan banks, and any insured bank within the meaning of the Federal Deposit Insurance Corporation Act, as amended (12 U.S.C. 1811–1).

SEC. 206. Unless otherwise provided for in this Act or through a reprogramming of funds, no part of any appropriation for the Department of Housing and Urban Development shall be available for any program, project or activity in excess of amounts set forth in the budget estimates submitted to Congress.

SEC. 207. Corporations and agencies of the Department of Housing and Urban Development which are subject to the Government Corporation Control Act are hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to each such corporation or agency and in accordance with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of such Act as may be necessary in carrying out the programs set forth in the budget for 2014 for such corporation or agency except as hereinafter provided: *Provided*, That collections of these corporations and agencies may be used for new loan or mortgage purchase commitments only to the extent expressly provided for in this Act (unless such loans are in support of other forms of assistance provided for in this or prior appropriations Acts), except that this proviso shall not apply to the mortgage insurance or guaranty operations of these corporations, or where loans or mortgage purchases are necessary to protect the financial interest of the United States Government.

SEC. 208. The Secretary of Housing and Urban Development shall provide quarterly reports to the House and Senate Committees on Appropriations regarding all uncommitted, unobligated, recaptured and excess funds in each program and activity within the jurisdiction of the Department and shall submit additional, updated budget information to these Committees upon request.

SEC. 209. The President's formal budget request for fiscal year 2015, as well as the Department of Housing and Urban Development's congressional budget justifications to be submitted to the Committees on Appropriations of the House of Representatives and the Senate, shall use the identical account and sub-account structure provided under this Act.

SEC. 210. A public housing agency or such other entity that administers Federal housing assistance for the Housing Authority of the county of Los Angeles, California, the States of Alaska, Iowa, and Mississippi shall not be required to include a resident of public housing or a recipient of assistance provided under section 8 of the United States

Housing Act of 1937 on the board of directors or a similar governing board of such agency or entity as required under section (2)(b) of such Act. Each public housing agency or other entity that administers Federal housing assistance under section 8 for the Housing Authority of the county of Los Angeles, California and the States of Alaska, Iowa and Mississippi that chooses not to include a resident of public housing or a recipient of section 8 assistance on the board of directors or a similar governing board shall establish an advisory board of not less than six residents of public housing or recipients of section 8 assistance to provide advice and comment to the public housing agency or other administering entity on issues related to public housing and section 8. Such advisory board shall meet not less than quarterly.

SEC. 211. No funds provided under this title may be used for an audit of the Government National Mortgage Association that makes applicable requirements under the Federal Credit Reform Act of 1990 (2 U.S.C. 661 et seq.).

SEC. 212. (a) Notwithstanding any other provision of law, subject to the conditions listed in subsection (b), for fiscal years 2014 and 2015, the Secretary of Housing and Urban Development may authorize the transfer of some or all project-based assistance, debt and statutorily required low-income and very low-income use restrictions, associated with one or more multifamily housing project to another multifamily housing project or projects.

(b) PHASED TRANSFERS.—Transfers of project-based assistance under this section may be done in phases to accommodate the financing and other requirements related to rehabilitating or constructing the project or projects to which the assistance is transferred, to ensure that such project or projects meet the standards under section (c).

(c) The transfer authorized in subsection (a) is subject to the following conditions:

(1) NUMBER AND BEDROOM SIZE OF UNITS.—

(A) For occupied units in the transferring project: the number of low-income and very low-income units and the configuration (i.e. bedroom size) provided by the transferring project shall be no less than when transferred to the receiving project or projects and the net dollar amount of Federal assistance provided by the transferring project shall remain the same in the receiving project or projects.

(B) For unoccupied units in the transferring project: the Secretary may authorize a reduction in the number of dwelling units in the receiving project or projects to allow for a reconfiguration of bedroom sizes to meet current market demands, as determined by the Secretary and provided there is no increase in the project-based section 8 budget authority.

(2) The net dollar amount of Federal assistance provided to the transferring project shall remain the same as the receiving project or projects.

(3) The transferring project shall, as determined by the Secretary, be either physically obsolete or economically nonviable.

(4) The receiving project or projects shall meet or exceed applicable physical standards established by the Secretary.

(5) The owner or mortgagor of the transferring project shall notify and consult with the tenants residing in the transferring project and provide a certification of approval by all appropriate local governmental officials.

(6) The tenants of the transferring project who remain eligible for assistance to be provided by the receiving project or projects shall not be required to vacate their units in the transferring project or projects until new units in the receiving project are available for occupancy.

(7) The Secretary determines that this transfer is in the best interest of the tenants.

(8) If either the transferring project or the receiving project or projects meets the condition specified in subsection (d)(2)(A), any lien on the receiving project resulting from additional financing obtained by the owner shall be subordinate to any FHA-insured mortgage lien transferred to, or placed on, such project by the Secretary, except that the Secretary may waive this requirement upon determination that such a waiver is necessary to facilitate the financing of acquisition, construction, and/or rehabilitation of the receiving project or projects.

(9) If the transferring project meets the requirements of subsection (c)(2)(E), the owner or mortgagor of the receiving project or projects shall execute and record either a continuation of the existing use agreement or a new use agreement for the project where, in either case, any use restrictions in such agreement are of no lesser duration than the existing use restrictions.

(10) The transfer does not increase the cost (as defined in section 502 of the Congressional Budget Act of 1974, as amended) of any FHA-insured mortgage, except to the extent that appropriations are provided in advance for the amount of any such increased cost.

(d) For purposes of this section—

(1) the terms “low-income” and “very low-income” shall have the meanings provided by the statute and/or regulations governing the program under which the project is insured or assisted;

(2) the term “multifamily housing project” means housing that meets one of the following conditions—

(A) housing that is subject to a mortgage insured under the National Housing Act;

(B) housing that has project-based assistance attached to the structure including projects undergoing mark to market debt restructuring under the Multifamily Assisted Housing Reform and Affordability Housing Act;

(C) housing that is assisted under section 202 of the Housing Act of 1959 as amended by section 801 of the Cranston-Gonzales National Affordable Housing Act;

(D) housing that is assisted under section 202 of the Housing Act of 1959, as such section existed before the enactment of the Cranston-Gonzales National Affordable Housing Act;

(E) housing that is assisted under section 811 of the Cranston-Gonzales National Affordable Housing Act; or

(F) housing or vacant land that is subject to a use agreement;

(3) the term “project-based assistance” means—

(A) assistance provided under section 8(b) of the United States Housing Act of 1937;

(B) assistance for housing constructed or substantially rehabilitated pursuant to assistance provided under section 8(b)(2) of such Act (as such section existed immediately before October 1, 1983);

(C) rent supplement payments under section 101 of the Housing and Urban Development Act of 1965;

(D) interest reduction payments under section 236 and/or additional assistance payments under section 236(f)(2) of the National Housing Act;

(E) assistance payments made under section 202(c)(2) of the Housing Act of 1959; and

(F) assistance payments made under section 811(d)(2) of the Housing Act of 1959;

(4) the term “receiving project or projects” means the multifamily housing project or projects to which some or all of the project-based assistance, debt, and statutorily required use low-income and very low-income restrictions are to be transferred;

(5) the term “transferring project” means the multifamily housing project which is transferring some or all of the project-based assistance, debt and the statutorily required low-income and very low-income use restrictions to the receiving project or projects; and

(6) the term “Secretary” means the Secretary of Housing and Urban Development.

(e) The Secretary shall publish by notice in the Federal Register the terms and conditions, including criteria for HUD approval, of transfers pursuant to this section no later than 30 days before the effective date of such notice.

SEC. 213. (a) No assistance shall be provided under section 8 of the United States Housing Act of 1937 (42 U.S.C. 1437f) to any individual who—

(1) is enrolled as a student at an institution of higher education (as defined under section 102 of the Higher Education Act of 1965 (20 U.S.C. 1002));

(2) is under 24 years of age;

(3) is not a veteran;

(4) is unmarried;

(5) does not have a dependent child;

(6) is not a person with disabilities, as such term is defined in section 3(b)(3)(E) of the United States Housing Act of 1937 (42 U.S.C. 1437a(b)(3)(E)) and was not receiving assistance under such section 8 as of November 30, 2005; and

(7) is not otherwise individually eligible, or has parents who, individually or jointly, are not eligible, to receive assistance under section 8 of the United States Housing Act of 1937 (42 U.S.C. 1437f).

(b) For purposes of determining the eligibility of a person to receive assistance under section 8 of the United States Housing Act of 1937 (42 U.S.C. 1437f), any financial assistance (in excess of amounts received for tuition and any other required fees and charges) that an individual receives under the Higher Education Act of 1965 (20 U.S.C. 1001 et seq.), from private sources, or an institution of higher education (as defined under the Higher Education Act of 1965 (20 U.S.C. 1002)), shall be considered income to that individual, except for a person over the age of 23 with dependent children.

SEC. 214. The funds made available for Native Alaskans under the heading “Native American Housing Block Grants” in title II of this Act shall be allocated to the same Native Alaskan housing block grant recipients that received funds in fiscal year 2005.

SEC. 215. Notwithstanding the limitation in the first sentence of section 255(g) of the National Housing Act (12 U.S.C. 1725z–20(g)), the Secretary of Housing and Urban Development may, until September 30, 2014, insure and enter into commitments to insure mortgages under such section 255.

SEC. 216. Notwithstanding any other provision of law, in fiscal year 2014, in managing and disposing of any multifamily property that is owned or has a mortgage held by the Secretary of Housing and Urban Development, and during the process of foreclosure on any property with a contract for rental assistance payments under section 8 of the United States Housing Act of 1937 or other Federal programs, the Secretary shall maintain any rental assistance payments under section 8 of the United States Housing Act of 1937 and other programs that are attached to any dwelling units in the property. To the extent the Secretary determines, in consultation with the tenants and the local government, that such a multifamily property owned or held by the Secretary is not feasible for continued rental assistance payments under such section 8 or other programs, based on consideration of (1) the costs of rehabilitating and operating the property and all available Federal, State, and local resources, including rent adjustments under

section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997 (“MAHRAA”) and (2) environmental conditions that cannot be remedied in a cost-effective fashion, the Secretary may, in consultation with the tenants of that property, contract for project-based rental assistance payments with an owner or owners of other existing housing properties, or provide other rental assistance. The Secretary shall also take appropriate steps to ensure that project-based contracts remain in effect prior to foreclosure, subject to the exercise of contractual abatement remedies to assist relocation of tenants for imminent major threats to health and safety after written notice to and informed consent of the affected tenants and use of other available remedies, such as partial abatements or receivership. After disposition of any multifamily property described under this section, the contract and allowable rent levels on such properties shall be subject to the requirements under section 524 of MAHRAA.

SEC. 217. During fiscal year 2014, in the provision of rental assistance under section 8(o) of the United States Housing Act of 1937 (42 U.S.C. 1437f(o)) in connection with a program to demonstrate the economy and effectiveness of providing such assistance for use in assisted living facilities that is carried out in the counties of the State of Michigan notwithstanding paragraphs (3) and (18)(B)(iii) of such section 8(o), a family residing in an assisted living facility in any such county, on behalf of which a public housing agency provides assistance pursuant to section 8(o)(18) of such Act, may be required, at the time the family initially receives such assistance, to pay rent in an amount exceeding 40 percent of the monthly adjusted income of the family by such a percentage or amount as the Secretary of Housing and Urban Development determines to be appropriate.

SEC. 218. Notwithstanding any other provision of law, the recipient of a grant under section 202(b) of the Housing Act of 1959 (12 U.S.C. 1701q) after December 26, 2000, in accordance with the unnumbered paragraph at the end of section 202(b) of such Act, may, at its option, establish a single-asset nonprofit entity to own the project and may lend the grant funds to such entity, which may be a private nonprofit organization described in section 831 of the American Homeownership and Economic Opportunity Act of 2000.

SEC. 219. The commitment authority funded by fees as provided under the heading “Community Development Loan Guarantees Program Account” may be used to guarantee, or make commitments to guarantee, notes, or other obligations issued by any State on behalf of non-entitlement communities in the State in accordance with the requirements of section 108 of the Housing and Community Development Act of 1974: *Provided*, That any State receiving such a guarantee or commitment shall distribute all funds subject to such guarantee to the units of general local government in non-entitlement areas that received the commitment.

SEC. 220. Public housing agencies that own and operate 400 or fewer public housing units may elect to be exempt from any asset management requirement imposed by the Secretary of Housing and Urban Development in connection with the operating fund rule: *Provided*, That an agency seeking a discontinuance of a reduction of subsidy under the operating fund formula shall not be exempt from asset management requirements.

SEC. 221. With respect to the use of amounts provided in this Act and in future Acts for the operation, capital improvement and management of public housing as authorized by sections 9(d) and 9(e) of the United States Housing Act of 1937 (42 U.S.C. 1437g(d) and (e)), the Secretary shall not im-

pose any requirement or guideline relating to asset management that restricts or limits in any way the use of capital funds for central office costs pursuant to section 9(g)(1) or 9(g)(2) of the United States Housing Act of 1937 (42 U.S.C. 1437g(g)(1), (2)): *Provided*, That a public housing agency may not use capital funds authorized under section 9(d) for activities that are eligible under section 9(e) for assistance with amounts from the operating fund in excess of the amounts permitted under section 9(g)(1) or 9(g)(2).

SEC. 222. No official or employee of the Department of Housing and Urban Development shall be designated as an allotment holder unless the Office of the Chief Financial Officer has determined that such allotment holder has implemented an adequate system of funds control and has received training in funds control procedures and directives. The Chief Financial Officer shall ensure that there is a trained allotment holder for each HUD sub-office under the accounts “Executive Offices” and “Administrative Support Offices,” as well as each account receiving appropriations for “Program Office Salaries and Expenses” within the Department of Housing and Urban Development.

SEC. 223. The Secretary of Housing and Urban Development shall report annually to the House and Senate Committees on Appropriations on the status of all section 8 project-based housing, including the number of all project-based units by region as well as an analysis of all federally subsidized housing being refinanced under the Mark-to-Market program. The Secretary shall in the report identify all existing units maintained by region as section 8 project-based units and all project-based units that have opted out of section 8 or have otherwise been eliminated as section 8 project-based units. The Secretary shall identify in detail and by project all the efforts made by the Department to preserve all section 8 project-based housing units and all the reasons for any units which opted out or otherwise were lost as section 8 project-based units. Such analysis shall include a review of the impact of the loss of any subsidized units in that housing marketplace, such as the impact of cost and the loss of available subsidized, low-income housing in areas with scarce housing resources for low-income families.

SEC. 224. The Secretary of the Department of Housing and Urban Development shall, for fiscal year 2014 and subsequent fiscal years, notify the public through the Federal Register and other means, as determined appropriate, of the issuance of a notice of the availability of assistance or notice of funding availability (NOFA) for any program or discretionary fund administered by the Secretary that is to be competitively awarded. Notwithstanding any other provision of law, for fiscal year 2014 and subsequent fiscal years, the Secretary may make the NOFA available only on the Internet at the appropriate Government Web site or through other electronic media, as determined by the Secretary.

SEC. 225. Payment of attorney fees in program-related litigation must be paid from individual program office personnel benefits and compensation funding. The annual budget submission for program office personnel benefit and compensation funding must include program-related litigation costs for attorney fees as a separate line item request.

SEC. 226. Except for funds provided for claims and indemnities, the Secretary of the Department of Housing and Urban Development is authorized to transfer up to 5 percent or \$5,000,000, whichever is less, of the funds appropriated for any office funded under the headings “Management and Administration” and “Program Office Salaries and Expenses”, to any other office funded

under such headings: *Provided*, That no appropriation for any office funded under such headings shall be increased or decreased by more than 5 percent or \$5,000,000, whichever is less, without prior written approval from the House and Senate Committees on Appropriations.

SEC. 227. The Disaster Housing Assistance Programs, administered by the Department of Housing and Urban Development, shall be considered a “program of the Department of Housing and Urban Development” under section 904 of the McKinney Act for the purpose of income verifications and matching.

SEC. 228. None of the funds made available by this Act, or any other Act, for purposes authorized under section 8 (only with respect to the tenant-based rental assistance program) and section 9 of the United States Housing Act of 1937 (42 U.S.C. 1437 et seq.) may be used by any public housing agency for any amount of salary, for the chief executive officer of which, or any other official or employee of which, that exceeds the annual rate of basic pay payable for a position at level IV of the Executive Schedule at any time during any public housing agency fiscal year 2014.

SEC. 229. Title II of Division K of Public Law 110-161 is amended by striking the entire item relating to “Flexible Subsidy Fund”.

SEC. 230. Paragraph (1) of section 242(i) of the National Housing Act (12 U.S.C. 1715z-7(i)(1)) is amended by striking “July 31, 2011” and inserting “July 31, 2016”.

SEC. 231. Subsection (d) of section 184 of the Housing and Community Development Act of 1992 (12 U.S.C. 1715z-13a(d)) is amended to read as follows:

“(d) GUARANTEE FEE.—The Secretary shall establish and collect, at the time of issuance of the guarantee, a fee for the guarantee of loans under this section, in an amount not exceeding 3 percent of the principal obligation of the loan. The Secretary may also establish and collect annual premium payments in an amount not exceeding 1 percent of the remaining guaranteed balance (excluding the portion of the remaining balance attributable to the fee collected at the time of issuance of the guarantee). The Secretary shall establish the amount of the fees and premiums by publishing a notice in the Federal Register. The Secretary shall deposit any fees and premiums collected under this subsection in the Indian Housing Loan Guarantee Fund established under subsection (i).”.

SEC. 232. Notwithstanding Section 24(o) of the United States Housing Act of 1937 (42 U.S.C. 1437v(o)), amounts made available in prior appropriations Acts under the heading “Revitalization of Severely Distressed Public Housing (HOPE VI)” may continue to be provided as assistance pursuant to such section 24.

SEC. 233. The proviso under the “Community Development Fund” heading in Public Laws 109-148, 109-234, 110-252, and 110-329 which requires the Secretary to establish procedures to prevent duplication of benefits and to report to the Committees on Appropriations on all steps to prevent fraud and abuse is amended by striking “quarterly” and inserting “annually”.

SEC. 234. None of the funds made available by this Act may be used to require or enforce the Green Physical Needs Assessment (GPNA).

SEC. 235. None of the funds in this Act may be available for the doctoral dissertation research grant program at the Department of Housing and Urban Development.

This title may be cited as the “Department of Housing and Urban Development Appropriations Act, 2014”.

TITLE III—RELATED AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

For expenses necessary for the Access Board, as authorized by section 502 of the Rehabilitation Act of 1973, as amended, \$7,400,000: *Provided*, That, notwithstanding any other provision of law, there may be credited to this appropriation funds received for publications and training expenses.

FEDERAL HOUSING FINANCE AGENCY

OFFICE OF INSPECTOR GENERAL

For necessary expenses of the Office of Inspector General in carrying out the provisions of the Inspector General Act of 1978, \$38,000,000, to remain available until September 30, 2015, to be derived from the Federal National Mortgage Association, Federal Home Loan Mortgage Corporation, and the Federal Home Loan Banks under section 1106 of the Housing and Economic Recovery Act of 2008: *Provided*, That concurrent with the President's budget request for fiscal year 2015, the Inspector General shall submit to the House and Senate Committees on Appropriations a budget request for fiscal year 2015 in similar format and substance to those submitted by executive agencies of the Federal Government.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

For necessary expenses of the Federal Maritime Commission as authorized by section 201(d) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 307), including services as authorized by 5 U.S.C. 3109; hire of passenger motor vehicles as authorized by 31 U.S.C. 1343(b); and uniforms or allowances therefor, as authorized by 5 U.S.C. 5901–5902, \$24,200,000: *Provided*, That not to exceed \$2,000 shall be available for official reception and representation expenses.

□ 2200

AMENDMENT OFFERED BY MR. BROUN OF GEORGIA

Mr. BROUN of Georgia. Madam Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 134, line 13, after the dollar amount, insert “(reduced by \$100,000)”.

Page 150, line 8, after the dollar amount, insert “(increased by \$100,000)”.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. BROUN of Georgia. Madam Chair, this amendment would reduce funding in the bill for the Federal Maritime Commission's Salaries and Expenses by \$100,000, and transfer that same amount to the Spending Reduction Account.

This amendment would have the effect of bringing the appropriations for this purpose back to the current levels, what we have right now. I offered a similar amendment to this bill last year, which would have eliminated a proposed \$900,000 increase to this same account. Unfortunately, that amendment failed by a 172–249 vote, a pretty strong margin.

So this year, I bring you a request to hold the line, to eliminate this very small increase of \$100,000, an amount which is less than many bureaucrats here in Washington take home as their yearly salary.

Perhaps more than any of my amendments that I've offered tonight, I hope that this one passes, Madam Chair, because if this amendment to strike a \$100,000 increase to Federal employee salaries fails, it means that we are in serious, serious trouble when it comes to solving our spending problem.

I urge my colleagues to prove me wrong and to support my amendment.

I yield back the balance of my time. Mr. LATHAM. Madam Chair, I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Madam Chair, I'm not going to oppose this amendment. It is an account that the maritime industry, with the concerns that we've had and some of the incidents on cruise ships, it's an account that is much needed. But with a very small reduction here, bringing it back to last year's funding level, that would be acceptable to me and we would accept the amendment.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Georgia (Mr. BROUN).

The amendment was agreed to.

The Acting CHAIR. The Clerk will read.

The Clerk read as follows:

NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General for the National Railroad Passenger Corporation to carry out the provisions of the Inspector General Act of 1978, as amended, \$25,300,000: *Provided*, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3), to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the National Railroad Passenger Corporation: *Provided further*, That the Inspector General may enter into contracts and other arrangements for audits, studies, analyses, and other services with public agencies and with private persons, subject to the applicable laws and regulations that govern the obtaining of such services within the National Railroad Passenger Corporation: *Provided further*, That the Inspector General may select, appoint, and employ such officers and employees as may be necessary for carrying out the functions, powers, and duties of the Office of Inspector General, subject to the applicable laws and regulations that govern such selections, appointments, and employment within Amtrak: *Provided further*, That concurrent with the President's budget request for fiscal year 2015, the Inspector General shall submit to the House and Senate Committees on Appropriations a budget request for fiscal year 2015 in similar format and substance to those submitted by executive agencies of the Federal Government.

AMENDMENT OFFERED BY MR. BROUN OF GEORGIA

Mr. BROUN of Georgia. Madam Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 134, line 22, after the dollar amount, insert “(reduced by \$4,800,000)”.

Page 150, line 8, after the dollar amount, insert “(increased by \$4,800,000)”.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. BROUN of Georgia. Madam Chair, I've got good news for my friends from Arizona and from Iowa. This is the last amendment that I plan to offer on this bill.

It would reduce the proposed funding for the Amtrak Office of Inspector General's Salaries and Expenses by \$4,800,000 and transfer that same amount to the Spending Reduction Account.

Like many of the amendments that I've offered today, it would simply remove a proposed increase, returning the final amendment back to current spending levels.

The Amtrak IG's role is to root out waste, fraud and abuse within the corporation. As I detailed during consideration of my earlier amendment related to Amtrak, I am of the opinion that the IG still has a ways to go in this regard.

Yet, the committee report includes an interesting statement which appears to serve as a pat on the back for the OIG, and perhaps even as a justification for this large proposed increase.

The line simply says: “The Committee appreciates that the Amtrak OIG submitted a separate budget request to the Committees on Appropriations and directs it to do so in Fiscal Year 2015.”

Now, to my read, this means that simply because the OIG did his job, it will receive nearly \$5 million in extra Federal dollars for salaries and expenses. I think that's preposterous.

Madam Chairman, I talked a lot about Amtrak's failings earlier, and I'm not going to rehash the same arguments. I only ask that my colleagues support my amendment. Let's hold the spending to the current levels, and hold the line on wasteful spending. Let's live within our means, and let's roll back this increase.

I encourage acceptance of my amendment, and I recommended an “aye” vote.

I yield back the balance of my time. Mr. LATHAM. Madam Chair, I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Madam Chair, I must rise in opposition to the gentleman's amendment.

Madam Chair, as you know, one of the very important functions of this committee is oversight, ensuring agencies under our purview are efficiently and effectively managed.

This bill provides Amtrak, the OIG, with \$25.3 million for oversight studies and investigations into fraud, waste and abuse at Amtrak. Through these investigations, the Amtrak OIG has helped improve the economy, efficiency and effectiveness of Amtrak programs and operations.

Amtrak OIG runs a program that has identified improper and overpayments

to the tune of \$85 million. Amtrak has collected some of this back, which has saved the taxpayer money.

The bill's funding levels are not arbitrary, Madam Chair. We have scrubbed these accounts. We have held hearings and made recommendations on what must be funded.

□ 2215

I think this is an extremely important function that we have so that we can look at Amtrak. We're spending an awful lot of money with Amtrak. We need to have a strong Office of Inspector General to keep tabs on it. I think this is money well spent.

I would certainly urge a "no" vote on this amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Georgia (Mr. BROUN).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. BROUN of Georgia. Madam Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Georgia will be postponed.

Mr. LATHAM. Madam Chairman, I ask unanimous consent that the remainder of the bill through page 150, line 2 be considered as read, printed in the RECORD, and open to amendment at any point.

The Acting CHAIR. Is there objection to the request of the gentleman from Iowa?

There was no objection.

The text of that portion of the bill is as follows:

NATIONAL TRANSPORTATION SAFETY BOARD
SALARIES AND EXPENSES

For necessary expenses of the National Transportation Safety Board, including hire of passenger motor vehicles and aircraft; services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for a GS-15; uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902), \$102,400,000, of which not to exceed \$2,000 may be used for official reception and representation expenses. The amounts made available to the National Transportation Safety Board in this Act include amounts necessary to make lease payments on an obligation incurred in fiscal year 2001 for a capital lease.

NEIGHBORHOOD REINVESTMENT CORPORATION
PAYMENT TO THE NEIGHBORHOOD
REINVESTMENT CORPORATION

For payment to the Neighborhood Reinvestment Corporation for use in neighborhood reinvestment activities, as authorized by the Neighborhood Reinvestment Corporation Act (42 U.S.C. 8101-8107), \$127,100,000: *Provided*, That in addition, \$58,000,000 shall be made available until expended to the Neighborhood Reinvestment Corporation for mortgage foreclosure mitigation activities, under the following terms and conditions:

(1) The Neighborhood Reinvestment Corporation ("NRC") shall make grants to counseling intermediaries approved by the Department of Housing and Urban Development (HUD) (with match to be determined by the NRC based on affordability and the economic

conditions of an area; a match also may be waived by the NRC based on the aforementioned conditions) to provide mortgage foreclosure mitigation assistance primarily to States and areas with high rates of defaults and foreclosures to help eliminate the default and foreclosure of mortgages of owner-occupied single-family homes that are at risk of such foreclosure. Other than areas with high rates of defaults and foreclosures, grants may also be provided to approved counseling intermediaries based on a geographic analysis of the Nation by the NRC which determines where there is a prevalence of mortgages that are risky and likely to fail, including any trends for mortgages that are likely to default and face foreclosure. A State Housing Finance Agency may also be eligible where the State Housing Finance Agency meets all the requirements under this paragraph. A HUD-approved counseling intermediary shall meet certain mortgage foreclosure mitigation assistance counseling requirements, as determined by the NRC, and shall be approved by HUD or the NRC as meeting these requirements.

(2) Mortgage foreclosure mitigation assistance shall only be made available to homeowners of owner-occupied homes with mortgages in default or in danger of default. These mortgages shall likely be subject to a foreclosure action and homeowners will be provided such assistance that shall consist of activities that are likely to prevent foreclosures and result in the long-term affordability of the mortgage retained pursuant to such activity or another positive outcome for the homeowner. No funds made available under this paragraph may be provided directly to lenders or homeowners to discharge outstanding mortgage balances or for any other direct debt reduction payments.

(3) The use of Mortgage Foreclosure Mitigation Assistance by approved counseling intermediaries and State Housing Finance Agencies shall involve a reasonable analysis of the borrower's financial situation, an evaluation of the current value of the property that is subject to the mortgage, counseling regarding the assumption of the mortgage by another non-Federal party, counseling regarding the possible purchase of the mortgage by a non-Federal third party, counseling and advice of all likely restructuring and refinancing strategies or the approval of a work-out strategy by all interested parties.

(4) NRC may provide up to 15 percent of the total funds under this paragraph to its own charter members with expertise in foreclosure prevention counseling, subject to a certification by the NRC that the procedures for selection do not consist of any procedures or activities that could be construed as an unacceptable conflict of interest or have the appearance of impropriety.

(5) HUD-approved counseling entities and State Housing Finance Agencies receiving funds under this paragraph shall have demonstrated experience in successfully working with financial institutions as well as borrowers facing default, delinquency and foreclosure as well as documented counseling capacity, outreach capacity, past successful performance and positive outcomes with documented counseling plans (including post mortgage foreclosure mitigation counseling), loan workout agreements and loan modification agreements. NRC may use other criteria to demonstrate capacity in underserved areas.

(6) Of the total amount made available under this paragraph, up to \$3,000,000 may be made available to build the mortgage foreclosure and default mitigation counseling capacity of counseling intermediaries through NRC training courses with HUD-approved counseling intermediaries and their

partners, except that private financial institutions that participate in NRC training shall pay market rates for such training.

(7) Of the total amount made available under this paragraph, up to 6 percent may be used for associated administrative expenses for the NRC to carry out activities provided under this section.

(8) Mortgage foreclosure mitigation assistance grants may include a budget for outreach and advertising, and training, as determined by the NRC.

(9) The NRC shall continue to report bi-annually to the House and Senate Committees on Appropriations as well as the Senate Banking Committee and House Financial Services Committee on its efforts to mitigate mortgage default.

UNITED STATES INTERAGENCY COUNCIL ON
HOMELESSNESS
OPERATING EXPENSES

For necessary expenses (including payment of salaries, authorized travel, hire of passenger motor vehicles, the rental of conference rooms, and the employment of experts and consultants under section 3109 of title 5, United States Code) of the United States Interagency Council on Homelessness in carrying out the functions pursuant to title II of the McKinney-Vento Homeless Assistance Act, as amended, \$3,000,000.

TITLE IV

GENERAL PROVISIONS—THIS ACT

SEC. 401. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 402. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 403. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 404. Except as otherwise provided in this Act, none of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year 2014, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that:

- (1) creates a new program;
- (2) eliminates a program, project, or activity;
- (3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress;
- (4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose;
- (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less;
- (6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or
- (7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications

submitted to the Committees on Appropriations or the table accompanying the explanatory statement accompanying this Act, whichever is more detailed, unless prior approval is received from the House and Senate Committees on Appropriations: *Provided*, That not later than 60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committees on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: *Provided further*, That the report shall include:

(A) a table for each appropriation with a separate column to display the President's budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level;

(B) a delineation in the table for each appropriation both by object class and program, project, and activity as detailed in the budget appendix for the respective appropriation; and

(C) an identification of items of special congressional interest: *Provided further*, That the amount appropriated or limited for salaries and expenses for an agency shall be reduced by \$100,000 per day for each day after the required date that the report has not been submitted to the Congress.

SEC. 405. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year 2014 from appropriations made available for salaries and expenses for fiscal year 2014 in this Act, shall remain available through September 30, 2015, for each such account for the purposes authorized: *Provided*, That a request shall be submitted to the House and Senate Committees on Appropriations prior to the expenditure of such funds: *Provided further*, That these requests shall be made in compliance with reprogramming guidelines under section 404 of this Act.

SEC. 406. (a) None of the funds made available in this Act may be obligated or expended for any employee training that—

(1) does not meet identified needs for knowledge, skills, and abilities bearing directly upon the performance of official duties;

(2) contains elements likely to induce high levels of emotional response or psychological stress in some participants;

(3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluation;

(4) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; or

(5) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace.

(b) Nothing in this section shall prohibit, restrict, or otherwise preclude an agency from conducting training bearing directly upon the performance of official duties.

SEC. 407. No funds in this Act may be used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use: *Provided*, That for purposes of this section, public use shall not be construed to include economic development that primarily benefits private entities: *Provided further*, That any use of funds for mass transit, railroad, airport, seaport or highway projects as well as utility projects which benefit or serve the general public (including energy-related, communication-re-

lated, water-related and wastewater-related infrastructure), other structures designated for use by the general public or which have other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or brownfields as defined in the Small Business Liability Relief and Brownfields Revitalization Act (Public Law 107-118) shall be considered a public use for purposes of eminent domain.

SEC. 408. None of the funds made available in this Act may be transferred to any department, agency, or instrumentality of the United States Government, except pursuant to a transfer made by, or transfer authority provided in, this Act or any other appropriations Act.

SEC. 409. No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his or her period of active military or naval service, and has within 90 days after his or her release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his or her former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his or her former position and has not been restored thereto.

SEC. 410. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a-10c, popularly known as the "Buy American Act").

SEC. 411. No funds appropriated or otherwise made available under this Act shall be made available to any person or entity that has been convicted of violating the Buy American Act (41 U.S.C. 10a-10c).

SEC. 412. None of the funds made available in this Act may be used for first-class airline accommodations in contravention of sections 301-10.122 and 301-10.123 of title 41, Code of Federal Regulations.

SEC. 413. None of the funds made available under this Act or any prior Act may be provided to the Association of Community Organizations for Reform Now (ACORN), or any of its affiliates, subsidiaries, or allied organizations.

SEC. 414. None of the funds made available by this Act may be used to enter into a contract, memorandum of understanding, or cooperative agreement with, make a grant to, or provide a loan or loan guarantee to, any corporation that was convicted of a felony criminal violation under any Federal law within the preceding 24 months, where the awarding agency is aware of the conviction, unless the agency has considered suspension or debarment of the corporation and has made a determination that this further action is not necessary to protect the interests of the Government.

SEC. 415. None of the funds made available by this Act may be used in furtherance of the implementation of the European Union greenhouse gas emissions trading scheme for aviation activities established by European Union Directive 2008/101/EC.

SEC. 416. None of the funds made available by this Act may be used to enter into a contract, memorandum of understanding, or cooperative agreement with, make a grant to, or provide a loan or loan guarantee to, any corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have

been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, where the awarding agency is aware of the unpaid tax liability, unless the agency has considered suspension or debarment of the corporation and has made a determination that this further action is not necessary to protect the interests of the Government.

SEC. 417. None of the budget authority made available by this Act may be used to reduce funding or otherwise alter the implementation of a program, project or activity as proposed for elimination in the President's fiscal year 2015 budget request until the proposed change is enacted in an appropriation Act, or unless such change is made pursuant to the reprogramming and transfer provisions of this Act or in accordance with sunset or termination dates previously enacted in law.

SEC. 418. The Secretary of Housing and Urban Development and the Secretary of Transportation shall each submit to the Committees on Appropriations of the Senate and the House of Representatives, at the time that the President's budget proposal for fiscal year 2015 is submitted pursuant to section 1105(a) of title 31, United States Code, a comprehensive report compiled in conjunction with the Government Accountability Office that details updated missions, goals, strategies, and priorities, along with performance metrics that are measurable, repeatable, and directly linked to requests for funding, as described in the accompanying report.

SEC. 419. It is the sense of the Congress that the Congress should not pass any legislation that authorizes spending cuts that would increase poverty in the United States.

The Acting CHAIR. Are there any amendments to that section of the bill? The Clerk will read.

The Clerk read as follows:

SPENDING REDUCTION ACCOUNT

SEC. 420. The amount by which the applicable allocation of new budget authority made by the Committee on Appropriations of the House of Representatives under section 302(b) of the Congressional Budget Act of 1974 exceeds the amount of proposed new budget authority is \$0.

Mr. LATHAM. Madam Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. BROUN of Georgia) having assumed the chair, Ms. FOXX, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 2610) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes, had come to no resolution thereon.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 2027

Ms. SINEMA. Mr. Speaker, I ask unanimous consent that I be removed as a cosponsor to H.R. 2027.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Arizona?

There was no objection.

APPOINTMENT OF MEMBER TO BOARD OF TRUSTEES OF THE OPEN WORLD LEADERSHIP CENTER

The SPEAKER pro tempore. The Chair announces the Speaker's appointment, pursuant to section 313 of the Legislative Branch Appropriations Act, 2001 (2 U.S.C. 1151), as amended by section 1601 of Pub L. 111-68, and the order of the House of January 3, 2013, of the following Member on the part of the House to the Board of Trustees of the Open World Leadership Center:

Mr. MORAN, Virginia

APPOINTMENT AS MEMBER TO ADVISORY COMMITTEE ON STUDENT FINANCIAL ASSISTANCE

The SPEAKER pro tempore. The Chair announces the Speaker's appointment, pursuant to section 491 of the Higher Education Act (20 U.S.C. 1098(c)), and the order of the House of January 3, 2013, and upon the recommendation of the minority leader, of the following individual on the part of the House to the Advisory Committee on Student Financial Assistance for a term of 4 years:

Mr. Fred Hurst, Flagstaff, AZ

APPOINTMENT OF MEMBERS TO CONGRESSIONAL-EXECUTIVE COMMISSION ON THE PEOPLE'S REPUBLIC OF CHINA

The SPEAKER pro tempore. The Chair announces the Speaker's appointment, pursuant to 22 U.S.C. 6913 and the order of the House of January 3, 2013, of the following Members on the part of the House to the Congressional-Executive Commission on the People's Republic of China:

Ms. KAPTUR, Ohio

Mr. HONDA, California

APPOINTMENT OF MEMBER TO THE JAPAN-UNITED STATES FRIENDSHIP COMMISSION

The SPEAKER pro tempore. The Chair announces the Speaker's appointment, pursuant to 22 U.S.C. 2903, and the order of the House of January 3, 2013, of the following Member on the part of the House to the Japan-United States Friendship Commission:

Mr. McDERMOTT, Washington

APPOINTMENT OF MEMBERS TO HOUSE COMMISSION ON CONGRESSIONAL MAILING STANDARDS

The SPEAKER pro tempore. The Chair announces the Speaker's appointment, pursuant to 2 U.S.C. 501(b), and the order of the House of January 3, 2013, of the following Members to the House Commission on Congressional Mailing Standards:

Mrs. DAVIS, California

Mr. RICHMOND, Louisiana

Mr. SHERMAN, California

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. YOUNG of Florida (at the request of Mr. CANTOR) for today on account of bronchitis.

Mr. HORSFORD (at the request of Ms. PELOSI) for today and the balance of the week on account of medically mandated recovery.

ENROLLED BILL SIGNED

Karen L. Haas, Clerk of the House, reported and found truly enrolled a bill of the House of the following title, which was thereupon signed by the Speaker:

H.R. 1092. An act to designate the air route traffic control center located in Nashua, New Hampshire, as the "Patricia Clark Boston Air Route Traffic Control Center".

ADJOURNMENT

Mr. LATHAM. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 10 o'clock and 21 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, July 31, 2013, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

2402. A letter from the Acting Under Secretary, Department of Defense, transmitting a letter on the approved retirement of Colonel James E. McClain to wear the insignia of the grade of brigadier general; to the Committee on Armed Services.

2403. A letter from the Acting Under Secretary, Department of Defense, transmitting authorization of six officers to wear the authorized insignia of the grade of brigadier general; to the Committee on Armed Services.

2404. A letter from the Secretary, Army, Department of Defense, transmitting notification to Congress of the Permanent Reduction of Sizable Numbers of Members of the Armed Forces; to the Committee on Armed Services.

2405. A letter from the Director, Office of Management and Budget, transmitting a supplemental update of the Budget for Fiscal Year 2014, pursuant to 31 U.S.C. 1106(a); (H. Doc. No. 113-52); to the Committee on the Budget and ordered to be printed.

2406. A letter from the Assistant General Counsel for Regulatory Services, Department of Education, transmitting the Department's final rule — Final Priority—National Institute on Disability and Rehabilitation Research—Rehabilitation Research and Training Centers [CFDA Number: 84.133B-8] received July 24, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Education and the Workforce.

2407. A letter from the Assistant Secretary, Employee Benefits Security Administration, Department of Labor, transmitting the Department's final rule — Coverage of Certain Preventive Services Under the Affordable Care Act (RIN: 1210-AB44) received July 1, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Education and the Workforce.

2408. A letter from the Assistant General Counsel for Legislation, Regulation and Energy Efficiency, Department of Energy, transmitting the Department's final rule — Energy Conservation Program for Consumer Products; Test Procedures for Residential Furnaces and Boilers [Docket No.: EERE-2013-BT-TP-0008] (RIN: 1904-AC96) received July 11, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

2409. A letter from the Secretary, Department of Health and Human Services, transmitting the Strategic Integrated Management Plan for the Center for Drug Evaluation and Research (CDER), the Center for Biologics Evaluation and Research (CBER), and the Center for Devices and Radiological Health (CDRH); to the Committee on Energy and Commerce.

2410. A letter from the Program Manager, Department of Health and Human Services, transmitting the Department's final rule — Exclusion of Orphan Drugs for Certain Covered Entities under 340B Program (RIN: 0906-AA94) received July 22, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

2411. A letter from the Program Manager, Department of Health and Human Services, transmitting the Department's final rule — Distribution of Reference Biological Standards and Biological Preparations [Docket No.: CDC-2013-0013] (RIN: 0920-AA53) received July 23, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

2412. A letter from the Program Manager, Department of Health and Human Services, transmitting the Department's final rule — Coverage of Certain Preventive Services Under the Affordable Care Act [CMS-9968-F] (RIN: 0938-AR42) received June 28, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

2413. A letter from the Chief of Staff, Media Bureau, Federal Communications Commission, transmitting the Commission's final rule — Amendment of Section 73.202(b), Table of Allotments, FM Broadcast Stations (Summit, Mississippi) [MB Docket No.: 12-84] (RM-11627) received July 3, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

2414. A letter from the Chief of Staff, Media Bureau, Federal Communications Commission, transmitting the Commission's final rule — Amendment of Sections 73.202(b), Table of Allotments, FM Broadcast Stations (Roaring Springs, Texas) [MB Docket No.: 12-236] [RM-11671] received July 3, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

2415. A letter from the Chief of Staff, Media Bureau, Federal Communications Commission, transmitting the Commission's final rule — Closed Captioning of Internet Protocol-Delivered Video Programming: Implementation of the Twenty-First Century Communications and Video Accessibility Act of 2010 [MB Docket No.: 11-154] received July 3, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

2416. A letter from the Director, Office of Congressional Affairs, Nuclear Regulatory Commission, transmitting the Commission's "Major" final rule — Inflation Adjustments to the Price-Anderson Act Financial Protection Regulations [NRC-2013-0072] (RIN: 3150-AJ25) received July 23, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

2417. A communication from the President of the United States, transmitting notification that the national emergency declared with respect to the actions of certain persons to undermine the sovereignty of Lebanon is to continue in effect beyond August 1, 2013,

pursuant to 50 U.S.C. 1622(d); (H. Doc. No. 113-51); to the Committee on Foreign Affairs and ordered to be printed.

2418. A letter from the Assistant Secretary, Department of Defense, transmitting a Report on Proposed Obligations for the Cooperative Threat Reduction; to the Committee on Foreign Affairs.

2419. A letter from the Assistant Legal Adviser for Treaty Affairs, Department of Defense, transmitting report prepared by the Department of State concerning international agreements other than treaties entered into by the United States to be transmitted to the Congress within the sixty-day period specified in the Case-Zablock Act; to the Committee on Foreign Affairs.

2420. A letter from the Assistant Legal Adviser for Treaty Affairs, Department of State, transmitting report prepared by the Department of State concerning international agreements other than treaties entered into by the United States to be transmitted to the Congress within the sixty-day period specified in the Case-Zablocki Act; to the Committee on Foreign Affairs.

2421. A letter from the Acting Assistant Secretary, Legislative Affairs, Department of State, transmitting the Department's report entitled, "Advancing Freedom and Democracy"; to the Committee on Foreign Affairs.

2422. A letter from the President, House of Representatives of Morocco, transmitting a strategic plan for upgrading and enhancing the work of the House of Representatives of Morocco; to the Committee on Foreign Affairs.

2423. A letter from the Chairman and Vice Chairman, U.S.-China Economic and Security Review Commission, transmitting notification of a public hearing held on "Macau and Hong Kong"; to the Committee on Foreign Affairs.

2424. A letter from the Associate General Counsel for General Law, Department of Homeland Security, transmitting a report pursuant to the Federal Vacancies Reform Act of 1998; to the Committee on Oversight and Government Reform.

2425. A letter from the Assistant General Counsel, General Law, Ethics, and Regulation, Department of the Treasury, transmitting two reports pursuant to the Federal Vacancies Reform Act of 1998; to the Committee on Oversight and Government Reform.

2426. A letter from the General Counsel, Office of Management and Budget, transmitting three reports pursuant to the Federal Vacancies Reform Act of 1998; to the Committee on Oversight and Government Reform.

2427. A letter from the Clerk, Court of Appeals, transmitting an opinion of the United States Court of Appeals for the Seventh Circuit, *United States of America v. John Natale*, No. 12-3231, (June 11, 2013); to the Committee on the Judiciary.

2428. A letter from the Chief, Publications and Regulations Branch, Internal Revenue Service, transmitting the Service's final rule — Transition Relief for Employees and Related Individuals Eligible to Enroll in Eligible Employer-Sponsored Health Plans for Non-Calendar Plan Years that Begin in 2013 and End in 2014 [Notice 2013-42] received July 25, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

2429. A letter from the Chief, Publications and Regulations, Internal Revenue Service, transmitting the Service's final rule — Application of Section 108(i) to Partnerships and S Corporations [TD 9623] (RIN: 1545-BI99) received July 25, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

2430. A letter from the Director, Office of Regulations and Reports Clearance, Social

Security Administration, transmitting the Administration's final rule — Mailing of Tickets Under the Ticket to Work Program [Docket No.: SSA-2011-0034] (RIN: 0960-AH34) received July 24, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

2431. A letter from the Director, Office of Regulations and Reports Clearance, Social Security Administration, transmitting the Administration's final rule — Extension of Sunset Date for Attorney Advisor Program [Docket No.: SSA-2013-0006] (RIN: 0960-AH56) received July 24, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

2432. A letter from the Director, Office of Regulations and Reports Clearance, Social Security Administration, transmitting the Administration's final rule — Extension of Effective Date for Temporary Pilot Program Setting the Time and Place for a Hearing Before and Administrative Law Judge [Docket No.: SSA-2013-0016] (RIN: 0960-AH58) received July 24, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. ROYCE: Committee on Foreign Affairs. H.R. 850. A bill to impose additional human rights and economic and financial sanctions with respect to Iran, and for other purposes; with an amendment (Rept. 113-177, Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

Mr. UPTON: Committee on Energy and Commerce. H.R. 2226. A bill to amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 relating to State consultation on removal and remedial actions, State concurrence with listing on the National Priorities List, and State credit for contributions to the removal or remedial action, and for other purposes; with an amendment (Rept. 113-178, Pt. 1). Ordered to be printed.

Mr. UPTON: Committee on Energy and Commerce. H.R. 2279. A bill to amend the Solid Waste Disposal Act relating to review of regulations under such Act and to amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 relating to financial responsibility for classes of facilities; with an amendment (Rept. 113-179, Pt. 1). Ordered to be printed.

Mr. UPTON: Committee on Energy and Commerce. H.R. 2318. A bill to amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 with respect to the applicability of the Act to Federal facilities, and for other purposes; with an amendment (Rept. 113-180, Pt. 1). Ordered to be printed.

Mr. UPTON: Committee on Energy and Commerce. H.R. 698. A bill to amend the Public Health Service Act to establish safeguards and standards of quality for research and transplantation of organs infected with human immunodeficiency virus (HIV) (Rept. 113-181, Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

Mr. UPTON: Committee on Energy and Commerce. H.R. 2094. A bill to amend the Public Health Service Act to increase the preference given, in awarding certain asthma-related grants, to certain States (those allowing trained school personnel to administer epinephrine and meeting other related requirements) (Rept. 113-182). Referred to the

Committee of the Whole House on the state of the Union.

Mr. ISSA: Committee on Oversight and Government Reform. H.R. 313. A bill to amend title 5, United States Code, to institute spending limits and transparency requirements for Federal conference and travel expenditures, and for other purposes; with an amendment (Rept. 113-183). Referred to the Committee of the Whole House on the state of the Union.

Mr. ISSA: Committee on Oversight and Government Reform. H.R. 2711. A bill to amend title 5, United States Code, to establish certain procedures for conducting in-person or telephonic interactions by Executive branch employees with individuals, and for other purposes; with an amendment (Rept. 113-184, Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

Ms. GRANGER: Committee on Appropriations. H.R. 2855. A bill making appropriations for the Department of State, foreign operations, and related programs for the fiscal year ending September 30, 2014, and for other purposes (Rept. 113-185). Referred to the Committee of the Whole House on the state of the Union.

DISCHARGE OF COMMITTEE

Pursuant to clause 2 of rule XIII, the Committee on the Judiciary discharged from further consideration. H.R. 698 referred to the Committee of the Whole House on the state of the Union.

Pursuant to clause 2 of rule XIII, the Committees on the Judiciary, Financial Services, Oversight and Government Reform, and Ways and Means discharged from further consideration. H.R. 850 referred to the Committee of the Whole House on the state of the Union.

Pursuant to clause 2 of rule XIII, the Committee on the Judiciary discharged from further consideration. H.R. 2711 referred to the Committee of the Whole House on the state of the Union.

TIME LIMITATION OF REFERRED BILLS

Pursuant to clause 2 of rule XII, the following actions were taken by the Speaker:

H.R. 2226. Referral to the Committee on Transportation and Infrastructure extended for a period ending not later than November 1, 2013.

H.R. 2279. Referral to the Committee on Transportation and Infrastructure extended for a period ending not later than November 1, 2013.

H.R. 2318. Referral to the Committee on Transportation and Infrastructure extended for a period ending not later than November 1, 2013.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. MCGOVERN (for himself, Ms. KAPTUR, Ms. MCCOLLUM, Mr. HASTINGS of Florida, Mr. SCHIFF, Mrs. NAPOLITANO, Mr. MORAN, Mr. CONYERS, Mr. NEAL, Mr. CICILLINE, Ms. MOORE, Mr. GRIJALVA, and Mr. JONES):

H.R. 2847. A bill to establish a grant program to encourage the use of assistance dogs

by certain members of the Armed Forces and veterans; to the Committee on Armed Services, and in addition to the Committee on Veterans' Affairs, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. ROYCE (for himself and Mr. ENGEL):

H.R. 2848. A bill to authorize appropriations for the Department of State for fiscal year 2014, and for other purposes; to the Committee on Foreign Affairs.

By Mr. LYNCH:

H.R. 2849. A bill to amend the Foreign Intelligence Surveillance Act of 1978 to establish an Office of the Privacy Advocate General; to the Committee on the Judiciary, and in addition to the Committee on Intelligence (Permanent Select), for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. SMITH of Texas (for himself, Mr. STEWART, and Mrs. LUMMIS):

H.R. 2850. A bill to require certain procedures in the conduct by the Environmental Protection Agency of its study of the potential impacts of hydraulic fracturing on drinking water resources; to the Committee on Science, Space, and Technology.

By Mr. CONYERS (for himself, Mrs.

BEATTY, Mr. BISHOP of Georgia, Mr. CARSON of Indiana, Mrs. CHRISTENSEN, Ms. CHU, Ms. CLARKE, Mr. CLAY, Mr. COHEN, Mr. CUMMINGS, Ms. DEGETTE, Mr. DINGELL, Ms. EDWARDS, Mr. ELLISON, Mr. FARR, Ms. FUDGE, Mr. GRIJALVA, Mr. GUTIERREZ, Mr. HINOJOSA, Mr. HONDA, Ms. JACKSON LEE, Mr. LARSEN of Washington, Ms. LEE of California, Mr. LEWIS, Ms. MCCOLLUM, Mr. MEEKS, Ms. MOORE, Mr. NADLER, Mrs. NAPOLITANO, Ms. NORTON, Mr. PAYNE, Mr. PETERS of Michigan, Mr. RANGEL, Mr. RICHMOND, Ms. SCHAKOWSKY, Mr. SCOTT of Virginia, Mr. SERRANO, Mr. THOMPSON of Mississippi, Mr. VAN HOLLEN, and Ms. WILSON of Florida):

H.R. 2851. A bill to eliminate racial profiling by law enforcement, and for other purposes; to the Committee on the Judiciary.

By Mr. GEORGE MILLER of California (for himself, Ms. DELAURO, Mr. NADLER, Mr. CONYERS, Mr. LANGEVIN, Ms. CLARKE, and Mr. LOEBSACK):

H.R. 2852. A bill to amend the Age Discrimination in Employment Act of 1967 and other laws to clarify appropriate standards for Federal employment discrimination and retaliation claims, and for other purposes; to the Committee on Education and the Workforce.

By Mr. LIPINSKI (for himself, Mr. MULLIN, Mr. DEFazio, Mr. MICHAUD, Mr. PETERSON, and Mr. POLIS):

H.R. 2853. A bill to amend the Public Health Service Act to provide for the public disclosure of charges for certain hospital and ambulatory surgical center treatment episodes; to the Committee on Energy and Commerce.

By Mr. HASTINGS of Washington (for himself, Mr. MILLER of Florida, Mrs. BLACKBURN, Mr. COOPER, Mr. CONAWAY, Ms. DELBENE, Mr. DUNCAN of Tennessee, Mr. FINCHER, Ms. GRANGER, Mr. HALL, Mr. HECK of Washington, Mr. HECK of Nevada, Mr. HINOJOSA, Ms. HERRERA BEUTLER, Mr. KILMER, Mrs. LUMMIS, Mr. MCDERMOTT, Mr. NUGENT, Mr. RADEL, and Mr. ROE of Tennessee):

H.R. 2854. A bill to amend the Internal Revenue Code of 1986 to make permanent the de-

duction of State and local general sales taxes; to the Committee on Ways and Means.

By Mr. FITZPATRICK (for himself, Mr. BLUMENAUER, Mr. MORAN, Mr. FARR, and Mr. CONYERS):

H.R. 2856. A bill to amend the Lacey Act Amendments of 1981 to prohibit importation, exportation, transportation, sale, receipt, acquisition, and purchase in interstate or foreign commerce, or in a manner substantially affecting interstate or foreign commerce, of any live animal of any prohibited wildlife species; to the Committee on Natural Resources.

By Mr. BARLETTA:

H.R. 2857. A bill to amend the Small Business Act to provide the interest rate for certain disaster related loans, and for other purposes; to the Committee on Small Business, and in addition to the Committee on House Administration, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. DEGETTE:

H.R. 2858. A bill to implement reforms to the Federal land management agency fire programs in order to address the complexities of 21st century wildfires in a more cost-effective and efficient manner; to the Committee on Oversight and Government Reform.

By Ms. DUCKWORTH:

H.R. 2859. A bill to amend the Servicemembers Civil Relief Act to extend the interest rate limitation on debt entered into during military service to debt incurred during military service to consolidate or refinance student loans incurred before military service; to the Committee on Veterans' Affairs.

By Mr. FARENTHOLD (for himself and Mr. LYNCH):

H.R. 2860. A bill to amend title 5, United States Code, to provide that the Inspector General of the Office of Personnel Management may use amounts in the revolving fund of the Office to fund audits, investigations, and oversight activities, and for other purposes; to the Committee on Oversight and Government Reform.

By Mrs. LOWEY:

H.R. 2861. A bill to require the Nuclear Regulatory Commission to retain and redistribute certain amounts collected as fines; to the Committee on Energy and Commerce.

By Mr. MATHESON:

H.R. 2862. A bill to amend the Internal Revenue Code of 1986 to allow a temporary dividends received deduction for 2013 or 2014; to the Committee on Ways and Means.

By Mr. PAYNE (for himself, Mr. CARTWRIGHT, Ms. VELÁZQUEZ, Mr. SIRES, Mr. SCOTT of Virginia, Ms. JACKSON LEE, Ms. FUDGE, Mr. RANGEL, and Ms. KELLY of Illinois):

H.R. 2863. A bill to amend the Riegle Community Development and Regulatory Improvement Act of 1994 to provide assistance to small businesses providing low-income individuals with green jobs, and for other purposes; to the Committee on Financial Services.

By Ms. ROYBAL-ALLARD:

H.R. 2864. A bill to amend titles XVIII and XIX of the Social Security Act to improve oversight of nursing facilities under the Medicare and Medicaid programs by preventing inappropriate influence over surveyors, and for other purposes; to the Committee on Ways and Means, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. SCOTT of Virginia (for himself, Ms. LORETTA SANCHEZ of California,

Mr. JOHNSON of Georgia, Mr. CONYERS, Mr. GUTIERREZ, Mr. THOMPSON of Mississippi, Mr. NADLER, Ms. CHU, Mr. CUMMINGS, Mr. WATT, Mr. RANGEL, Mr. COHEN, and Mrs. NAPOLITANO):

H.R. 2865. A bill to provide safeguards with respect to the Federal Bureau of Investigation criminal background checks prepared for employment purposes, and for other purposes; to the Committee on the Judiciary.

By Mr. TERRY (for himself, Mr. SMITH of Nebraska, Mr. FORTENBERRY, Mr. LATHAM, Mr. MICA, Mr. KING of Iowa, Mr. CICILLINE, Ms. CLARKE, Mrs. CAROLYN B. MALONEY of New York, Mr. MEEKS, Ms. NORTON, Ms. LORETTA SANCHEZ of California, Ms. TITUS, and Mr. RICHMOND):

H.R. 2866. A bill to require the Secretary of the Treasury to mint coins in commemoration of the centennial of Boys Town, and for other purposes; to the Committee on Financial Services.

By Mr. TERRY:

H.R. 2867. A bill to amend title XVIII of the Social Security Act to provide for the recognition of attending physician assistants as attending physicians to serve hospice patients; to the Committee on Ways and Means, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. WELCH:

H.R. 2868. A bill to amend the FAA Modernization and Reform Act of 2012 to provide guidance and limitations regarding the integration of unmanned aircraft systems into United States airspace, and for other purposes; to the Committee on Transportation and Infrastructure, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. ANDREWS:

H. Con. Res. 46. Concurrent resolution urging the Government of Taiwan to grant former President Chen Shui-bian medical parole to ensure that he receives the highest level of medical attention; to the Committee on Foreign Affairs.

By Mr. LARSEN of Washington (for himself, Mr. KILMER, and Mr. HECK of Washington):

H. Con. Res. 47. Concurrent resolution calling for a democratically elected government for the people of the Federal Democratic Republic of Nepal; to the Committee on Foreign Affairs.

By Mr. LEWIS (for himself, Ms. NORTON, Mr. PRICE of North Carolina, Ms. SCHWARTZ, Mr. WATT, Mr. SMITH of Washington, Mr. TAKANO, Mr. RANGEL, Mr. HASTINGS of Washington, Mr. BLUMENAUER, Ms. MOORE, Ms. HAHN, Mr. CONYERS, Mr. DANNY K. DAVIS of Illinois, Mr. SCOTT of Virginia, Ms. JACKSON LEE, Mr. FATTAH, Ms. WILSON of Florida, Mr. MCDERMOTT, Mr. COHEN, Ms. SCHAKOWSKY, Mr. POCAN, Mr. BRADY of Pennsylvania, Ms. LEE of California, and Mr. LOWENTHAL):

H. Res. 319. A resolution recognizing Bayard Rustin for his lifelong leadership in the civil rights, labor, and lesbian, gay, bisexual, and transgender (LGBT) rights movements and for his exemplary dedication to realizing true equality and freedom in the United States; to the Committee on the Judiciary, and in addition to the Committee on Education and the Workforce, for a period to be subsequently determined by the Speaker, in

each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. SCHRADER:

H. Res. 320. A resolution celebrating the West Linn Centennial; to the Committee on Oversight and Government Reform.

By Mr. SCHRADER:

H. Res. 321. A resolution celebrating the Molalla Centennial; to the Committee on Oversight and Government Reform.

CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 7 of rule XII of the Rules of the House of Representatives, the following statements are submitted regarding the specific powers granted to Congress in the Constitution to enact the accompanying bill or joint resolution.

By Mr. McGOVERN:

H.R. 2847.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 12: To raise and support Armies, but no Appropriation of Money to that Use shall be for a longer Term than two Years.

Article I, Section 8, Clause 13: To provide and maintain a Navy.

Article I, Section 8, Clause 14: To make Rules for the Government and Regulation of the land and naval Forces.

By Mr. ROYCE:

H.R. 2848.

Congress has the power to enact this legislation pursuant to the following:

Article I, section 8 of the U.S. Constitution

By Mr. LYNCH:

H.R. 2849.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18

By Mr. SMITH of Texas:

H.R. 2850.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3

Article I, Section 8, Clause 18

By Mr. CONYERS:

H.R. 2851.

Congress has the power to enact this legislation pursuant to the following:

Pursuant to Section 5 of the Fourteenth Amendment to the United States Constitution, Congress shall have the power to enact appropriate laws protecting the civil rights of all Americans.

By Mr. GEORGE MILLER of California:

H.R. 2852.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the Constitution of the United States.

By Mr. LIPINSKI:

H.R. 2853.

Congress has the power to enact this legislation pursuant to the following:

Clause 1 of Section 8 of Article I of the Constitution of the United States grants the Congress the power to enact this law.

By Mr. HASTINGS of Washington:

H.R. 2854.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 7: "All Bills for raising Revenue shall originate in the House of Representatives . . ."

Article I, Section 8: "The Congress shall have Power To lay and collect Taxes, Duties, Imposts and Excises, . . ."

Amendment XVI (16th Amendment): "The Congress shall have power to lay and collect

taxes on incomes, from whatever source derived, without apportionment among the several States, and without regard to any census or enumeration."

By Ms. GRANGER:

H.R. 2855.

Congress has the power to enact this legislation pursuant to the following:

The principal constitutional authority for this legislation is clause 7 of section 9 of article I of the Constitution of the United States (the appropriation power), which states: "No Money shall be drawn from the Treasury, but in Consequence of Appropriations made by Law . . ." In addition, clause 1 of section 8 of article I of the Constitution (the spending power) provides: "The Congress shall have the Power . . . to pay the Debts and provide for the common Defence and general Welfare of the United States . . ." Together, these specific constitutional provisions establish the congressional power of the purse, granting Congress the authority to appropriate funds, to determine their purpose, amount, and period of availability, and to set forth terms and conditions governing their use.

By Mr. FITZPATRICK:

H.R. 2856.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3

By Mr. BARLETTA:

H.R. 2857.

Congress has the power to enact this legislation pursuant to the following:

Article 1 Section 8 of the U.S. Constitution Clause 18. This is the necessary and proper clause, which allows Congress to enact laws pursuant to the Constitution that will benefit the nation as a whole.

By Ms. DEGETTE:

H.R. 2858.

Congress has the power to enact this legislation pursuant to the following:

Article IV, section 3, Clause 2 of the Constitution of the United States.

By Ms. DUCKWORTH:

H.R. 2859.

Congress has the power to enact this legislation pursuant to the following:

The Constitutional authority to enact this legislation can be found in:

General Welfare Clause (Art. 1 sec. 8 cl. 1)
Necessary and Proper Clause (Art. 1 sec. 8 cl. 18)

Constitutional analysis is a rigorous discipline which goes far beyond the text of the Constitution, and requires knowledge of case law, history, and the tools of constitutional interpretation. While the scope of Congress' powers is an appropriate matter for House debate, the listing of specific textual authorities for routine Congressional legislation about which there is no legitimate constitutional concern is a diminishment of the majesty of our Founding Fathers' vision for our national legislature.

By Mr. FARENTHOLD:

H.R. 2860.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18

To make all Laws which shall be necessary and proper for carrying into Execution the foregoing Powers, and all other Powers vested by this Constitution in the Government of the United States, or in any Department or Officer thereof.

By Mrs. LOWEY:

H.R. 2861.

Congress has the power to enact this legislation pursuant to the following:

Article 1, section 8

By Mr. MATHESON:

H.R. 2862.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the U.S. Constitution

By Mr. PAYNE:

H.R. 2863.

Congress has the power to enact this legislation pursuant to the following:

The constitutional authority on which this bill rests is the power of Congress to make rules for the government and regulation of the land and naval forces, as enumerated in Article I, Section 8, Clause 14 of the United States Constitution

By Ms. ROYBAL-ALLARD:

H.R. 2864.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18

By Mr. SCOTT of Virginia:

H.R. 2865.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 14 & Clause 18 of the Constitution.

By Mr. TERRY:

H.R. 2866.

Congress has the power to enact this legislation pursuant to the following:

Art. I, Sec. 8, Cl. 5, which provides, "To coin Money, regulate the Value thereof, and of foreign Coin, and fix the Standard of Weights and Measures;"

By Mr. TERRY:

H.R. 2867.

Congress has the power to enact this legislation pursuant to the following:

The authority comes from Art. I, Sec. 8, cl. 1, the "tax and spend clause." This clause provides, "The Congress shall have Power To lay and collect Taxes, Duties, Imposts and Excises, to pay the Debts and provide for the common Defence and general Welfare of the United States; . . ."

By Mr. WELCH:

H.R. 2868.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clause 18: The Congress shall have Power To . . . make all Laws which shall be necessary and proper for carrying into Execution the foregoing Powers, and all other Powers vested by this Constitution in the Government of the United States, or in any Department or Officer thereof.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions as follows:

H.R. 32: Mr. SCHNEIDER, Mr. SHIMKUS, Mr. ROSKAM, Mr. CARTWRIGHT, and Mr. YOUNG of Alaska.

H.R. 107: Mr. BRIDENSTINE.

H.R. 129: Mrs. NEGRETE MCLEOD.

H.R. 198: Mr. JOHNSON of Georgia.

H.R. 241: Mr. KLINE.

H.R. 280: Mr. TAKANO.

H.R. 281: Mr. TAKANO.

H.R. 301: Mr. COTTON.

H.R. 313: Mr. LANKFORD.

H.R. 352: Mr. SESSIONS.

H.R. 419: Mr. ROYCE.

H.R. 494: Mr. KILDEE.

H.R. 495: Mr. TERRY, Mr. HOLT, and Mr. POE of Texas.

H.R. 523: Mr. FRANKS of Arizona and Mr. WILLIAMS.

H.R. 594: Mrs. KIRKPATRICK.

H.R. 647: Mr. WHITFIELD, Mr. SMITH of Texas, and Mr. HOLDING.

H.R. 676: Mrs. CAROLYN B. MALONEY of New York, Mr. BRADY of Pennsylvania, and Mr. SERRANO.

H.R. 683: Mr. MURPHY of Florida.

R. 685: Mr. CARTWRIGHT, Mr. GOSAR, Mr. DEFazio, Ms. WASSERMAN SCHULTZ, Mr.

- RUSH, Mr. BRALEY of Iowa, Mr. GRIJALVA, Mr. ALEXANDER, Mr. CASSIDY, Mr. KINGSTON, Mr. WALZ, Mr. COURTNEY, Mr. DOGGETT, and Mr. RYAN of Ohio.
H.R. 688: Mr. LAMALFA.
H.R. 708: Mr. CAPUANO.
H.R. 713: Ms. FRANKEL of Florida, Mr. WALDEN, Ms. LORETTA SANCHEZ of California, Mr. SHUSTER, Ms. MCCOLLUM, and Mr. NUNNELEE.
H.R. 719: Mr. MCCLINTOCK and Ms. TITUS.
H.R. 733: Mr. CRAMER.
H.R. 741: Mr. FRELINGHUYSEN and Mr. GERLACH.
H.R. 755: Mr. GOSAR, Mr. KINGSTON, and Mrs. McMORRIS RODGERS.
H.R. 792: Mr. RODNEY DAVIS of Illinois, Mr. CRAWFORD, and Mr. WILLIAMS.
H.R. 794: Mr. POCAN and Mr. PETERS of California.
H.R. 809: Mr. HOLT.
H.R. 818: Mr. LAMALFA.
H.R. 845: Ms. EDDIE BERNICE JOHNSON of Texas.
H.R. 846: Mr. DANNY K. DAVIS of Illinois, Mr. SCHIFF, and Mr. THOMPSON of California.
H.R. 850: Mrs. NAPOLITANO, Mr. POCAN, Mr. SIMPSON, and Mr. DANNY K. DAVIS of Illinois.
H.R. 924: Ms. EDWARDS and Mr. BEN RAY LUJÁN of New Mexico.
H.R. 938: Mr. WILSON of South Carolina, Mr. POCAN, and Mr. PAYNE.
H.R. 946: Mr. WEBER of Texas, Mr. BRIDENSTINE, Mr. WILLIAMS, Mr. RIGELL, and Mr. BILIRAKIS.
H.R. 961: Mr. CARSON of Indiana, Ms. VELÁZQUEZ, Ms. BROWNLEY of California, and Mrs. LOWEY.
H.R. 975: Mr. DEUTCH.
H.R. 984: Mr. COLLINS of New York.
H.R. 997: Mr. HUELSKAMP.
H.R. 1000: Mr. CAPUANO.
H.R. 1020: Mr. SHIMKUS, Mrs. LUMMIS, Ms. BONAMICI, Mr. BACHUS, Mr. GRAVES of Missouri, Mrs. BLACK, and Mr. DAVID SCOTT of Georgia.
H.R. 1024: Mr. WESTMORELAND, Mr. DAVID SCOTT of Georgia, Mr. VARGAS, and Ms. SCHAKOWSKY.
H.R. 1027: Mr. KILDEE.
H.R. 1074: Mr. FORBES and Mr. AMODEI.
H.R. 1077: Mr. MCHENRY and Mr. FORBES.
H.R. 1091: Mr. HULTGREN, Mr. ADERHOLT, Mr. RENACCI, Mr. ROONEY, and Mr. AUSTIN SCOTT of Georgia.
H.R. 1125: Mr. CLAY.
H.R. 1146: Mr. KING of New York.
H.R. 1179: Mr. RAHALL, Mr. GARCIA, and Mr. MURPHY of Florida.
H.R. 1199: Mr. WELCH, Mr. VARGAS, Ms. MICHELLE LUJAN GRISHAM of New Mexico, and Mr. ANDREWS.
H.R. 1217: Mr. DIAZ-BALART, Mr. GRIMM, Mr. DENHAM, Mr. FARENTHOLD, Mr. CICILLINE, Mr. GARCIA, Ms. ROYBAL-ALLARD, and Ms. CHU.
H.R. 1250: Mr. HASTINGS of Washington, Mr. WEBER of Texas, Mr. LATTA, and Ms. MATSUI.
H.R. 1252: Mr. CARSON of Indiana, Mrs. NAPOLITANO, Mrs. NEGRETE MCLEOD, and Ms. MATSUI.
H.R. 1278: Ms. BROWN of Florida, Mr. BUTTERFIELD, Mr. CARSON of Indiana, Ms. CLARKE, Ms. EDWARDS, and Mr. RUSH.
H.R. 1281: Mrs. KIRKPATRICK.
H.R. 1339: Mr. KILDEE, Mr. CLAY, and Mr. HASTINGS of Florida.
H.R. 1346: Mr. MEEKS and Ms. NORTON.
H.R. 1354: Mr. LIPINSKI and Mr. BONNER.
H.R. 1395: Mr. CARTWRIGHT.
H.R. 1416: Mr. SCHOCK, Mr. CARTWRIGHT, and Mr. BACHUS.
H.R. 1427: Mr. CLAY.
H.R. 1428: Mr. LUETKEMEYER and Mr. CLAY.
H.R. 1431: Ms. DELBENE and Mr. WELCH.
H.R. 1461: Mr. BARTON, Mr. AUSTIN SCOTT of Georgia, and Mr. WALBERG.
H.R. 1518: Mrs. BUSTOS, Mr. CLAY, Mr. SERRANO, and Mr. SMITH of Texas.
H.R. 1528: Mrs. BEATTY, Mr. TERRY, Mr. CLAY, Mr. HURT, and Mr. SERRANO.
H.R. 1541: Mr. LANKFORD.
H.R. 1563: Mr. DIAZ-BALART.
H.R. 1590: Mr. HECK of Washington and Mr. KILMER.
H.R. 1616: Mr. COOPER, Mr. CARTWRIGHT, and Mr. OWENS.
H.R. 1620: Mr. MILLER of Florida.
H.R. 1634: Mr. AMODEI.
H.R. 1660: Mr. LANKFORD.
H.R. 1666: Mr. CLAY.
H.R. 1690: Mr. WEBER of Texas.
H.R. 1692: Mr. CROWLEY and Ms. BROWNLEY of California.
H.R. 1699: Ms. WATERS.
H.R. 1717: Mr. HIGGINS.
H.R. 1721: Mr. TIBERI, Mr. WHITFIELD, Mr. JOYCE, and Mr. ANDREWS.
H.R. 1726: Mr. NADLER, Mr. LARSEN of Washington, and Mr. MURPHY of Florida.
H.R. 1727: Ms. DELBENE.
H.R. 1728: Mr. FARR, Ms. MCCOLLUM, Mr. CONYERS, Mr. LOWENTHAL, Mr. HOYER, Ms. JACKSON LEE, Mr. CLAY, Mr. YARMUTH, Mr. WAXMAN, Ms. TITUS, Mr. THOMPSON of California, Mr. SCHIFF, Mr. RYAN of Ohio, Mr. RUSH, Mr. RUPPERSBERGER, Mr. NEAL, Mr. LYNCH, Mr. LARSEN of Washington, Mr. LANGEVIN, Mr. HECK of Washington, Mr. HASTINGS of Florida, Ms. HANABUSA, Mr. FOSTER, Mr. FITZPATRICK, Mr. COURTNEY, Mr. CARTWRIGHT, Ms. WILSON of Florida, and Ms. CLARKE.
H.R. 1731: Ms. CHU.
H.R. 1756: Mr. LATTA.
H.R. 1761: Mr. WITTMAN, Mr. RIBBLE, and Mr. CLAY.
H.R. 1763: Mr. CARTWRIGHT.
H.R. 1764: Mr. LATTA.
H.R. 1771: Mr. WOMACK.
H.R. 1775: Mr. BILIRAKIS and Mr. CAPUANO.
H.R. 1779: Mr. LOEBSACK.
H.R. 1812: Mr. PIERLUISI.
H.R. 1814: Mr. CARSON of Indiana.
H.R. 1816: Ms. JACKSON LEE and Mrs. BEATTY.
H.R. 1827: Mr. BISHOP of Georgia and Ms. ESHOO.
H.R. 1830: Ms. SCHAKOWSKY and Mr. DAVID SCOTT of Georgia.
H.R. 1843: Mr. LOWENTHAL.
H.R. 1861: Mr. WEBER of Texas, Mr. SCHOCK, and Mrs. KIRKPATRICK.
H.R. 1869: Mr. BUCHANAN.
H.R. 1875: Mrs. DAVIS of California.
H.R. 1882: Mr. GOHMERT.
H.R. 1887: Mr. POCAN.
H.R. 1892: Mr. FARR.
H.R. 1893: Ms. DUCKWORTH.
H.R. 1920: Mr. LIPINSKI, Mr. KILDEE, and Ms. MATSUI.
H.R. 1957: Ms. SINEMA.
H.R. 1991: Mr. SALMON, Mr. HUNTER, and Mr. MURPHY of Florida.
H.R. 1999: Mrs. BROOKS of Indiana.
H.R. 2000: Mr. RIBBLE and Ms. DELAURO.
H.R. 2009: Mr. COOK, Mrs. BLACK, and Ms. JENKINS.
H.R. 2016: Mr. TIPTON and Mr. CARSON of Indiana.
H.R. 2019: Mr. CARTWRIGHT and Mr. HUDSON.
H.R. 2037: Mr. BLUMENAUER.
H.R. 2044: Ms. ESHOO.
H.R. 2053: Mr. HURT.
H.R. 2079: Ms. SINEMA.
H.R. 2086: Ms. SCHWARTZ.
H.R. 2099: Mr. BROUN of Georgia and Mr. KINGSTON.
H.R. 2101: Mr. PERLMUTTER.
H.R. 2110: Mr. RANGEL.
H.R. 2111: Mr. RANGEL.
H.R. 2116: Ms. MCCOLLUM and Ms. BROWNLEY of California.
H.R. 2128: Mr. COURTNEY.
H.R. 2137: Mr. JEFFRIES.
H.R. 2138: Mr. LATTA.
H.R. 2149: Mr. RANGEL.
H.R. 2151: Mr. VARGAS.
H.R. 2153: Mr. SEAN PATRICK MALONEY of New York.
H.R. 2178: Mr. MCINTYRE.
H.R. 2182: Mr. CARTWRIGHT.
H.R. 2194: Mr. KLINE.
H.R. 2195: Mr. VARGAS.
H.R. 2249: Mr. KILMER.
H.R. 2278: Mr. POMPEO.
H.R. 2295: Mr. HASTINGS of Florida.
H.R. 2300: Mr. LAMALFA.
H.R. 2309: Mr. THOMPSON of Pennsylvania, Mr. MCHENRY, Mrs. CAPITO, Mrs. NOEM, and Mr. Jeffries.
H.R. 2315: Mr. POLIS.
H.R. 2328: Mr. NUNNELEE.
H.R. 2352: Ms. SLAUGHTER.
H.R. 2358: Mr. LOWENTHAL.
H.R. 2368: Mr. CONYERS and Ms. KAPTUR.
H.R. 2387: Mr. BRADY of Pennsylvania.
H.R. 2408: Mr. LABRADOR.
H.R. 2415: Mr. BONNER, Mr. NUNES, and Mr. ALEXANDER.
H.R. 2434: Mr. RANGEL and Ms. KELLY of Illinois.
H.R. 2440: Ms. KELLY of Illinois.
H.R. 2456: Mr. MARCHANT.
H.R. 2457: Ms. CLARKE.
H.R. 2458: Mr. LONG.
H.R. 2464: Mr. CARTWRIGHT.
H.R. 2465: Mr. CARTWRIGHT, Ms. FUDGE, and Mr. THOMPSON of Mississippi.
H.R. 2468: Mr. LANGEVIN.
H.R. 2480: Ms. CASTOR of Florida.
H.R. 2485: Mr. PAYNE and Mr. WALZ.
H.R. 2500: Mr. MURPHY of Pennsylvania.
H.R. 2502: Mr. KILDEE, Mr. MCNERNEY, Mr. WELCH, Mr. GRIJALVA, Mr. CÁRDENAS, Ms. LOFGREN, Ms. SPEIER, Mr. LOWENTHAL, Ms. GABBARD, and Mr. TONKO.
H.R. 2504: Ms. TITUS, Mr. NUNNELEE, and Mr. RAHALL.
H.R. 2509: Ms. MCCOLLUM, Mr. VAN HOLLEN, and Mr. DOGGETT.
H.R. 2520: Mr. ELLISON and Ms. ESHOO.
H.R. 2527: Mr. WALZ.
H.R. 2530: Mr. PERRY.
H.R. 2531: Mr. PERRY.
H.R. 2532: Mr. PERRY.
H.R. 2533: Mr. PERRY.
H.R. 2535: Mr. MURPHY of Pennsylvania.
H.R. 2536: Mr. CÁRDENAS, Mr. CARTWRIGHT, and Mr. PETRI.
H.R. 2542: Mr. TIPTON and Mr. LUETKEMEYER.
H.R. 2548: Mr. DOGGETT, Mr. ANDREWS, Mr. WEBER of Texas, Mr. STOCKMAN, and Mr. ISRAEL.
H.R. 2559: Mr. CARTWRIGHT.
H.R. 2565: Mr. ROKITA, Mr. FORBES, Mr. MCCAUL, Mr. REICHERT, and Mr. KLINE.
H.R. 2575: Mr. TIPTON and Mr. MASSIE.
H.R. 2579: Mr. LANKFORD, Mr. GINGREY of Georgia, Mr. FITZPATRICK, Mr. WEBSTER of Florida, Mr. ROKITA, and Mrs. WALORSKI.
H.R. 2581: Mr. MCINTYRE.
H.R. 2591: Ms. DUCKWORTH.
H.R. 2633: Mr. VARGAS, Mr. CONYERS, Mr. HOLT, Mr. BRADY of Pennsylvania, Mr. QUIGLEY, and Ms. EDDIE BERNICE JOHNSON of Texas.
H.R. 2638: Mr. CRENSHAW, Mr. FALEOMAVAEGA, Mr. LOWENTHAL, Mr. CONYERS, Mr. MCCAUL, and Mr. WEBER of Texas.
H.R. 2646: Ms. DELBENE and Mr. LOWENTHAL.
H.R. 2647: Ms. NORTON.
H.R. 2648: Ms. NORTON.
H.R. 2663: Mr. HUFFMAN and Mr. PETERS of California.
H.R. 2679: Mr. LONG.
H.R. 2682: Mr. SMITH of Texas, Ms. JENKINS, Mr. DUFFY, Mr. GRIMM, Mrs. WAGNER, Mrs. WALORSKI, and Mr. POMPEO.
H.R. 2692: Mr. CONNOLLY, Ms. SCHAKOWSKY, Ms. SLAUGHTER, Mr. LARSEN of Washington, Ms. ESTY, and Mr. MCGOVERN.

H.R. 2711: Mr. LONG and Mr. REED.
 H.R. 2717: Mr. DENT, Mr. COTTON, Mr. JOYCE, and Mr. KINGSTON.
 H.R. 2720: Mr. GRIFFIN of Arkansas, Mr. LARSON of Connecticut, Mr. RANGEL, Ms. SCHWARTZ, and Mr. DANNY K. DAVIS of Illinois.
 H.R. 2730: Mr. BRADY of Pennsylvania.
 H.R. 2743: Ms. KAPTUR.
 H.R. 2745: Mr. MCINTYRE, Mr. HUELSKAMP, and Mr. MCCLINTOCK.
 H.R. 2765: Mr. GOHMERT.
 H.R. 2768: Mr. STEWART, Mr. REICHERT, Mr. KINGSTON, Mr. SALMON, Mr. WESTMORELAND, Mr. HULTGREN, Mr. REED, Mr. NUNNELEE, Mr. RODNEY DAVIS of Illinois, and Mr. PERRY.
 H.R. 2769: Mr. STEWART, Mr. REICHERT, Mr. KINGSTON, Mr. SALMON, Mr. WESTMORELAND, Mr. REED, Mr. NUNNELEE, Mrs. WALORSKI, and Mr. PERRY.
 H.R. 2770: Ms. TITUS and Mr. TAKANO.
 H.R. 2772: Ms. HAHN, Mrs. CAROLYN B. MALONEY of New York, and Mr. RANGEL.
 H.R. 2773: Ms. MOORE.
 H.R. 2775: Mr. LONG, Mr. LAMALFA, Ms. JENKINS, Mr. JOYCE, Mr. JOHNSON of Ohio, Mr. CRAWFORD, Mr. GOHMERT, Mr. MULVANEY, Mr. TERRY, Mr. DESANTIS, Mrs. MILLER of Michigan, Mrs. CAPITO, and Mr. LATTA.
 H.R. 2776: Mr. WOMACK.
 H.R. 2789: Mrs. BLACKBURN.
 H.R. 2794: Mr. LANCE and Ms. ROS-LEHTINEN.
 H.R. 2802: Mr. VISCLOSKEY.
 H.R. 2805: Mr. BUCHANAN, Mr. GINGREY of Georgia, and Mr. FRANKS of Arizona.
 H.R. 2807: Mr. LATTA and Mr. COURTNEY.
 H.R. 2809: Mrs. BLACK.
 H.R. 2810: Mr. CASSIDY, Mr. BUCSHON, Mrs. CHRISTENSEN, Mr. GINGREY of Georgia, Mr. STOCKMAN, Mr. THORNBERRY, Mr. BENISHEK, Mr. MURPHY of Pennsylvania, Mr. GOSAR, Ms. MATSUI, Ms. CASTOR of Florida, Mr. ENGEL, Mr. CUELLAR, Mr. SESSIONS, Mr. YOUNG of Alaska, Mr. GENE GREEN of Texas, Mr. OLSON, and Mrs. ELLMERS.
 H.R. 2812: Mr. MEEKS.
 H.R. 2820: Mr. MULVANEY.
 H.R. 2821: Mr. BLUMENAUER and Mr. GEORGE MILLER of California.
 H.R. 2824: Mr. GOSAR.
 H.R. 2825: Mr. MCGOVERN.
 H.R. 2826: Mr. SAM JOHNSON of Texas.
 H.R. 2837: Mr. WALBERG, Mr. HOLDING, Mr. MULLIN, Mr. ROTHFUS, Mr. CONAWAY, Mr. WESTMORELAND, and Mr. CRAWFORD.
 H.R. 2839: Ms. DUCKWORTH, Mr. OWENS, Mr. SIREs, Mr. MEEKS, and Mrs. NEGRETE MCLEOD.
 H.R. 2840: Mr. LATTA.
 H.R. 2844: Mr. HARPER.
 H.J. Res. 1: Mr. HUDSON and Mr. SESSIONS.
 H.J. Res. 2: Mr. HUDSON and Mr. SESSIONS.
 H.J. Res. 34: Mr. LOEBSACK, Mr. CUMMINGS, and Mr. GRIJALVA.
 H.J. Res. 41: Mr. HUDSON.
 H.J. Res. 43: Mr. MURPHY of Florida, Ms. TITUS, and Mr. KIND.
 H.J. Res. 44: Mr. RYAN of Ohio.
 H.J. Res. 51: Mr. HURT.
 H. Con. Res. 41: Mr. CARSON of Indiana, Mr. SHERMAN, and Ms. EDDIE BERNICE JOHNSON of Texas.
 H. Res. 30: Mr. BARLETTA.
 H. Res. 86: Mr. DESANTIS.
 H. Res. 97: Mr. BUTTERFIELD.
 H. Res. 104: Mrs. KIRKPATRICK and Mr. CARTWRIGHT.
 H. Res. 112: Mrs. CAROLYN B. MALONEY of New York and Mr. GRIMM.
 H. Res. 208: Mr. BLUMENAUER.
 H. Res. 222: Ms. ROS-LEHTINEN.
 H. Res. 227: Mrs. LOWEY and Mr. ENGEL.
 H. Res. 250: Mr. COLLINS of Georgia.
 H. Res. 254: Ms. SPEIER, Mr. HINOJOSA, Mr. CONYERS, Ms. MOORE, Ms. JACKSON LEE and Mr. GRIJALVA.

H. Res. 280: Mr. PERRY.
 H. Res. 281: Mr. COTTON, Mr. BARROW of Georgia, Ms. PINGREE of Maine, Mr. WILSON of South Carolina, Mrs. NAPOLITANO, Mr. HARRIS, Ms. TITUS, Ms. JACKSON LEE, and Mr. STIVERS.
 H. Res. 284: Mr. WEBER of Texas.
 H. Res. 293: Ms. BORDALLO, Mr. AUSTIN SCOTT of Georgia, Mr. COOK, and Mr. CRAMER.
 H. Res. 302: Mr. JOYCE, Mr. SCHOCK, Ms. KAPTUR, and Mr. BRIDENSTINE.
 H. Res. 307: Mr. BARBER and Mr. JOYCE.
 H. Res. 308: Mr. DIAZ-BALART and Mr. SIREs.
 H. Res. 318: Ms. WILSON of Florida, Mr. ELLISON, and Mr. SCOTT of Virginia.

CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, OR LIMITED TARIFF BENEFITS

Under clause 9 of rule XXI, lists or statements on congressional earmarks, limited tax benefits, or limited tariff benefits were submitted as follows:

OFFERED BY MR. CAMP

The provisions that warranted a referral to the Committee on Ways and Means in H.R. 2009, "Keep the IRS Off Your Health Care Act of 2013," do not contain any congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9 of rule XXI of the Rules of the U.S. House of Representatives.

DELETIONS OF SPONSORS FROM PUBLIC BILLS AND RESOLUTIONS

Under clause 7 of rule XII, sponsors were deleted from public bills and resolutions as follows:

H.R. 693: Mr. DOYLE.
 H.R. 2027: Ms. SINEMA.

AMENDMENTS

Under clause 8 of rule XVIII, proposed amendments were submitted as follows:

H.R. 2610

OFFERED BY: MR. HANNA

AMENDMENT No. 5: At the end of the bill (before the short title), insert the following:
 SEC. ____ . None of the funds made available by this Act may be used to implement, administer, or enforce the final rule published by the Department of Transportation in the Federal Register on December 27, 2011, titled "Hours of Service of Drivers" (76 Fed. Reg. 81134).

H.R. 2610

OFFERED BY: MR. BARBER

AMENDMENT No. 6: Page 68, line 19, after the dollar amount, insert "(reduced by \$1,500,000)".
 Page 69, line 1, after the dollar amount, insert "(reduced by \$1,500,000)".
 Page 71, line 22, after the dollar amount, insert "(increased by \$1,000,000)".
 Page 80, line 4, after the dollar amount, insert "(increased by \$1,000,000)".

H.R. 2610

OFFERED BY: MR. GRAYSON

AMENDMENT No. 7: At the end of the bill (before the short title), insert the following:
 SEC. 421. None of the funds made available by this Act may be used to enter into a contract with any offeror or any of its principals if the offeror certifies, pursuant to the Federal Acquisition Regulation, that the offeror or any of its principals—

(1) within a three-year period preceding this offer has been convicted of or had a civil judgment rendered against it for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) contract or subcontract; violation of Federal or State antitrust statutes relating to the submission of offers; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, violating Federal criminal tax laws, or receiving stolen property; or

(2) are presently indicted for, or otherwise criminally or civilly charged by a governmental entity with, commission of any of the offenses enumerated in paragraph (1); or

(3) within a three-year period preceding this offer, has been notified of any delinquent Federal taxes in an amount that exceeds \$3,000 for which the liability remains unsatisfied.

H.R. 2610

OFFERED BY: MR. GRAYSON

AMENDMENT No. 8: Page 9, line 7, after the dollar amount, insert "(reduced by \$250)".

H.R. 2610

OFFERED BY: MR. GRAYSON

AMENDMENT No. 9: Page 2, line 13, after the first dollar amount, insert "(reduced by \$500,000)".

Page 3, line 7, after the dollar amount, insert "(reduced by \$500,000)".

Page 10, line 25, after the dollar amount, insert "(increased by \$500,000)".

Page 11, line 4, after the dollar amount, insert "(increased by \$500,000)".

H.R. 2610

OFFERED BY: MR. GRAYSON

AMENDMENT No. 10: At the end of the bill (before the short title), insert the following:
 SEC. ____ . None of the funds made available under this Act may be used to establish or collect tolls on Interstate 4 in the State of Florida.

H.R. 2610

OFFERED BY: MR. GRAYSON

AMENDMENT No. 11: Page 9, line 7, before the period, insert "or that are located within 50 miles of a commercial service airport".

H.R. 2610

OFFERED BY: MR. GRAYSON

AMENDMENT No. 12: At the end of the bill, before the short title, insert the following:

SEC. ____ . None of the funds made available under this Act may be made available to any airline that reduces the benefits of its frequent flyer program without 180 days prior notice.

H.R. 2610

OFFERED BY: MS. CASTOR OF FLORIDA

AMENDMENT No. 13: Page 68, line 11, after the first dollar amount, insert "(reduced by \$3,000,000)".

Page 68, line 19, after the dollar amount, insert "(increased by \$3,000,000)".

Page 69, line 4, after the dollar amount, insert "(increased by \$3,000,000)".

H.R. 2610

OFFERED BY: MR. MCCLINTOCK

AMENDMENT No. 14: Page 8, line 9, after the dollar amount, insert "(reduced by \$100,000,000)".

Page 150, line 8, after the dollar amount, insert "(increased by \$100,000,000)".

H.R. 2610

OFFERED BY: MS. NORTON

AMENDMENT No. 15: At the end of the bill, before the short title, insert the following:

SEC. ____ . None of the funds made available by this Act may be used to enforce subpart V of part 93 of title 14, Code of Federal

Regulations, regarding special air traffic rules for aircraft operating in the Washington, DC metropolitan area.

H.R. 2610

OFFERED BY: MR. TURNER

AMENDMENT No. 16: At the end of the bill (before the short title), insert the following:

SEC. _____. None of the funds made available in this Act may be used to establish, issue, implement, administer, or enforce any prohibition or restriction on the establishment or effectiveness of any occupancy preference for veterans in supportive housing for the elderly that (1) is provided assistance by the Department of Housing and Urban Development, and (2)(A) is or would be located on property of the Department of Veterans Affairs, or (B) is subject to an enhanced use lease with the Department of Veterans Affairs.

H.R. 2610

OFFERED BY: MR. LARSEN OF WASHINGTON

AMENDMENT No. 17: At the end of the bill, before the short title, insert the following:

SEC. _____. None of the funds made available by this Act may be used in contravention of section 129(c)(3) of title 23, United States Code.

H.R. 2610

OFFERED BY: MR. GOSAR

AMENDMENT No. 18: At the end of the bill (before the short title), insert the following:

LIMITATION RELATING TO USE OF OFFICIAL TIME

SEC. 421. None of the funds made available in this Act may be used to pay a Federal employee for any period of time during which such employee is using official time under section 7131 of title 5, United States Code.

H.R. 2610

OFFERED BY: MS. BROWN OF FLORIDA

AMENDMENT No. 19: At the end of the bill (before the short title), insert the following:

SEC. 421. None of the funds made available by this Act may be used to close or consolidate any offices in the Office of Field Policy and Management of the Department of Housing and Urban Development that were in existence as of June 1, 2013, or any field offices of the Office of Multifamily Housing Programs of such Department that were in existence as of such date.

H.R. 2610

OFFERED BY: MR. AL GREEN OF TEXAS

AMENDMENT No. 20: Page 108, line 10, after the dollar amount, insert “(increased by \$12,500,000)”.

H.R. 2610

OFFERED BY: MR. GRAYSON

AMENDMENT No. 21: Page 108, line 19, after the dollar amount, insert “(increased by \$150,000)”.